

City Council

Agenda

Tuesday, January 22, 2019

City Hall

749 Main Street

7:00 PM

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. APPROVAL OF AGENDA

4. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Council requests that public comments be limited to 3 minutes. When several people wish to speak on the same position on a given item, Council requests they select a spokesperson to state that position.

5. CONSENT AGENDA

The following items on the City Council Agenda are considered routine by the City Manager and shall be approved, adopted, accepted, etc., by motion of the City Council and roll call vote unless the Mayor or a City Council person specifically requests that such item be considered under "Regular Business." In such an event the item shall be removed from the "Consent Agenda" and Council action taken separately on said item in the order appearing on the Agenda. Those items so approved under the heading "Consent Agenda" will appear in the Council Minutes in their proper order.

A. Approval of Bills

B. Approval of Minutes: January 8, 2019

6. COUNCIL INFORMATIONAL COMMENTS ON PERTINENT ITEMS NOT ON THE AGENDA (Council general comments are scheduled at the end of the Agenda.)

7. CITY MANAGER'S REPORT

8. REGULAR BUSINESS

Citizen Information

If you wish to speak at the City Council meeting, please fill out a sign-up card and present it to the City Clerk.

Persons with disabilities planning to attend the meeting who need sign language interpretation, assisted listening systems, Braille, taped material, or special transportation, should contact the City Manager's Office at 303 335-4533. A forty-eight-hour notice is requested.

City of Louisville

City Council 749 Main Street Louisville CO 80027
303.335.4536 (phone) 303.335.4550 (fax) www.LouisvilleCO.gov

- 7:15 – 8:15 PM **A. DISCUSSION/DIRECTION – DOWNTOWN PARKING STRUCTURE CONCEPTUAL DESIGN**
- Revitalization Commission Presentation
 - Public Comments (Please limit to three minutes each)
 - Council Questions & Comments
 - Action
- 8:15 – 9:00 PM **B. DISCUSSION/DIRECTION – TRANSPORTATION MASTER PLAN UPDATE**
- Council Presentation
 - Public Comments (Please limit to three minutes each)
 - Council Questions & Comments
 - Action
- 9:00 – 9:15 PM **C. RESOLUTION NO. 4, SERIES 2019 – A RESOLUTION APPROVING A FINAL SUBDIVISION PLAT TO ADJUST THE LOT LINES OF LOTS 1A AND 2A, VACATE TRACT Q TAKODA SUBDIVISION, AND CREATE OUTLOT A TO BE CONVEYED TO THE CITY OF LOUISVILLE FOR THE PURPOSE OF CONSTRUCTING AN UNDERPASS**
- Council Presentation
 - Public Comments (Please limit to three minutes each)
 - Council Questions & Comments
 - Action
- 9:15 – 9:30 PM **D. ORDINANCE NO. 1768, SERIES 2019 – AN ORDINANCE APPROVING THE REZONING OF CERTAIN PROPERTIES FROM THE OFFICE ZONE TO THE AGRICULTURAL AND ADMINISTRATIVE OFFICE ZONE DISTRICTS – 2nd READING, PUBLIC HEARING (advertised *Daily Camera* 1/13/19)**
- Mayor Opens Public Hearing
 - Staff Presentation
 - Public Comments (Please limit to three minutes each)
 - Council Questions & Comments
 - Additional Public Comments
 - Mayor Closes Public Hearing
 - Action
- 9:30 - 9:45 PM **E. DISCUSSION/DIRECTION – CITY COUNCIL SUMMER MEETING SCHEDULE**
- Council Presentation
 - Public Comments (Please limit to three minutes each)
 - Council Questions & Comments
 - Action

- 9. CITY ATTORNEY'S REPORT**
- 10. COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF FUTURE AGENDA ITEMS**
- 11. ADJOURNMENT**

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City of Louisville, CO
DETAIL INVOICE LIST

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CASH ACCOUNT: 001000 101001

WARRANT: 123118A 12/31/2018

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
13656	AARON DEJONG	EXPENSE REPORT 12/3-12/20	90.47
10301	COLORADO COMMUNITY SHARES	Payroll Run 1 - Warrant 1	1,029.00
13947	DAVID HAYES	TRAVEL RECON 10/6-10/9/18	43.80
14378	EMILY HOGAN	EXPENSE REPORT 9/11-11/15	46.87
5255	FAMILY SUPPORT REGISTRY	Payroll Run 1 - Warrant 1	544.18
655	FOOTHILLS UNITED WAY	Payroll Run 1 - Warrant 1	224.00
14604	MEGAN DAVIS	EXPENSE REPORT 4/4-12/17/	484.61
14655	PREMIER MEMBERS CREDIT UNION	Payroll Run 1 - Warrant 1	350.61
8 INVOICES		WARRANT TOTAL	2,813.54

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CASH ACCOUNT: 001000 101001

WARRANT: 010319 01/03/2019

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14708	STEVEN FOSTER	STRATEGIC PLAN VIDEO DEPO	1,350.00
	1 INVOICES	WARRANT TOTAL	1,350.00

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CASH ACCOUNT: 001000 101001

WARRANT: 123118B 12/31/2018

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14367	DUNAKILLY MANAGEMENT GROUP COR	Owner's Rep for RSC Expan	10,625.00
3005	LEWAN & ASSOCIATES INC	DEC 18 PRINTER CONTRACT P	71.78
3005	LEWAN & ASSOCIATES INC	TONER CARTRIDGES PD	263.95
3005	LEWAN & ASSOCIATES INC	DEC 18 PRINTER CONTRACT	1,838.84
3005	LEWAN & ASSOCIATES INC	DEC 18 COPIER CONTRACT	1,639.00
3005	LEWAN & ASSOCIATES INC	DEC 18 COPIER CONTRACT	4,600.49
3005	LEWAN & ASSOCIATES INC	4THQ 18 SCANNER CONTRACT	2.14
11304	NORAA CONCRETE CONSTRUCTION	REMOVE CONCRETE & REPAIR	769.80
14673	NORTH WEST ROOFING	Golf Course Hail Damage R	131,140.00
5178	PETTY CASH LRC - KATHY MARTIN	PETTY CASH LRC	274.35
14561	RUSSELL + MILLS STUDIOS INC	UPDATE GUIDELINES & SIGN	3,200.00
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	11 INVOICES	WARRANT TOTAL	154,425.35
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CASH ACCOUNT: 001000 101001		WARRANT: 011019	01/10/2019
VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14154	ALLSTREAM	JAN 19 PHONE CIRCUITS	938.60
99999	BLUE SAGE PROPERTY MANAGEMENT	UTILITY REFUND 2343 DOGWO	68.19
14710	WELLRIGHT LLC	2019 WELLNESS PROGRAM SET	1,500.00
===== 3 INVOICES =====		WARRANT TOTAL	2,506.79

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CASH ACCOUNT: 001000 101001 WARRANT: 123118C 12/31/2018

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14599	120WATER AUDIT LLC	Lead & Copper Sampling Se	7,380.00
14121	ACUSHNET COMPANY	RESALE MERCHANDISE	968.93
312	ADVANCED EXERCISE EQUIPMENT IN	Treadmills	10,700.00
14715	ALL TRAFFIC DATA SERVICES INC	TRAFFIC COUNTS	1,995.00
14596	AMERICAN ELEVATOR PROFESSIONAL	ELEVATOR INSPECTIONS	4,000.00
14643	AMERICAN STRIPING COMPANY	2018 Contract Striping	141,803.60
14713	AQUATIC RESOURCES LLC	ACCU-TAB CHLORINATOR	2,801.60
14713	AQUATIC RESOURCES LLC	ACCU-TAB CHEMICALS	3,469.28
640	BOULDER COUNTY	NOV 18 GATE FEE	2,098.20
640	BOULDER COUNTY	DEC 18 PRINTING PD	62.32
640	BOULDER COUNTY	2018 TIF COUNTY SHARE	88,673.12
7706	BRANNAN SAND & GRAVEL CO LLC	2018 Road Base & Squeegee	414.21
7706	BRANNAN SAND & GRAVEL CO LLC	2018 Asphalt	1,208.64
7706	BRANNAN SAND & GRAVEL CO LLC	2018 Asphalt	183.60
7706	BRANNAN SAND & GRAVEL CO LLC	2018 Asphalt	138.60
875	CANYON SYSTEMS INC	CHLORINE SWITCHOVER NWTP	624.16
248	CDW GOVERNMENT	HP LASERJET PRINTER CITY	479.00
935	CENTENNIAL PRINTING CO	BUSINESS CARDS MOSLEY	62.00
935	CENTENNIAL PRINTING CO	BUSINESS CARDS RSC	124.00
935	CENTENNIAL PRINTING CO	BUSINESS CARDS ILKO	42.00
935	CENTENNIAL PRINTING CO	STRATEGIC PLANNING BOOKS	395.00
980	CENTURY CHEVROLET INC	PARTS UNIT 2168	21.32
14688	CESCO LINGUISTIC SERVICES	INTERPRETER	185.00
13352	CGRS INC	DEC 18 REMOTE POLLING	25.00
14427	CHRISTINE STANDEFER	CONTRACTOR FEES MASTERS S	127.40
13260	CLIFTON LARSON ALLEN LLP	DEC 18 UTILITY BILLING SE	8,556.66
14118	CLUB PROPHET SYSTEMS	NOV 18 POS SOFTWARE	610.00
14118	CLUB PROPHET SYSTEMS	DEC 18 POS SOFTWARE	610.00
1120	COLORADO ANALYTICAL LABORATORI	LAB ANALYSIS FEES WTP	190.80
1120	COLORADO ANALYTICAL LABORATORI	LAB ANALYSIS FEES WTP	190.80
1120	COLORADO ANALYTICAL LABORATORI	LAB ANALYSIS FEES WTP	122.50
1120	COLORADO ANALYTICAL LABORATORI	LAB ANALYSIS FEES WTP	194.00

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CASH ACCOUNT: 001000 101001 WARRANT: 123118C 12/31/2018

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
1120	COLORADO ANALYTICAL LABORATORI	LAB ANALYSIS FEES WTP	89.00
1120	COLORADO ANALYTICAL LABORATORI	LAB ANALYSIS FEES WTP	89.00
1120	COLORADO ANALYTICAL LABORATORI	LAB ANALYSIS FEES WTP	157.50
1120	COLORADO ANALYTICAL LABORATORI	LAB ANALYSIS FEES WTP	231.30
1120	COLORADO ANALYTICAL LABORATORI	LAB ANALYSIS FEES WTP	231.30
1120	COLORADO ANALYTICAL LABORATORI	LAB ANALYSIS FEES WTP	132.50
10916	COLORADO CODE CONSULTING LLC	Plan Review and Inspectio	7,300.00
14273	COMMUNICATION INFRASTRUCTURE G	PERSONNEL ISSUE	3,843.75
13897	COMPASS MINERALS AMERICA INC	2018 Complex Chloride Sal	20,159.08
14692	DIGIMATION	Firearms Training Simulat	7,095.00
14694	ELIFEGUARD INC	Lifeguard Chairs RSC	5,184.71
14627	EXCAVATION AND CONSTRUCTION SP	2018 Sanitary Sewer Repla	8,740.00
14606	FEHR AND PEERS	SBR Feasibility Study	4,304.83
13615	FELSBURG HOLT & ULLEVIG INC	Quiet Zone Design and CM	552.43
13615	FELSBURG HOLT & ULLEVIG INC	Dillon Quiet Zone Design	1,439.83
10623	FRONT RANGE LANDFILL INC	2018 Landfill Fees	3,029.97
10722	GALE/CENGAGE LEARNING	REFERENCE BOOKS AND MEDIA	858.00
1175	GEORGE T SANDERS COMPANY	WASH BAY REPAIR CS	164.51
1175	GEORGE T SANDERS COMPANY	WASH BAY REPAIR CS	190.12
14564	GEOSPATIAL URBAN INTERFACE LLC	GIS Contract Consulting	1,595.75
13069	GLACIER CONSTRUCTION CO INC	WTP Design Build Project	11,149.22
2310	GRAINGER	PIPE PLUG NWTP	233.43
2310	GRAINGER	COUPLING & WRAP NWTP	14.94
2310	GRAINGER	WALL CALENDAR NWTP	47.20
2310	GRAINGER	TOOLS FM	155.49
2310	GRAINGER	COATED GLOVES FM	13.30
2310	GRAINGER	COATED GLOVES FM	22.90
2310	GRAINGER	CAULK BACKER FM	28.07
2310	GRAINGER	HVAC FILTERS CH	35.88
2310	GRAINGER	COMMUNITY PARK LED LAMP	1,438.50
246	GREEN MILL SPORTSMAN CLUB	RANGE USE	300.00
11591	GROUND ENGINEERING CONSULTANTS	MATERIALS TESTING & INSPE	10,516.50
11591	GROUND ENGINEERING CONSULTANTS	MATERIALS TESTING & INSPE	6,079.08
11591	GROUND ENGINEERING CONSULTANTS	MATERIALS TESTING & INSPE	6,258.33

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CASH ACCOUNT: 001000 101001

WARRANT: 123118C 12/31/2018

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
2405	HACH COMPANY	SCM CONNECTION KIT NWTP	856.10
2405	HACH COMPANY	SCM CONNECTION KIT SWTP	785.00
2405	HACH COMPANY	CHEMKEY RECYCLING	77.29
2405	HACH COMPANY	Hach Spectrophotometer	6,533.57
2415	HARCROS CHEMICALS INC	Salt for Chlorine Generat	931.00
14343	HELEN H HARRISON	CONTRACTOR FEES 38070-1,2	724.50
14472	HILL AND POLLOCK LLC	DEC 18 WATER LEGAL SERVIC	2,703.50
14176	IMS INFRASTRUCTURE MANAGEMENT	2018 Pavement Management	3,382.50
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	32.98
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	45.67
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	123.21
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	47.35
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	26.49
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	40.79
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	302.62
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	60.27
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	272.28
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	117.79
2615	INGRAM LIBRARY SERVICES INC	ADULT BOOKS AND MEDIA	10.39
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	185.38
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	128.37
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	87.58
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	338.57
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	41.57
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	60.27
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	683.21
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	77.90
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	260.91
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	13.74
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	24.68
2615	INGRAM LIBRARY SERVICES INC	CHILDRENS BOOKS AND MEDIA	41.81
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	191.97
2615	INGRAM LIBRARY SERVICES INC	TEEN BOOKS AND MEDIA	4.79
2615	INGRAM LIBRARY SERVICES INC	REFERENCE BOOKS AND MEDIA	96.99
2615	INGRAM LIBRARY SERVICES INC	REFERENCE BOOKS AND MEDIA	17.97
2615	INGRAM LIBRARY SERVICES INC	REFERENCE BOOKS AND MEDIA	8.97
14511	INTEGRATED WATER SERVICES INC	SCWTP Pump Station	177,074.08
13346	ISS FACILITY SERVICES DENVER	DEC 18 JANITORIAL SERVICE	22,911.69
14239	JC GOLF ACCESSORIES	RESALE MERCHANDISE	11.00
14239	JC GOLF ACCESSORIES	RESALE MERCHANDISE	127.61

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CASH ACCOUNT: 001000 101001		WARRANT: 123118C	12/31/2018
VENDOR	VENDOR NAME	PURPOSE	AMOUNT
13921	JUSTIN ELKINS	TUITION REIMBURSEMENT	672.12
11289	JVA INC	Louisville Lateral Piping	3,300.00
2360	KELLY PC	DEC 18 LEGAL SERVICES	22,407.00
13858	LIBRARY INTERIORS WEST INC	Library Shelving & Instal	5,151.00
14665	LOVELAND BARRICADE LLC	TCO MATERIALS AND SIGNS	3,531.05
14714	MARINA POOL AND SPA CO LLC	COMMERCIAL POOL VACUUM	4,947.00
14613	MARY ANN DORNFELD	TUITION REIMBURSEMENT	512.27
14071	MARY RITTER	CONTRACTOR FEES 30043-4	508.20
13703	MCDONALD FARMS ENTERPRISES INC	Sludge Hauling Services	1,732.50
11072	MERRICK AND COMPANY	Howard Berry WTP Upgrades	17,129.55
11072	MERRICK AND COMPANY	Howard Berry WTP Upgrades	3,619.62
3285	MEURER RESEARCH INC	SCWTP Tube Settler Replac	304,143.00
11061	MOUNTAIN PEAK CONTROLS INC	SCADA SCREEN CHANGES WWTP	2,450.00
2046	MOUNTAIN STATES IMAGING LLC	DOCUMENT STORAGE FEES PD	63.00
7909	MUNICIPAL TREATMENT EQUIP INC	CHEMICAL FEED DIAPHRAGM P	2,323.38
14649	MURRAYSMITH INC	Water Loss Audit	1,632.00
14649	MURRAYSMITH INC	Water Loss Audit	7,572.00
99999	JNR ADJUSTMENT COMPANY INC	XCELIGENT DATABASE SUBSCR	166.67
99999	SOLID POWER INC	BUSINESS ASSISTANCE REBAT	15,682.17
13649	OVERDRIVE INC	ADULT EAUDIO BOOKS	1,005.65
13649	OVERDRIVE INC	ADULT EAUDIO BOOKS	996.12
13649	OVERDRIVE INC	ADULT EAUDIO BOOKS	2,692.73
14302	PARKER TRAILER SERVICE INC	New Patio Trailer	11,327.50
14675	POINT AND PAY LLC	DEC 18 P&P CREDIT CARD FE	3,603.45
13303	POWER SYSTEMS LLC	Fitness Equipment	4,873.17
13303	POWER SYSTEMS LLC	Fitness Equipment	110.65
14160	PRECISE MRM LLC	GPS SOFTWARE & POOLED DAT	162.20
14681	PROTECH COMPUTER SYSTEMS INC	2018 Desktop Replacement	3,301.71

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CASH ACCOUNT: 001000 101001		WARRANT: 123118C	12/31/2018
VENDOR	VENDOR NAME	PURPOSE	AMOUNT
13893	REBECCA TSUI	CONTRACTOR FEESW TAI CHI	593.60
5399	RECREONICS INC	PACE CLOCK RSC	1,136.64
1310	REXEL USA INC	SCADA View Licenses Ops S	8,340.00
14459	SAUNDERS CONSTRUCTION LLC	Construction Services RSC	1,376,690.07
14396	SPRONK WATER ENGINEERS INC	Dec 18 Water Rights Engin	4,930.00
13673	STERLING TALENT SOLUTIONS	BACKGROUND CHECKS	618.75
13698	SUNBELT RENTALS INC	VAC CONTRACTOR PUMP RENTA	224.00
13399	SUSTAINABLE TRAFFIC SOLUTIONS	SHORT ST DESIGN ADDENDUM	540.00
7619	TED D MILLER & ASSOCIATES INC	LAB SUPPLIES WTP	761.77
4100	TERMINIX	PEST CONTROL WWTP	132.00
11125	TERRACON CONSULTANTS INC	Phase II Coyote Run Monit	1,776.60
7917	THE AQUEOUS SOLUTION INC	POOL CHEMICALS	983.44
7917	THE AQUEOUS SOLUTION INC	POOL CHEMICALS	89.23
7917	THE AQUEOUS SOLUTION INC	POOL CHEMICALS	1,840.05
1047	THE DAVEY TREE EXPERT COMPANY	TREE REMOVAL	1,385.00
14663	THE JUMP ROPE GROUP LLC	CONTRACTOR FEES 30041-2	186.20
14663	THE JUMP ROPE GROUP LLC	CONTRACTOR FEES 30040-2	467.60
14663	THE JUMP ROPE GROUP LLC	CONTRACTOR FEES 30040-4	521.85
14682	THE RMH GROUP INC	HVAC DESIGN HBWTP	3,780.00
12878	TIMBERLINE AQUATICS INC	Coal Creek/Rock Creek Bio	3,700.11
14353	TRANSPARENT INFORMATION SERVIC	BACKGROUND CHECKS	269.65
4765	UNCC	DEC 18 LOCATES #48760	192.85
13241	UNITED REPROGRAPHIC SUPPLY INC	INK JET PRINTER PAPER PW	70.48
11087	UNITED SITE SERVICES OF COLORA	TOILET RENTAL SKATE PARK	207.85
6509	USA BLUEBOOK	DRUM PUMP NWTP	1,054.63
14674	VAPEX ENVIRONMENTAL TECHNOLOGI	OZONE GENERATION SYSTEM W	2,499.00
14690	VELOCITY CONSTRUCTORS INC	SCWTP Plate Settlers Inst	82,650.00

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CASH ACCOUNT: 001000 101001

WARRANT: 123118C 12/31/2018

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
13891	VERIS ENVIRONMENTAL LLC	Biosolids Hauling Contrac	1,409.81
13891	VERIS ENVIRONMENTAL LLC	Biosolids Hauling Contrac	1,594.02
13891	VERIS ENVIRONMENTAL LLC	Biosolids Hauling Contrac	904.21
13891	VERIS ENVIRONMENTAL LLC	Biosolids Hauling Contrac	3,002.31
5311	VERMONT SYSTEMS INC	REC TRAC HARDWARE	1,860.19
14711	VOLANCE LANGUAGE SERVICES LLC	TRANSLATION SERVICES PD	17.84
4900	VRANESH AND RAISCH LLP	DEC 18 WINDY GAP LEGAL SE	921.12
14373	WEIFIELD GROUP CONTRACTING INC	PUMP STATION LIGHT TIMERS	945.16
14373	WEIFIELD GROUP CONTRACTING INC	SCADA Electrical Conduit	43,116.70
14373	WEIFIELD GROUP CONTRACTING INC	SCADA Electrical Conduit	2,269.30
5115	WL CONTRACTORS INC	Dec 18 Traffic Signal Mai	14,457.91
10884	WORD OF MOUTH CATERING INC	SR MEAL PROGRAM 12/27-12/	396.50
3875	XCEL ENERGY	DEC 18 SPRINKLERS	97.72
3876	XCEL ENERGY	TRAFFIC LIGHT SH42 & 104T	12,600.89
3876	XCEL ENERGY	TRAFFIC LIGHT SH42 & 104T	10,712.15
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	176 INVOICES	WARRANT TOTAL	2,615,163.43
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CASH ACCOUNT: 001000 101001		WARRANT: 012219	01/22/2019
VENDOR	VENDOR NAME	PURPOSE	AMOUNT
9319	AMERICAN DATA GROUP INC	2019 ADG MAINTENANCE	10,495.00
2012	ANFRM	2019 ANFRM MEMBERSHIP DUE	30.00
640	BOULDER COUNTY	DEC 18 BOULDER COUNTY USE	18,181.66
935	CENTENNIAL PRINTING CO	BUSINESS CARDS PLANNING	228.00
935	CENTENNIAL PRINTING CO	ENVELOPES PLANNING	107.00
12676	CIVIC RESULTS	2019 METRO MAYORS CAUCUS	1,692.32
14118	CLUB PROPHET SYSTEMS	JAN 19 POS SOFTWARE	610.00
11346	COLORADO COMMUNICATIONS & UTIL	2019 CCUA MEMBERSHIP DUES	1,100.00
14636	COLORADO COMMUNITIES FOR CLIMA	2019 CC4CA MEMBERSHIP DUE	5,000.00
11353	COLORADO LIBRARY CONSORTIUM	SPEAKABOOS	471.42
11353	COLORADO LIBRARY CONSORTIUM	PEBBLEGO	856.51
10164	COLORADO DEPT OF REVENUE	DEFAULT JUDGMENT FEES	45.00
10606	COMMUTING SOLUTIONS	2019 MEMBERSHIP INVESTMEN	6,200.58
10606	COMMUTING SOLUTIONS	2019 US 36 MCC SERVICE CO	2,539.87
10606	COMMUTING SOLUTIONS	2019 BREAKFAST TABLE SPON	1,250.00
10590	DELL MARKETING LP	SCADA VEEAM Server	4,584.99
11468	EMPLOYERS COUNCIL SERVICES INC	2019 LAMINATE UPDATE SERV	333.00
11468	EMPLOYERS COUNCIL SERVICES INC	2019 LAMINATE UPDATE SERV	37.00
1915	EXQUISITE ENTERPRISES INC	NAMEPLATES HOGAN	33.20
2070	FLOOD & PETERSON INSURANCE INC	2019 CRIME POLICY	3,669.00
1175	GEORGE T SANDERS COMPANY	WASH BAY REPAIR CS	43.86
2310	GRAINGER	SUCTION CUP LIFTER LIB	77.45
2310	GRAINGER	WEATHERPROOF COVER MUS	8.28
2310	GRAINGER	KEY BOX AC	64.78
2310	GRAINGER	BATTERIES FM	36.54
13346	ISS FACILITY SERVICES DENVER	JAN 19 JANITORIAL SERVICE	30,282.72
14336	KRISTAN K WHEELER	2019 ATTORNEY REGISTRATIO	325.00
14336	KRISTAN K WHEELER	JAN 19 MUNICIPAL JUDGE SE	2,600.00
14543	KUBWATER RESOURCES INC	Polymer for centrifuge	8,529.22
14693	LES MILLS UNITED STATES TRADIN	Smartbar Weight System	7,400.87

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CASH ACCOUNT: 001000 101001 WARRANT: 012219 01/22/2019

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
13692	LIGHTNING MOBILE INC	SWEEP LIBRARY PARKING GAR	320.00
5432	LOUISVILLE FIRE PROTECTION DIS	DEC 18 FIRE DISTRICT FEES	3,510.00
14648	OCCUPATIONAL HEALTH CENTERS OF	BLOOD SCREEN	33.00
99999	ZOETIS US LLC	SALES TAX REFUND	15.00
99999	DANIEL MCHUGH	ACTIVITY REFUND	105.00
99999	TESLA INC	PERMIT REFUND 987 TREECE	498.20
99999	REITZ ROOFING	PERMIT REFUND 929 MCKINLE	500.01
99999	ALL IN ONE ROOFING & RESTORATI	PERMIT REFUND 1145 PINE S	379.01
99999	BEAR BROTHERS ROOFING	PERMIT REFUND 954 WALNUT	697.43
99999	A&H ROOFING LLC	PERMIT REUND 172 LINCOLN	96.67
99999	DYNAMIC ROOFING & HOLDINGS LLC	PERMIT REFUND	305.69
99999	ADVANCED EXTERIORS INC	PERMIT REFUNDS 1097 EAGLE	1,195.88
99999	ASPEN CONTRACTING	PERMIT REFUND 757 MULBERR	459.26
13986	OPEN MEDIA FOUNDATION	JAN 19 WEB STREAM SERVICE	500.00
8513	SAFETY & CONSTRUCTION SUPPLY I	SAFETY SUPPLIES OPS	146.41
14612	SOME LIKE IT GREEN	JAN 19 PLANT MAINTENANCE	80.00
1201	SUPPLYWORKS	BREAK ROOM SUPPLIES LIB	46.18
4100	TERMINIX	2019 PEST CONTROL LIB	1,105.80
4100	TERMINIX	2019 PEST CONTROL RSC	907.92
4100	TERMINIX	2019 PEST CONTROL PC	616.92
4100	TERMINIX	2019 PEST CONTROL CS	756.60
11466	THE RUNNING GROUP LLC	CONTRACTOR FEES LOCO FIT	2,891.20
14532	UNITED REFRIGERATION INC	TOOLS FM	295.15
5311	VERMONT SYSTEMS INC	2019 REC TRAC MAINTENANCE	6,666.00
14710	WELLRIGHT LLC	2019 WELLNESS PROGRAM	6,000.00
9511	WESTERN PAPER DISTRIBUTORS INC	JANITORIAL SUPPLIES CS	118.22
9511	WESTERN PAPER DISTRIBUTORS INC	BREAK ROOM SUPPLIES LIB	76.80
9511	WESTERN PAPER DISTRIBUTORS INC	BREAK ROOM SUPPLIES CS	74.20
10884	WORD OF MOUTH CATERING INC	SR MEAL PROGRAM 1/2-1/11/	1,892.00
13790	ZAYO GROUP LLC	JAN 19 INTERNET SERVICE	783.00
=====		60 INVOICES	
=====		WARRANT TOTAL	137,904.82
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CITY OF LOUISVILLE
PURCHASE CARD SUMMARY
STATEMENT PERIOD 11/21/18 - 12/20/18

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
4 RIVERS EQUIPMENT	GREELEY	MASON THOMPSON	OPERATIONS	12/12/2018	138.95
4 RIVERS EQUIPMENT	GREELEY	CONNOR POWERS	GOLF COURSE	12/07/2018	543.83
4956 DOMINOS PIZZA	732-442-4433	JEN KENNEY	POLICE	12/16/2018	25.57
5280 DIGITAL INC	720-4880980	ERIN OWEN	LIBRARY	12/13/2018	250.00
594277-UNITED ACADEMY	17804095418	JUSTIN ELKINS	WASTEWATER	12/06/2018	460.00
61178 - BELL PARK LOTS	DENVER	EMILY KROPF	CITY MANAGER	12/10/2018	-16.00
61178 - BELL PARK LOTS	DENVER	EMILY KROPF	CITY MANAGER	11/29/2018	16.00
61178 - BELL PARK LOTS	DENVER	EMILY KROPF	CITY MANAGER	11/29/2018	16.00
ACCUWEATHER INC	8142358650	KURT KOWAR	PUBLIC WORKS	12/01/2018	7.95
ACZ LABORATORIES, INC	STEAMBOAT SPR	KERRY HOLLE	WATER	11/26/2018	285.60
AIRBNB * HM5CAM8WWQ	415-800-5959	JEN KENNEY	POLICE	12/17/2018	323.76
AIRBNB * HM5CAM8WWQ	415-800-5959	JEN KENNEY	POLICE	12/16/2018	323.77
AIRGAS CENTRAL	TULSA	DAVID DEAN	GOLF COURSE	11/25/2018	65.49
ALLDATA CORP #8601	ELK GROVE	MASON THOMPSON	OPERATIONS	12/01/2018	125.00
AMERLIBASSOC ECOMMERCE	866-746-7252	REBECCA CAMPBELL	LIBRARY	12/04/2018	220.00
AMZN DIGITAL*M09MU5VV1	888-802-3080	JILL SIEWERT	LIBRARY	11/30/2018	59.99
AMZN MKTP US	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	12/15/2018	-14.99
AMZN MKTP US*M00F69UJ2	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	12/13/2018	94.84
AMZN MKTP US*M00KI0VI0	AMZN.COM/BILL	JESSE DEGRAW	REC CENTER	12/02/2018	279.80
AMZN MKTP US*M00N16212	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	12/11/2018	100.87
AMZN MKTP US*M00U73QO0	AMZN.COM/BILL	KATIE BAUM	CITY MANAGER	12/05/2018	119.98
AMZN MKTP US*M01FE8K02	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/08/2018	65.02
AMZN MKTP US*M01JU6AX0	AMZN.COM/BILL	DRUSILLA TIEBEN	PARKS	11/28/2018	135.79
AMZN MKTP US*M01XW3AF0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	11/28/2018	34.08
AMZN MKTP US*M01Z38TR1	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	11/26/2018	6.99
AMZN MKTP US*M02929V20	AMZN.COM/BILL	ELIZABETH SCHETTLER	PLANNING	12/02/2018	144.00
AMZN MKTP US*M02AL1EC2	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	11/29/2018	280.86
AMZN MKTP US*M02K72C82	AMZN.COM/BILL	JESSE DEGRAW	REC CENTER	11/22/2018	706.70
AMZN MKTP US*M02KZ4L81	AMZN.COM/BILL	PAMELA LEMON	REC CENTER	11/23/2018	18.24
AMZN MKTP US*M02M41QV2	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	12/07/2018	69.95
AMZN MKTP US*M02Y66Q31	AMZN.COM/BILL	PEGGY JONES	REC CENTER	12/04/2018	74.99
AMZN MKTP US*M032M80P0	AMZN.COM/BILL	BRIDGET BACON	LIBRARY	11/29/2018	10.49
AMZN MKTP US*M03E72ZO2	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	11/26/2018	92.84
AMZN MKTP US*M03OZ6XX0	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	12/01/2018	46.20
AMZN MKTP US*M040080Q1	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	11/27/2018	46.87
AMZN MKTP US*M040Z18T0	AMZN.COM/BILL	PEGGY JONES	REC CENTER	12/05/2018	388.76
AMZN MKTP US*M04BM6SF1	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/06/2018	18.72
AMZN MKTP US*M04GW24T1	AMZN.COM/BILL	JESSE DEGRAW	REC CENTER	11/21/2018	716.89

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
AMZN MKTP US*M04KQ4PZ0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	11/30/2018	14.96
AMZN MKTP US*M04YO4QQ1	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	12/04/2018	54.99
AMZN MKTP US*M05071001	AMZN.COM/BILL	ELIZABETH SCHESSLER	PLANNING	11/27/2018	509.00
AMZN MKTP US*M059D6WE0	AMZN.COM/BILL	JESSE DEGRAW	REC CENTER	12/12/2018	744.94
AMZN MKTP US*M059Z7C52	AMZN.COM/BILL	JESSE DEGRAW	REC CENTER	11/21/2018	57.69
AMZN MKTP US*M05D385H2	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	12/04/2018	39.31
AMZN MKTP US*M05D88U00	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	12/10/2018	665.99
AMZN MKTP US*M065I45Y1	AMZN.COM/BILL	BRIDGET BACON	LIBRARY	12/01/2018	27.48
AMZN MKTP US*M065L75H1	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/01/2018	46.67
AMZN MKTP US*M06B441T2	AMZN.COM/BILL	JESSE DEGRAW	REC CENTER	11/30/2018	575.98
AMZN MKTP US*M06H95T82	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	11/28/2018	46.94
AMZN MKTP US*M06U94XG0	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	12/01/2018	26.63
AMZN MKTP US*M06UB3OL2	AMZN.COM/BILL	PAMELA LEMON	REC CENTER	11/22/2018	32.77
AMZN MKTP US*M07375690	AMZN.COM/BILL	KATIE BAUM	CITY MANAGER	12/06/2018	162.75
AMZN MKTP US*M07699WX2	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	12/15/2018	68.93
AMZN MKTP US*M079O54R0	AMZN.COM/BILL	JESSE DEGRAW	REC CENTER	11/22/2018	772.64
AMZN MKTP US*M07AE8AZ1	AMZN.COM/BILL	BRIDGET BACON	LIBRARY	11/26/2018	216.00
AMZN MKTP US*M07IP00T1	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	11/27/2018	25.50
AMZN MKTP US*M07SY8US2	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/13/2018	17.99
AMZN MKTP US*M082Q3661	AMZN.COM/BILL	ELIZABETH SCHESSLER	PLANNING	12/05/2018	249.99
AMZN MKTP US*M083M6AN2	AMZN.COM/BILL	ELIZABETH SCHESSLER	PLANNING	11/29/2018	525.28
AMZN MKTP US*M088F3PM0	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	11/29/2018	78.01
AMZN MKTP US*M08M56I52	AMZN.COM/BILL	KATHERINE ZOSS	CITY MANAGER	12/14/2018	194.99
AMZN MKTP US*M09BW84K1	AMZN.COM/BILL	BRIDGET BACON	LIBRARY	11/21/2018	39.71
AMZN MKTP US*M09C17MW0	AMZN.COM/BILL	JESSE DEGRAW	REC CENTER	12/03/2018	33.89
AMZN MKTP US*M09ED5IW0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/11/2018	64.92
AMZN MKTP US*M09K980J2	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	11/30/2018	59.95
AMZN MKTP US*M09L13DC0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/05/2018	442.96
AMZN MKTP US*M09NF3HK1	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/03/2018	106.46
AMZN MKTP US*M09PP46S2	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	12/08/2018	77.81
AMZN MKTP US*M09R06SW1	AMZN.COM/BILL	PEGGY JONES	REC CENTER	12/06/2018	62.96
AMZN MKTP US*M09Y93KL1	AMZN.COM/BILL	BRIDGET BACON	LIBRARY	12/07/2018	70.99
AMZN MKTP US*M09YP47X1	AMZN.COM/BILL	BRIDGET BACON	LIBRARY	12/08/2018	14.99
AMZN MKTP US*M09YS0ZR0	AMZN.COM/BILL	BRIDGET BACON	LIBRARY	11/24/2018	36.38
AMZN MKTP US*M20NW50V0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/19/2018	64.87
AMZN MKTP US*M225C3FF2	AMZN.COM/BILL	KATIE MEYER	REC CENTER	12/18/2018	83.97
AMZN MKTP US*M24SK8F22	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/18/2018	48.94
AMZN MKTP US*M254S18F0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/20/2018	89.35
AMZN MKTP US*M25729BZ0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/19/2018	14.96
AMZN MKTP US*M25YN3C80	AMZN.COM/BILL	MEREDYTH MUTH	CITY MANAGER	12/13/2018	33.92
AMZN MKTP US*M266A0ZG1	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/14/2018	12.99
AMZN MKTP US*M26IY14B0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/15/2018	24.99

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
AMZN MKTP US*M26JK6NJ0	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	12/16/2018	61.38
AMZN MKTP US*M285R0OH1	AMZN.COM/BILL	KATHERINE ZOSS	CITY MANAGER	12/12/2018	75.28
AMZN MKTP US*M287E4OP1	AMZN.COM/BILL	VICKIE ILKO	OPERATIONS	12/12/2018	99.97
AMZN MKTP US*M28CJ3LW2	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/19/2018	35.92
AMZN MKTP US*M28OX9551	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/19/2018	459.96
AMZN MKTP US*M29GY4C81	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	12/12/2018	571.58
AMZN MKTP US*M29T750L0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/19/2018	65.98
AMZN MKTP US*M86CZ8Y42	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	11/20/2018	35.95
APCO INTERNATIONAL INC	386-944-2422	CHERYL KELLER	POLICE	12/03/2018	92.00
APL*APPLE ONLINE STORE	800-676-2775	KRISTEN BODINE	LIBRARY	12/15/2018	59.00
APL*APPLE ONLINE STORE	800-676-2775	KRISTEN BODINE	LIBRARY	12/15/2018	299.00
ARAMARK UNIFORM	800-504-0328	JULIE SEYDEL	REC CENTER	12/06/2018	498.96
ARC*SERVICES/TRAINING	800-733-2767	DANIEL BIDLEMEN	REC CENTER	12/17/2018	168.00
ARC*SERVICES/TRAINING	800-733-2767	JOANN MARQUES	REC CENTER	11/25/2018	198.00
ARC*SERVICES/TRAINING	800-733-2767	JOANN MARQUES	REC CENTER	11/22/2018	108.00
ARROWHEAD AWARDS	BOULDER	DEAN JOHNSON	PARKS	11/20/2018	324.00
ASQ ECOMMERCE	414-272-8575	JUSTIN ELKINS	WASTEWATER	12/18/2018	394.00
AT&T DATA	8003310500	KURT KOWAR	PUBLIC WORKS	12/01/2018	30.00
ATSSA	540-3681701	THOMAS CZAJKA	OPERATIONS	12/04/2018	130.00
ATSSA	540-3681701	JACK MANIAN	OPERATIONS	12/04/2018	109.00
AUTOZONE #1108	PERTH AMBOY	JEN KENNEY	POLICE	12/16/2018	122.93
AXS.COM*DENVER CO	888-929-7849	KATIE BEASLEY	REC CENTER	12/12/2018	833.70
AMAZON.COM*M008O9LO0	AMZN.COM/BILL	JULIE SEYDEL	REC CENTER	11/24/2018	754.76
AMAZON.COM*M00AO7DW1	AMZN.COM/BILL	PEGGY JONES	REC CENTER	12/06/2018	174.99
AMAZON.COM*M00JC8H02	AMZN.COM/BILL	PEGGY JONES	REC CENTER	12/05/2018	107.94
AMAZON.COM*M00N87OX1	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	11/20/2018	32.58
AMAZON.COM*M016D1FW1	AMZN.COM/BILL	BRIDGET BACON	LIBRARY	11/20/2018	22.26
AMAZON.COM*M01AG3220	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/08/2018	11.19
AMAZON.COM*M024E7RJ1	AMZN.COM/BILL	ELIZABETH SCHETTLER	PLANNING	12/11/2018	6.99
AMAZON.COM*M02DW5YI0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/13/2018	107.25
AMAZON.COM*M03KU1461	AMZN.COM/BILL	JESSE DEGRAW	REC CENTER	11/22/2018	179.98
AMAZON.COM*M058A4810	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/05/2018	124.17
AMAZON.COM*M05ZX6H72	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/05/2018	39.98
AMAZON.COM*M06B13QD0	AMZN.COM/BILL	PEGGY JONES	REC CENTER	12/05/2018	174.96
AMAZON.COM*M07I71UN0	AMZN.COM/BILL	ELIZABETH SCHETTLER	PLANNING	12/11/2018	8.99
AMAZON.COM*M07SC35P0	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/03/2018	42.94
AMAZON.COM*M07YE4QG2	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	12/07/2018	18.99
AMAZON.COM*M080U1Q31	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	12/05/2018	49.82
AMAZON.COM*M08HM7YF2	AMZN.COM/BILL	TERRELL PHILLIPS	WATER	12/16/2018	74.30
AMAZON.COM*M08IH2GY1	AMZN.COM/BILL	PATRICIA MORGAN	REC CENTER	11/29/2018	25.53
AMAZON.COM*M08Y17EV0	AMZN.COM/BILL	DRUSILLA TIEBEN	PARKS	11/28/2018	30.66
AMAZON.COM*M09Z53IP1	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/10/2018	65.29

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
AMAZON.COM*M20803TK2	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/19/2018	71.96
AMAZON.COM*M20FO6CP2	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/17/2018	125.51
AMAZON.COM*M24IV2T31	AMZN.COM/BILL	DANIEL WOOLDRIDGE	IT	12/17/2018	177.78
AMAZON.COM*M25157LM2	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/19/2018	159.80
AMAZON.COM*M265D31S0	AMZN.COM/BILL	JULIE SEYDEL	REC CENTER	12/19/2018	38.33
AMAZON.COM*M268O7AF1	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/18/2018	46.26
AMAZON.COM*M27BK5CY2	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/17/2018	35.92
AMAZON.COM*M27MO8FV1	AMZN.COM/BILL	JILL SIEWERT	LIBRARY	12/13/2018	34.20
BAO ASIAN FUSION & SUS	SUPERIOR	IAN HARPER	OPERATIONS	12/07/2018	98.55
BEE'S LIGHTING	855-303-0665	MIKE KARBGINSKY	FACILITIES	12/20/2018	117.60
BESTBUYCOM805582294004	888-BESTBUY	JILL SIEWERT	LIBRARY	11/20/2018	40.97
BESTBUYCOM805595190567	888-BESTBUY	JILL SIEWERT	LIBRARY	12/10/2018	14.99
BESTBUYCOM805595190567	888-BESTBUY	JILL SIEWERT	LIBRARY	12/10/2018	14.99
BIG GRIPS	18884567047	KRISTEN BODINE	LIBRARY	12/13/2018	54.90
BILL NUMBER 3	7272016718	KURT KOWAR	PUBLIC WORKS	12/01/2018	10.48
BK TIRE, INC	FREDERICK	MASON THOMPSON	OPERATIONS	11/28/2018	201.17
BLACKJACK PIZZA OF LOU	LOUISVILLE	AMANDA PERERA	REC CENTER	12/07/2018	38.97
BROADCAST SUPPLY WORLD	TACOMA	CHERYL KELLER	POLICE	12/18/2018	-87.82
BUFFALO WILD WINGS 027	COLORADO SPGS	CHAD ROOT	BUILDING SAFETY	12/12/2018	25.83
BUGSANDBEYOND.NET	3037461129	TRACY OKSANEN	GOLF COURSE	11/29/2018	50.00
CAPTIVE AIRE ONLINE	9198822410	MIKE KARBGINSKY	FACILITIES	12/07/2018	665.77
CENTENNIAL PRINTING CO	303-6650388	PENNEY BOLTE	SALES TAX	12/18/2018	62.00
CENTENNIAL PRINTING CO	303-6650388	PENNEY BOLTE	SALES TAX	12/14/2018	369.30
CENTENNIAL PRINTING CO	303-6650388	KATIE MEYER	REC CENTER	12/07/2018	12.95
CENTENNIAL PRINTING CO	303-6650388	JIM GILBERT	PARKS	11/27/2018	252.00
CENTURYLINK/SPEEDPAY	800-244-1111	DIANE M KREAGER	FINANCE	11/28/2018	2,033.16
CMI INC	270-685-6374	BEN REDARD	POLICE	12/11/2018	-1.86
CO BOULDER CO SVS	3035343468	LISA RITCHIE	PLANNING	12/19/2018	163.34
CO DEPT OF LABOR AND E	3035343468	JUSTIN ELKINS	WASTEWATER	12/11/2018	72.34
CO DEPT OF LABOR AND E	3035343468	GREG VENETTE	WATER	11/29/2018	36.55
CO DORA PROFESSIONAL L	3035343468	ALLAN GILL	PARKS	12/10/2018	179.00
COAL CREEK COLLISION	LOUISVILLE	MASON THOMPSON	OPERATIONS	11/27/2018	1,000.00
COGENT	816-221-0650	JUSTIN ELKINS	WASTEWATER	12/04/2018	40.00
COLORADO ANALYTICAL	BRIGHTON	DEREK SNYDER	WASTEWATER	11/28/2018	45.00
COLORADO ASSOCIATION O	303-4636400	KRISTEN BODINE	LIBRARY	12/11/2018	70.00
COLORADO ASSOCIATION O	303-4636400	KRISTEN BODINE	LIBRARY	12/11/2018	120.00
COLORADO CHAPTER OF TH	970-3700582	CHAD ROOT	BUILDING SAFETY	12/19/2018	824.00
COLORADO CHAPTER OF TH	970-3700582	RANDY DEWITZ	BUILDING SAFETY	12/19/2018	412.00
COLORADO CHAPTER OF TH	970-3700582	RANDY DEWITZ	BUILDING SAFETY	12/19/2018	370.80
COLORADO CHAPTER OF TH	970-3700582	CHAD ROOT	BUILDING SAFETY	12/04/2018	103.00
COMCAST CABLE COMM	800-COMCAST	KATHERINE ZOSS	CITY MANAGER	12/13/2018	109.95
COMCAST CABLE COMM	800-COMCAST	JIM GILBERT	PARKS	11/24/2018	314.48

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
COMCAST DENVER CS 1X	800-266-2278	JILL SIEWERT	LIBRARY	12/05/2018	298.44
COMCAST DENVER CS 1X	800-266-2278	DIANE M KREAGER	FINANCE	12/04/2018	33.93
CONTINENTAL PARTITION	WESTMINSTER	KATIE BEASLEY	REC CENTER	12/12/2018	65.00
CPS DISTRIBUTORS INC B	BOULDER	VICKIE ILKO	OPERATIONS	12/12/2018	285.25
CPS DISTRIBUTORS INC B	BOULDER	MATT LOOMIS	PARKS	11/27/2018	23.42
CPS DISTRIBUTORS INC M	WESTMINSTER	DAVID ALDERS	PARKS	11/21/2018	250.00
CRAIGSLIST.ORG	4153995200	KIRSTIE AMBROSE-HARLEY	HUMAN RESOURCES	12/13/2018	25.00
CRAIGSLIST.ORG	4153995200	KIRSTIE AMBROSE-HARLEY	HUMAN RESOURCES	12/08/2018	25.00
CRAIGSLIST.ORG	4153995200	KIRSTIE AMBROSE-HARLEY	HUMAN RESOURCES	12/08/2018	25.00
CRAIGSLIST.ORG	4153995200	KIRSTIE AMBROSE-HARLEY	HUMAN RESOURCES	12/01/2018	50.00
CRAIGSLIST.ORG	4153995200	KIRSTIE AMBROSE-HARLEY	HUMAN RESOURCES	11/22/2018	50.00
CVENT* COLORADO GFOA	7032263500	PENNEY BOLTE	SALES TAX	12/18/2018	50.00
CVENT* COLORADO GFOA	7032263500	PENNEY BOLTE	SALES TAX	12/18/2018	50.00
D-BASS PRO ONLINE U.S.	8002277776	GREG VENETTE	WATER	11/26/2018	294.41
DAILY CAMERA	3034443444	CHERYL KELLER	POLICE	11/23/2018	13.89
DBC IRRIGATION SUPPLY	BROOMFIELD	MATT LOOMIS	PARKS	12/11/2018	18.11
DBC IRRIGATION SUPPLY	BROOMFIELD	DAVID ALDERS	PARKS	12/05/2018	858.73
DBC IRRIGATION SUPPLY	BROOMFIELD	MATT LOOMIS	PARKS	12/05/2018	63.86
DBC IRRIGATION SUPPLY	BROOMFIELD	MATT LOOMIS	PARKS	11/26/2018	9.45
DENVER 1223 SHERMAN ST	303-2978912	EMILY KROPF	CITY MANAGER	12/08/2018	15.00
DIA PARKING OPERATIONS	DENVER	MIKE MILLER	POLICE	12/01/2018	75.00
DISPLAYS2GO	401-247-0333	PATRICIA MORGAN	REC CENTER	12/15/2018	-236.21
DISPLAYS2GO	401-247-0333	PATRICIA MORGAN	REC CENTER	11/30/2018	330.62
DMARCIAN INC	8283677012	DANIEL WOOLDRIDGE	IT	11/29/2018	239.09
DOLLAR TREE	LAFAYETTE	GINGER CROSS	GOLF COURSE	12/04/2018	13.00
DOMINO'S 4583	905-354-4322	JEN KENNEY	POLICE	12/17/2018	66.89
DROPBOX*44WQTCM95MT9	DROPBOX.COM	EMILY KROPF	CITY MANAGER	12/18/2018	9.99
DTV*DIRECTV SERVICE	800-347-3288	DAVID BARIL	GOLF COURSE	12/11/2018	269.96
DXE MEDICAL INC	TEL8663494364	GREG VENETTE	WATER	11/29/2018	812.00
E 470 EXPRESS TOLLS	303-5373470	DIANE M KREAGER	FINANCE	12/13/2018	1.95
E 470 EXPRESS TOLLS	303-5373470	DIANE M KREAGER	FINANCE	12/05/2018	1.95
ELLISON EDUCATION.COM	9495988822	KRISTEN BODINE	LIBRARY	12/14/2018	137.80
FALCON ENVIRONMENTAL C	303-4997131	BRIAN GARDUNO	OPERATIONS	12/04/2018	142.94
FANDANGO.COM	FANDANGO.COM	JEN KENNEY	POLICE	12/17/2018	58.80
FANDANGO.COM	FANDANGO.COM	JEN KENNEY	POLICE	12/16/2018	47.28
FEDEX 461205439	MEMPHIS	TRACY OKSANEN	GOLF COURSE	12/04/2018	130.31
FEDEX 461997045	MEMPHIS	TRACY OKSANEN	GOLF COURSE	12/11/2018	20.06
FEDEX 90730876	MEMPHIS	TERRELL PHILLIPS	WATER	11/21/2018	89.52
FEDEXOFFICE 00007427	LOUISVILLE	DAWN BURGESS	CITY MANAGER	11/29/2018	60.00
FIRST CHOICE-BOYER S C	303-9649400	DAWN BURGESS	CITY MANAGER	12/07/2018	423.60
FIRST CHOICE-BOYER S C	303-9649400	DAWN BURGESS	CITY MANAGER	12/07/2018	64.00
FIRST CHOICE-BOYER S C	303-9649400	DAWN BURGESS	CITY MANAGER	12/07/2018	44.50

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
FIRST CHOICE-BOYER S C	303-9649400	DAWN BURGESS	CITY MANAGER	12/07/2018	239.40
FIRST CHOICE-BOYER S C	303-9649400	DAWN BURGESS	CITY MANAGER	11/27/2018	356.05
FIRST CHOICE-BOYER S C	303-9649400	DAWN BURGESS	CITY MANAGER	11/27/2018	64.00
FIRST CHOICE-BOYER S C	303-9649400	DAWN BURGESS	CITY MANAGER	11/27/2018	93.50
FIRST CHOICE-BOYER S C	303-9649400	DAWN BURGESS	CITY MANAGER	11/27/2018	179.75
FODOR BILLIARDS-N DENV	THORNTON	KATHY MARTIN	REC CENTER	12/06/2018	1,070.00
FODOR BILLIARDS-N DENV	THORNTON	KATIE BEASLEY	REC CENTER	12/04/2018	998.00
FS *PDFCONVERTER10	877-3278914	CHERYL KELLER	POLICE	12/03/2018	99.94
G & G EQUIPMENT	FREDERICK	DAKOTA DUNN	PARKS	11/30/2018	79.56
GAYLORD BROS INC	N. SYRACUSE	BRIDGET BACON	LIBRARY	12/19/2018	252.27
GLOCK PROFESSIONAL INC	7704321202	JOHN BROOKS	POLICE	12/14/2018	250.00
GLOCK PROFESSIONAL INC	7704321202	JOHN BROOKS	POLICE	12/14/2018	250.00
GOLF SPORT SOLUTIONS L	LA SALLE	DAVID DEAN	GOLF COURSE	12/18/2018	411.70
GOLF SPORT SOLUTIONS L	LA SALLE	DAVID DEAN	GOLF COURSE	12/18/2018	742.06
GOLF SPORT SOLUTIONS L	LA SALLE	DAVID DEAN	GOLF COURSE	12/18/2018	337.25
GOVERNMENT FINANCE OFF	CHICAGO	DIANE M KREAGER	FINANCE	12/17/2018	25.00
GRAINGER	877-2022594	KERRY HOLLE	WATER	12/19/2018	53.24
GRAINGER	877-2022594	MARC DENNY	WASTEWATER	12/14/2018	368.89
GRAINGER	877-2022594	ANTHONY POHL	REC CENTER	12/13/2018	299.72
GRAINGER	877-2022594	ANTHONY POHL	REC CENTER	12/05/2018	317.63
GRAINGER	877-2022594	KERRY HOLLE	WATER	12/04/2018	446.80
GRAINGER	877-2022594	KERRY HOLLE	WATER	11/30/2018	62.90
GRAINGER	877-2022594	KERRY HOLLE	WATER	11/28/2018	519.64
GRAINGER	877-2022594	CATHERINE JEPSON	PARKS	11/28/2018	164.70
GRAINGER	877-2022594	JAMES VAUGHAN	REC CENTER	11/27/2018	235.06
GRAINGER	877-2022594	KERRY HOLLE	WATER	11/27/2018	63.36
HACH COMPANY	LOVELAND	MARC DENNY	WASTEWATER	12/07/2018	345.03
HACH COMPANY	LOVELAND	KERRY HOLLE	WATER	12/06/2018	345.03
HACH COMPANY	LOVELAND	KERRY HOLLE	WATER	11/26/2018	157.70
HERTZ	ORLANDO	MIKE MILLER	POLICE	12/01/2018	153.95
HILTON GARDEN INN	LAKE MARY	MIKE MILLER	POLICE	12/01/2018	328.23
HILTON GARDEN INN	LAKE MARY	MIKE MILLER	POLICE	12/01/2018	328.23
HOLLAND SUPPLY INC	616-396-4678	ANDY ELLIS	PARKS	11/27/2018	778.90
HOMEDEPOT.COM	800-430-3376	JAMES VAUGHAN	REC CENTER	12/01/2018	179.96
HOMEDEPOT.COM	800-430-3376	JAMES VAUGHAN	REC CENTER	11/30/2018	26.91
HOMEDEPOT.COM	800-430-3376	JAMES VAUGHAN	REC CENTER	11/30/2018	119.96
HOTSY EQUIPMENT OF NOR	GREELEY	DRUSILLA TIEBEN	PARKS	12/10/2018	329.30
HYDRO FIT INC	5414841443	KATHY MARTIN	REC CENTER	11/30/2018	1,282.89
IAPMO	909-4724100	VICKIE ILKO	OPERATIONS	12/12/2018	400.00
IBI - SUPPLYWORKS #225	8565333261	PATRICIA MORGAN	REC CENTER	12/14/2018	231.17
IBI - SUPPLYWORKS #225	8565333261	PATRICIA MORGAN	REC CENTER	12/10/2018	434.47
IBI - SUPPLYWORKS #225	8565333261	KERRY KRAMER	PARKS	12/04/2018	140.76

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
IBI - SUPPLYWORKS #225	8565333261	PATRICIA MORGAN	REC CENTER	11/20/2018	231.82
IBI - SUPPLYWORKS #225	8565333261	KERRY KRAMER	PARKS	11/19/2018	349.85
ICSC	NEW YORK	AARON DEJONG	CITY MANAGER	12/04/2018	50.00
ICSC	NEW YORK	AARON DEJONG	CITY MANAGER	11/29/2018	95.00
ID EDGE INC	303-6650405	JULIE SEYDEL	REC CENTER	12/18/2018	216.64
INT'L CODE COUNCIL	888-422-7233	RANDY DEWITZ	BUILDING SAFETY	12/08/2018	800.00
INT'L CODE COUNCIL INC	888-422-7233	ELIZABETH SCHETTLER	PLANNING	12/20/2018	971.13
INT'L CODE COUNCIL INC	888-422-7233	MIKE KARBGINSKY	FACILITIES	12/15/2018	271.50
INT*IN *1-2-1 MARKETIN	407-3954701	DAVID BARIL	GOLF COURSE	12/05/2018	199.00
INT*IN *KAISER LOCK &	LOUISVILLE	KERRY KRAMER	PARKS	12/18/2018	185.88
INT*IN *KAISER LOCK &	LOUISVILLE	CODY THOMPSON	PARKS	12/11/2018	9.00
INTERPGRAP/ENVIROSIGNS	8884925377	CATHERINE JEPSON	PARKS	11/30/2018	52.50
INSTANT IMPRINTS LOUIS	LOUISVILLE	TERRELL PHILLIPS	WATER	11/30/2018	135.08
JAX OUTDOOR GEAR	LAFAYETTE	RANDY DEWITZ	BUILDING SAFETY	12/18/2018	199.99
JAX RANCH & HOME	LAFAYETTE	CATHERINE JEPSON	PARKS	12/05/2018	108.93
JAX RANCH & HOME	LAFAYETTE	PHIL LIND	FACILITIES	11/24/2018	185.00
JERSEY MIKES 22024	LOUISVILLE	SHAIRA WHITTLE	POLICE	12/18/2018	132.23
JERSEY MIKES 22024	LOUISVILLE	SHAIRA WHITTLE	POLICE	12/18/2018	123.35
JERSEY MIKES 22024	LOUISVILLE	SHAIRA WHITTLE	POLICE	12/18/2018	-132.23
JERSEY MIKES 22024	LOUISVILLE	JEFFREY FISHER	POLICE	12/17/2018	118.21
JUNIPER PAINTS LLC	LOUISVILLE	PHIL LIND	FACILITIES	12/17/2018	224.20
KING SOOPERS #0013	LOUISVILLE	MARC DENNY	WASTEWATER	12/19/2018	21.45
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	12/18/2018	35.49
KING SOOPERS #0013	LOUISVILLE	PAMELA LEMON	REC CENTER	12/16/2018	31.97
KING SOOPERS #0013	LOUISVILLE	DAWN BURGESS	CITY MANAGER	12/11/2018	20.77
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	12/10/2018	193.73
KING SOOPERS #0013	LOUISVILLE	REBECCA CAMPBELL	LIBRARY	12/05/2018	49.94
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	12/04/2018	20.96
KING SOOPERS #0013	LOUISVILLE	AARON DEJONG	CITY MANAGER	12/03/2018	13.35
KING SOOPERS #0013	LOUISVILLE	BETH GALLOVIC	REC CENTER	12/03/2018	86.02
KING SOOPERS #0013	LOUISVILLE	PAMELA LEMON	REC CENTER	11/27/2018	16.47
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	11/26/2018	98.44
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	11/26/2018	-13.08
KING SOOPERS #0013	LOUISVILLE	PATRICIA MORGAN	REC CENTER	11/21/2018	101.88
KING SOOPERS #0110	HIGHLANDS RAN	EMILY KROPF	CITY MANAGER	12/12/2018	14.58
LA QUINTA INN AND SUITES	COLORADO SPRI	CHAD ROOT	BUILDING SAFETY	12/14/2018	178.00
LAMARS DONUTS-	LOUISVILLE	BEN REDARD	POLICE	12/02/2018	35.15
LANDS END BUS OUTFITTE	8005871541	JEN KENNEY	POLICE	12/06/2018	54.94
LAZ PARKING 760118	DENVER	AARON DEJONG	CITY MANAGER	11/28/2018	15.00
LEWAN TECHNOLOGY	3039682246	DIANE M KREAGER	FINANCE	12/14/2018	691.73
LEWAN TECHNOLOGY	3039682246	DIANE M KREAGER	FINANCE	12/14/2018	961.67
LEWAN TECHNOLOGY	3039682246	DIANE M KREAGER	FINANCE	12/14/2018	2,275.12

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
LEWAN TECHNOLOGY	3039682246	DIANE M KREAGER	FINANCE	12/14/2018	762.18
LEWAN TECHNOLOGY	3039682246	DIANE M KREAGER	FINANCE	12/14/2018	71.78
LEXISNEXIS RISK DAT	8883328244	CHERYL KELLER	POLICE	12/03/2018	227.00
LIGHTNING MOBILE	DENVER	MIKE KARBGINSKY	FACILITIES	11/24/2018	320.00
LL JOHNSON DIST CO	DENVER	DANIEL PEER	PARKS	12/17/2018	121.90
LL JOHNSON DIST CO	DENVER	KERRY KRAMER	PARKS	12/13/2018	328.06
LL JOHNSON DIST CO	DENVER	CONNOR POWERS	GOLF COURSE	12/12/2018	61.18
LL JOHNSON DIST CO	DENVER	DAVID DEAN	GOLF COURSE	11/28/2018	27.06
LL JOHNSON DIST CO	DENVER	DAVID DEAN	GOLF COURSE	11/28/2018	37.13
LL JOHNSON DIST CO	DENVER	DAVID DEAN	GOLF COURSE	11/28/2018	46.26
LL JOHNSON DIST CO	DENVER	DAVID DEAN	GOLF COURSE	11/28/2018	74.14
LL JOHNSON DIST CO	DENVER	DAVID DEAN	GOLF COURSE	11/28/2018	76.96
LL JOHNSON DIST CO	DENVER	DAVID DEAN	GOLF COURSE	11/28/2018	457.06
LOGMEIN*GOTOMEETING	LOGMEIN.COM	JEFFREY FISHER	POLICE	12/05/2018	49.00
LOWES #00220*	LOUISVILLE	CONNOR POWERS	GOLF COURSE	12/19/2018	9.40
LOWES #00220*	LOUISVILLE	CATHERINE JEPSON	PARKS	12/19/2018	5.68
LOWES #00220*	LOUISVILLE	CONNOR POWERS	GOLF COURSE	12/18/2018	3.25
LOWES #00220*	LOUISVILLE	AARON GRANT	PARKS	12/18/2018	27.70
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/18/2018	31.90
LOWES #00220*	LOUISVILLE	DAVID DEAN	GOLF COURSE	12/17/2018	14.07
LOWES #00220*	LOUISVILLE	ANDY ELLIS	PARKS	12/17/2018	12.98
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/17/2018	74.75
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/14/2018	9.18
LOWES #00220*	LOUISVILLE	JAMES VAUGHAN	REC CENTER	12/13/2018	179.00
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/13/2018	9.97
LOWES #00220*	LOUISVILLE	BOB BERNHARDT	PARKS	12/13/2018	13.96
LOWES #00220*	LOUISVILLE	CONNOR POWERS	GOLF COURSE	12/13/2018	9.98
LOWES #00220*	LOUISVILLE	DAVID DEAN	GOLF COURSE	12/13/2018	29.20
LOWES #00220*	LOUISVILLE	DAVID DEAN	GOLF COURSE	12/12/2018	8.62
LOWES #00220*	LOUISVILLE	CONNOR POWERS	GOLF COURSE	12/11/2018	54.64
LOWES #00220*	LOUISVILLE	CATHERINE JEPSON	PARKS	12/11/2018	173.22
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/11/2018	48.94
LOWES #00220*	LOUISVILLE	CRAIG DUFFIN	PUBLIC WORKS	12/11/2018	29.98
LOWES #00220*	LOUISVILLE	CATHERINE JEPSON	PARKS	12/06/2018	4.98
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	12/06/2018	59.59
LOWES #00220*	LOUISVILLE	CODY THOMPSON	PARKS	12/03/2018	33.84
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	11/29/2018	86.94
LOWES #00220*	LOUISVILLE	DAVID DEAN	GOLF COURSE	11/28/2018	499.00
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	11/27/2018	201.54
LOWES #00220*	LOUISVILLE	AARON GRANT	PARKS	11/26/2018	22.19
LOWES #00220*	LOUISVILLE	LISA RITCHIE	PLANNING	11/26/2018	66.86
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	11/26/2018	30.50

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
LOWES #00220*	LOUISVILLE	BRIAN GARDUNO	OPERATIONS	11/26/2018	570.27
LOWES #00220*	LOUISVILLE	PHIL LIND	FACILITIES	11/21/2018	88.60
LUCKY PIE PIZZA & TAP	LOUISVILLE	DAWN BURGESS	CITY MANAGER	12/10/2018	103.00
LULU'S BBQ LLC	LOUISVILLE	KURT KOWAR	PUBLIC WORKS	11/26/2018	25.00
LULU'S BBQ LLC	LOUISVILLE	JEFFREY FISHER	POLICE	11/20/2018	53.50
MACLOCKS	180-09480344	KRISTEN BODINE	LIBRARY	12/11/2018	46.12
MAILCHIMP *MONTHLY	MAILCHIMP.COM	EMILY KROPF	CITY MANAGER	12/18/2018	127.50
MARCOS PIZZA - 6005	SUPERIOR	JEN KENNEY	POLICE	12/10/2018	72.44
MARCOS PIZZA - 6005	SUPERIOR	JEN KENNEY	POLICE	11/30/2018	85.92
MARCOS PIZZA - 6005	SUPERIOR	CHAD ROOT	BUILDING SAFETY	11/20/2018	105.56
MCCANDLESS TRUCK CENTE	HENDERSON	MASON THOMPSON	OPERATIONS	11/29/2018	307.11
MEMORIES TO DIGITAL	BOULDER	BRIDGET BACON	LIBRARY	12/19/2018	746.81
METROINSTITUTE CPPA	6024522901	DAKOTA DUNN	PARKS	12/19/2018	31.50
MICHAELS STORES 1342	ARVADA	CHERYL KELLER	POLICE	11/24/2018	33.46
MICHAELS STORES 2059	SUPERIOR	PATRICIA MORGAN	REC CENTER	11/27/2018	22.10
MUDROCKS TAP AND TAVER	LOUISVILLE	TERRELL PHILLIPS	WATER	11/30/2018	70.74
MURDOCHS RANCH &HOME #	WESTMINSTER	DAVID DEAN	GOLF COURSE	11/27/2018	54.98
MESSAGE MEDIA	SAN FRANCISCO	EMILY KROPF	CITY MANAGER	12/03/2018	100.00
NAPA AUTO PART 0026903	LOUISVILLE	DIANE M KREAGER	FINANCE	12/12/2018	90.19
NAPA AUTO PART 0026903	LOUISVILLE	DIANE M KREAGER	FINANCE	12/12/2018	1,044.19
NAPA AUTO PART 0026903	LOUISVILLE	KERRY KRAMER	PARKS	12/07/2018	24.22
NAPA AUTO PART 0026903	LOUISVILLE	KEN MATHEWS	OPERATIONS	12/07/2018	15.27
NAPA AUTO PART 0026903	LOUISVILLE	JUSTIN ELKINS	WASTEWATER	11/28/2018	14.49
NAPA AUTO PART 0026903	LOUISVILLE	VICKIE ILKO	OPERATIONS	11/28/2018	33.98
NATIONAL SHOOTING SPOR	NEWTOWN	RICKY BLACKNEY	POLICE	12/07/2018	130.00
NORDSTROM DIRECT #0808	800-285-5800	GREG VENETTE	WATER	11/20/2018	624.49
NORDSTROM DIRECT #0808	800-285-5800	GREG VENETTE	WATER	11/20/2018	528.41
NORTHWEST PARKWAY LLC	303-9262500	DIANE M KREAGER	FINANCE	12/05/2018	7.05
NSC*NORTHERN SAFETY CO	800-631-1246	ANGELA NORENE	OPERATIONS	12/15/2018	226.00
NTL SWIM POOL FOUNDATI	7195409119	JAMES VAUGHAN	REC CENTER	11/30/2018	250.00
NU CPS PRODUCT SALES	8474912020	JEFFREY FISHER	POLICE	11/20/2018	213.04
O.C.P.O. /C.E.C.T.I.	303-3948994	GREG VENETTE	WATER	12/19/2018	35.00
O.C.P.O. /C.E.C.T.I.	303-3948994	BRIAN GARDUNO	OPERATIONS	12/14/2018	35.00
O.C.P.O. /C.E.C.T.I.	303-3948994	JUSTIN ELKINS	WASTEWATER	12/10/2018	35.00
O.C.P.O. /C.E.C.T.I.	303-3948994	MICHAEL CLEVELAND	OPERATIONS	12/07/2018	35.00
OFFICEMAX/DEPOT 6616	SUPERIOR	BRIAN GARDUNO	OPERATIONS	12/13/2018	17.99
OFFICEMAX/DEPOT 6616	SUPERIOR	CATHERINE JEPSON	PARKS	12/05/2018	77.98
OFFICEMAX/DEPOT 6616	SUPERIOR	DAVID D HAYES	POLICE	12/02/2018	73.55
OFFICEMAX/DEPOT 6616	SUPERIOR	CATHERINE JEPSON	PARKS	11/28/2018	39.99
OFFICEMAX/DEPOT 6616	SUPERIOR	ERICA BERZINS	POLICE	11/26/2018	8.99
OFFICEMAX/DEPOT 6616	SUPERIOR	ERICA BERZINS	POLICE	11/21/2018	63.98
OFFICESCAPES OF DENVE	3035741115	MARC DENNY	WASTEWATER	12/19/2018	892.77

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
ORLEANS HOTEL & CASINO	7023657111	RANDY DEWITZ	BUILDING SAFETY	12/08/2018	406.73
ORLEANS HOTEL & CASINO	7023657111	RANDY DEWITZ	BUILDING SAFETY	11/30/2018	47.46
OTC BRANDS, INC.	OMAHA	JILL SIEWERT	LIBRARY	11/19/2018	57.76
OUTBACK 3114	OLD BRIDGE	JEN KENNEY	POLICE	12/16/2018	128.61
OUTBACK STEAKHOUSE #61	LOUISVILLE	JEFFREY FISHER	POLICE	11/21/2018	62.44
PARTY CITY 922	SUPERIOR	JUSTIN ELKINS	WASTEWATER	12/17/2018	20.39
PAYFLOW/PAYPAL	8888839770	DIANE M KREAGER	FINANCE	12/03/2018	19.95
PAYFLOW/PAYPAL	8888839770	DIANE M KREAGER	FINANCE	12/03/2018	59.95
PAYPAL *ATLASSMISSIO	4029357733	KURT KOWAR	PUBLIC WORKS	12/17/2018	193.14
PAYPAL *ATLASSMISSIO	4029357733	KURT KOWAR	PUBLIC WORKS	12/17/2018	214.65
PAYPAL *CAPET	4029357733	ERICA BERZINS	POLICE	12/12/2018	45.00
PIONEER SAND CO 15	BROOMFIELD	BOB BERNHARDT	PARKS	11/30/2018	12.59
PIONEER SAND CO 15	BROOMFIELD	KEN MATHEWS	OPERATIONS	11/30/2018	87.95
PIONEER SAND CO 15	BROOMFIELD	KEN MATHEWS	OPERATIONS	11/30/2018	-92.33
PIONEER SAND CO 15	BROOMFIELD	BOB BERNHARDT	PARKS	11/29/2018	20.14
PIONEER SAND CO 15	BROOMFIELD	BOB BERNHARDT	PARKS	11/28/2018	43.63
PIONEER SAND CO 15	BROOMFIELD	KERRY KRAMER	PARKS	11/28/2018	197.45
PIONEER SAND CO 15	BROOMFIELD	BOB BERNHARDT	PARKS	11/27/2018	20.98
PIZZA KING LOUISVILLE	LOUISVILLE	KURT KOWAR	PUBLIC WORKS	12/13/2018	64.57
PLUG N PAY INC	800-945-2538	JULIE SEYDEL	REC CENTER	12/05/2018	128.17
POTESTIO BROTHERS EQUI	PARKER	DRUSILLA TIEBEN	PARKS	12/06/2018	125.76
POWER SYSTEMS	KNOXVILLE	JAMES VAUGHAN	REC CENTER	11/29/2018	111.38
PRAIRIE MOUNTAIN MEDIA	8884549588	DIANE M KREAGER	FINANCE	12/14/2018	2,365.88
PRAIRIE MOUNTAIN MEDIA	8884549588	JULIE SEYDEL	REC CENTER	12/06/2018	640.00
PRO KITES USA	7706018259	KATIE MEYER	REC CENTER	11/28/2018	207.92
PUBLIC WORKS-PRKG METR	DENVER	AARON DEJONG	CITY MANAGER	12/05/2018	2.00
PET SCOOP, INC. / PET	303-202-1899	DRUSILLA TIEBEN	PARKS	12/01/2018	540.00
QDOBA MEXICAN EATS QPS	8005005225	PAMELA LEMON	REC CENTER	12/03/2018	406.37
RAMBLIN EXPRESS, INC	8777262546	KATIE BEASLEY	REC CENTER	12/12/2018	612.66
RAMBLIN EXPRESS, INC	8777262546	KATIE BEASLEY	REC CENTER	11/26/2018	649.07
RED WING BUSINESS ADVA	8887677874	JUSTIN ELKINS	WASTEWATER	12/10/2018	150.00
RENTAL CAR TOLLS	8775909711	MIKE MILLER	POLICE	12/13/2018	16.90
ROCKY MOUNTAIN REGIONA	303-770-2220	NORMAN MERLO	GOLF COURSE	12/07/2018	135.00
RPS DENVER 1709 BLAKE	DENVER	MEGAN DAVIS	CITY MANAGER	12/12/2018	14.00
RRINDUSTRIES	9493619238	KERRY HOLLE	PUBLIC WORKS	12/18/2018	140.33
SAFEWAY #2812	LOUISVILLE	CHERYL KELLER	POLICE	12/17/2018	14.31
SAFEWAY #2812	LOUISVILLE	JEN KENNEY	POLICE	12/12/2018	2.98
SAFEWAY #2812	LOUISVILLE	GINGER CROSS	GOLF COURSE	12/04/2018	26.98
SAFEWAY #2812	LOUISVILLE	DAWN BURGESS	CITY MANAGER	12/03/2018	6.98
SAFEWAY #2812	LOUISVILLE	DAWN BURGESS	CITY MANAGER	12/03/2018	7.28
SAFEWAY #2812	LOUISVILLE	JIM GILBERT	PARKS	12/03/2018	9.97
SAFEWAY #2812	LOUISVILLE	BEN REDARD	POLICE	12/02/2018	5.49

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
SAFEWAY #2812	LOUISVILLE	PAMELA LEMON	REC CENTER	12/02/2018	14.64
SAFEWAY #2812	LOUISVILLE	BENJAMIN KURTZ	POLICE	11/30/2018	21.48
SAMS CLUB #4987	LONGMONT	JEFF ROBISON	FACILITIES	12/15/2018	-162.62
SAMS CLUB #4987	LONGMONT	JEFF ROBISON	FACILITIES	12/15/2018	162.62
SATOR SOCCER	GARDENA	KATHY MARTIN	REC CENTER	12/05/2018	1,634.74
SATOR SOCCER	GARDENA	KATHY MARTIN	REC CENTER	12/03/2018	1,634.74
SAVVIER FITNESS	800-4647309	LINDSEY WITTY	REC CENTER	11/27/2018	149.98
SGS	RUTHERFORD	KERRY HOLLE	WATER	12/11/2018	523.50
SGS	RUTHERFORD	KERRY HOLLE	WATER	12/11/2018	118.50
SGS	RUTHERFORD	KERRY HOLLE	WATER	12/11/2018	358.50
SGS	RUTHERFORD	KERRY HOLLE	WATER	12/11/2018	49.50
SGS	RUTHERFORD	KERRY HOLLE	WATER	12/11/2018	868.00
SGS	RUTHERFORD	KERRY HOLLE	WATER	12/11/2018	518.50
SGS	RUTHERFORD	KERRY HOLLE	WATER	12/11/2018	822.00
SGS	RUTHERFORD	KERRY HOLLE	WATER	12/04/2018	-1,000.00
SGS	RUTHERFORD	KERRY HOLLE	WATER	11/30/2018	658.50
SHELL OIL 12481797004	LAKE MARY	MIKE MILLER	POLICE	12/01/2018	16.87
SHOWCASES	3217835586	JILL SIEWERT	LIBRARY	12/17/2018	516.59
SHRED-IT	8666474733	CHERYL KELLER	POLICE	12/18/2018	30.00
SHRED-IT	8666474733	DIANE M KREAGER	FINANCE	12/13/2018	42.36
SILL TERHAR MOTORS SER	BROOMFIELD	MASON THOMPSON	OPERATIONS	12/07/2018	261.44
SIP.US LLC	800-566-9810	TERRELL PHILLIPS	WATER	12/10/2018	24.95
SMASHBURGER #1525	LOUISVILLE	IAN HARPER	OPERATIONS	12/14/2018	39.48
SMASHBURGER #1525	LOUISVILLE	KERRY KRAMER	PARKS	12/07/2018	20.64
SONICDRIVEINSTORE.COM	8778287868	JEN KENNEY	POLICE	12/17/2018	40.00
SOURCE OFFICE - VITAL	GOLDEN	JIM GILBERT	PARKS	12/18/2018	172.87
SOURCE OFFICE - VITAL	GOLDEN	DAWN BURGESS	CITY MANAGER	12/17/2018	19.08
SOURCE OFFICE - VITAL	GOLDEN	DAWN BURGESS	CITY MANAGER	12/17/2018	52.92
SOURCE OFFICE - VITAL	GOLDEN	ANGELA NORENE	OPERATIONS	12/14/2018	390.43
SOURCE OFFICE - VITAL	GOLDEN	ANGELA NORENE	OPERATIONS	12/13/2018	59.84
SOURCE OFFICE - VITAL	GOLDEN	ANGELA NORENE	OPERATIONS	12/12/2018	85.50
SOURCE OFFICE - VITAL	GOLDEN	KERRY HOLLE	PUBLIC WORKS	12/07/2018	93.33
SOURCE OFFICE - VITAL	GOLDEN	ANGELA NORENE	OPERATIONS	12/06/2018	167.99
SOURCE OFFICE - VITAL	GOLDEN	ANGELA NORENE	OPERATIONS	12/06/2018	19.98
SOURCE OFFICE - VITAL	GOLDEN	MEREDYTH MUTH	CITY MANAGER	12/06/2018	14.08
SOURCE OFFICE - VITAL	GOLDEN	MEREDYTH MUTH	CITY MANAGER	12/04/2018	12.10
SOURCE OFFICE - VITAL	GOLDEN	MEREDYTH MUTH	CITY MANAGER	11/28/2018	48.22
SOURCE OFFICE - VITAL	GOLDEN	JIM GILBERT	PARKS	11/28/2018	34.68
SOURCE OFFICE - VITAL	GOLDEN	LESLIE RINGER	HUMAN RESOURCES	11/28/2018	37.98
SOURCE OFFICE - VITAL	GOLDEN	JIM GILBERT	PARKS	11/27/2018	236.33
SOURCE OFFICE - VITAL	GOLDEN	MEREDYTH MUTH	CITY MANAGER	11/21/2018	66.08
SOURCE OFFICE - VITAL	GOLDEN	ANGELA NORENE	OPERATIONS	11/20/2018	15.68

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
SOURCE OFFICE - VITAL	GOLDEN	ANGELA NORENE	OPERATIONS	11/20/2018	23.04
SOUTHWEST AIRLINES	800-435-9792	RICKY BLACKNEY	POLICE	12/08/2018	157.96
SP * BUSINESS 21 PUBLI	4844909200	KATHLEEN HIX	HUMAN RESOURCES	12/11/2018	219.00
SP * CROWD CONTROL WAR	8878851600	PEGGY JONES	REC CENTER	12/13/2018	338.75
SPORTSMITH	918-615-3208	PHIL LIND	FACILITIES	12/18/2018	60.12
SQU*SQ *ADVANCED CARE	THORNTON	AMANDA PERERA	REC CENTER	11/29/2018	655.20
STAPLS7208338020000003	877-8267755	JILL SIEWERT	LIBRARY	11/24/2018	19.69
STAPLS7208425642000001	877-8267755	DIANE M KREAGER	FINANCE	11/20/2018	181.70
STAPLS7208425642001001	877-8267755	DIANE M KREAGER	FINANCE	11/24/2018	-19.14
STAPLS7208571629000001	877-8267755	DIANE M KREAGER	FINANCE	11/24/2018	52.37
STAPLS7208993371000001	877-8267755	CHERYL KELLER	POLICE	12/01/2018	7.58
STAPLS7208993371000002	877-8267755	CHERYL KELLER	POLICE	12/01/2018	136.18
STAPLS7209007463000001	877-8267755	DIANE M KREAGER	FINANCE	12/01/2018	330.99
STAPLS7209019396000001	877-8267755	JILL SIEWERT	LIBRARY	12/01/2018	87.11
SWEET SPOT CAFE	LOUISVILLE	JIM GILBERT	PARKS	12/13/2018	170.50
SWEET SPOT CAFE	LOUISVILLE	HEATHER BALSER	CITY MANAGER	11/28/2018	90.61
SWIMOUTLET.COM	8006914065	JAMES VAUGHAN	REC CENTER	11/29/2018	142.65
TARGET 00017699	SUPERIOR	CATHERINE JEPSON	PARKS	12/19/2018	10.00
TARGET 00017699	SUPERIOR	PATRICK FITZGIBBONS	POLICE	12/18/2018	974.79
TARGET 00017699	SUPERIOR	MIKE MILLER	POLICE	12/18/2018	901.47
TARGET 00017699	SUPERIOR	MATTHEW E TRUJILLO	POLICE	12/18/2018	156.83
TARGET 00017699	SUPERIOR	JEN KENNEY	POLICE	12/14/2018	746.79
TARGET 00017699	SUPERIOR	CATHERINE JEPSON	PARKS	12/14/2018	4.99
TARGET 00017699	SUPERIOR	JEN KENNEY	POLICE	12/11/2018	80.67
TBS WESTERN REGION	949-2674200	AMANDA PERERA	REC CENTER	11/19/2018	349.59
THE HOME DEPOT #1506	LOUISVILLE	KERRY KRAMER	PARKS	12/18/2018	143.08
THE HOME DEPOT #1506	LOUISVILLE	ANTHONY POHL	REC CENTER	12/17/2018	21.98
THE HOME DEPOT #1506	LOUISVILLE	BRIAN GARDUNO	OPERATIONS	12/17/2018	106.08
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	12/15/2018	21.82
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	12/15/2018	182.18
THE HOME DEPOT #1506	LOUISVILLE	MIKE KARBGINSKY	FACILITIES	12/14/2018	54.91
THE HOME DEPOT #1506	LOUISVILLE	MATT LOOMIS	PARKS	12/14/2018	.98
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	12/14/2018	22.61
THE HOME DEPOT #1506	LOUISVILLE	MATT LOOMIS	PARKS	12/13/2018	14.94
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	12/13/2018	59.97
THE HOME DEPOT #1506	LOUISVILLE	BRIAN GARDUNO	OPERATIONS	12/12/2018	163.60
THE HOME DEPOT #1506	LOUISVILLE	KATHERINE ZOSS	CITY MANAGER	12/11/2018	89.98
THE HOME DEPOT #1506	LOUISVILLE	DANIEL PEER	PARKS	12/11/2018	1.74
THE HOME DEPOT #1506	LOUISVILLE	DANIEL PEER	PARKS	12/11/2018	29.73
THE HOME DEPOT #1506	LOUISVILLE	MIKE KARBGINSKY	FACILITIES	12/11/2018	9.43
THE HOME DEPOT #1506	LOUISVILLE	MATT LOOMIS	PARKS	12/11/2018	9.58
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	12/11/2018	21.82

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
THE HOME DEPOT #1506	LOUISVILLE	ANTHONY POHL	REC CENTER	12/07/2018	34.56
THE HOME DEPOT #1506	LOUISVILLE	DESHAUN BECERRIL	OPERATIONS	12/07/2018	6.91
THE HOME DEPOT #1506	LOUISVILLE	IAN HARPER	OPERATIONS	12/06/2018	18.87
THE HOME DEPOT #1506	LOUISVILLE	ANTHONY POHL	REC CENTER	12/06/2018	64.46
THE HOME DEPOT #1506	LOUISVILLE	IAN HARPER	OPERATIONS	12/05/2018	9.15
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	12/05/2018	27.22
THE HOME DEPOT #1506	LOUISVILLE	CATHERINE JEPSON	PARKS	12/04/2018	25.40
THE HOME DEPOT #1506	LOUISVILLE	BRIAN GARDUNO	OPERATIONS	12/04/2018	104.00
THE HOME DEPOT #1506	LOUISVILLE	IAN HARPER	OPERATIONS	12/03/2018	7.94
THE HOME DEPOT #1506	LOUISVILLE	MICHAEL TOWERS	PARKS	12/03/2018	14.30
THE HOME DEPOT #1506	LOUISVILLE	BRIDGET BACON	LIBRARY	12/03/2018	79.84
THE HOME DEPOT #1506	LOUISVILLE	JULIE SEYDEL	REC CENTER	11/30/2018	159.15
THE HOME DEPOT #1506	LOUISVILLE	BRADLEY AUSTIN	PARKS	11/30/2018	157.68
THE HOME DEPOT #1506	LOUISVILLE	JACK MANIAN	OPERATIONS	11/29/2018	11.76
THE HOME DEPOT #1506	LOUISVILLE	MATT LOOMIS	PARKS	11/29/2018	3.95
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	11/29/2018	82.87
THE HOME DEPOT #1506	LOUISVILLE	PHIL LIND	FACILITIES	11/29/2018	115.96
THE HOME DEPOT #1506	LOUISVILLE	DANIEL PEER	PARKS	11/28/2018	3.97
THE HOME DEPOT #1506	LOUISVILLE	CATHERINE JEPSON	PARKS	11/28/2018	4.68
THE HOME DEPOT #1506	LOUISVILLE	MATT LOOMIS	PARKS	11/27/2018	4.45
THE HOME DEPOT #1506	LOUISVILLE	BRADLEY AUSTIN	PARKS	11/26/2018	1.88
THE HOME DEPOT #1506	LOUISVILLE	JULIE SEYDEL	REC CENTER	11/26/2018	27.36
THE HOME DEPOT #1506	LOUISVILLE	PATRICIA MORGAN	REC CENTER	11/24/2018	16.93
THE HOME DEPOT #1506	LOUISVILLE	LAURA LOBATO	POLICE	11/24/2018	19.97
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	11/24/2018	30.61
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	11/23/2018	184.91
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	11/23/2018	-8.97
THE HOME DEPOT #1506	LOUISVILLE	KERRY KRAMER	PARKS	11/21/2018	19.35
THE HOME DEPOT #1506	LOUISVILLE	JAMES VAUGHAN	REC CENTER	11/21/2018	163.45
THE HOME DEPOT #1506	LOUISVILLE	PAUL BORTH	REC CENTER	11/21/2018	4.72
THE HOME DEPOT #1506	LOUISVILLE	BRADLEY AUSTIN	PARKS	11/20/2018	8.35
THE HOME DEPOT #1506	LOUISVILLE	MATT LOOMIS	PARKS	11/20/2018	1.63
THE HOME DEPOT #1506	LOUISVILLE	JULIE SEYDEL	REC CENTER	11/19/2018	39.91
THE HOME DEPOT #1506	LOUISVILLE	KERRY KRAMER	PARKS	11/19/2018	35.38
THE HOME DEPOT #1506	LOUISVILLE	MATT LOOMIS	PARKS	11/19/2018	18.07
THE HOME DEPOT #1546	BOULDER	JULIE SEYDEL	REC CENTER	11/28/2018	154.37
THE HOME DEPOT 1506	LOUISVILLE	PHIL LIND	FACILITIES	12/18/2018	251.48
THE HOME DEPOT 1506	LOUISVILLE	ANTHONY POHL	REC CENTER	12/17/2018	342.73
THE HOME DEPOT 1506	LOUISVILLE	GREG VENETTE	WATER	12/13/2018	222.50
THE HOME DEPOT 1506	LOUISVILLE	PEGGY JONES	REC CENTER	12/12/2018	89.98
THE HOME DEPOT 1506	LOUISVILLE	MIKE KARBGINSKY	FACILITIES	12/06/2018	93.97
THE HOME DEPOT 1506	LOUISVILLE	VICKIE ILKO	OPERATIONS	12/05/2018	99.33

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
THE HOME DEPOT 1506	LOUISVILLE	PHIL LIND	FACILITIES	12/04/2018	97.95
THE HOME DEPOT 1506	LOUISVILLE	JULIE SEYDEL	REC CENTER	11/26/2018	294.10
THE HOME DEPOT 1506	LOUISVILLE	CATHERINE JEPSON	PARKS	11/20/2018	88.78
THE UPS STORE #5183	SUPERIOR	GREG VENETTE	WATER	11/30/2018	615.02
THE WEBSTAUANT STORE	717-392-7472	PHIL LIND	FACILITIES	11/30/2018	60.43
THE WEBSTAUANT STORE	717-392-7472	PATRICIA MORGAN	REC CENTER	11/26/2018	88.78
THE WEBSTAUANT STORE	717-392-7472	KATHY MARTIN	REC CENTER	11/20/2018	1,156.07
TIME PARK LOT 20A	DENVER	DAVID D HAYES	POLICE	12/05/2018	10.00
TOWN OF SUPERIOR	3034993675	DRUSILLA TIEBEN	PARKS	12/05/2018	24.57
TRACTOR SUPPLY #2105	LAFAYETTE	IAN HARPER	OPERATIONS	12/04/2018	135.83
TRANSPORTATION PROFESS	202-785-0060	KERRY HOLLE	PUBLIC WORKS	12/05/2018	490.00
ULINE *SHIP SUPPLIES	800-295-5510	KATHY MARTIN	REC CENTER	12/05/2018	-134.00
ULINE *SHIP SUPPLIES	800-295-5510	KATHY MARTIN	REC CENTER	12/04/2018	-496.00
ULINE *SHIP SUPPLIES	800-295-5510	KATHY MARTIN	REC CENTER	11/30/2018	110.78
ULINE *SHIP SUPPLIES	800-295-5510	ELIZABETH SCHETTLER	PLANNING	11/29/2018	290.92
ULINE *SHIP SUPPLIES	800-295-5510	BRIDGET BACON	LIBRARY	11/28/2018	309.93
UNITED AIRLINES	800-932-2732	RANDY DEWITZ	BUILDING SAFETY	12/04/2018	330.40
UNITED REFRIG BR #T9	LOUISVILLE	MIKE KARBGINSKY	FACILITIES	11/20/2018	103.29
UNITED STATES WELDING	303-7776671	AMANDA PERERA	REC CENTER	12/12/2018	21.70
USPS PO 0756700237	SUPERIOR	DRUSILLA TIEBEN	PARKS	12/11/2018	50.71
USPS PO 0756700237	SUPERIOR	DAVID BARIL	GOLF COURSE	12/06/2018	20.00
USPS PO 0756700237	SUPERIOR	AMANDA PERERA	REC CENTER	11/29/2018	24.70
USPS PO 0756700237	SUPERIOR	BRIDGET BACON	LIBRARY	11/28/2018	12.65
USPS PO 0756700237	SUPERIOR	CODY THOMPSON	PARKS	11/28/2018	3.95
USPS PO 0756700237	SUPERIOR	ROBIN BROOKHART	HUMAN RESOURCES	11/21/2018	17.30
VIA MOBILITY SERVICES	303-447-2848	KATHY MARTIN	REC CENTER	12/06/2018	1,556.25
VZWRLSS*IVR VB	800-922-0204	DIANE M KREAGER	FINANCE	12/08/2018	2,827.98
VZWRLSS*MY VZ VB P	800-922-0204	DIANE M KREAGER	FINANCE	12/14/2018	1,017.80
VZWRLSS*MY VZ VB P	800-922-0204	DIANE M KREAGER	FINANCE	12/14/2018	533.89
VZWRLSS*PRPAY AUTOPAY	888-294-6804	CRAIG DUFFIN	PUBLIC WORKS	12/05/2018	20.00
WAL-MART #1045	LAFAYETTE	IAN HARPER	OPERATIONS	12/04/2018	16.24
WAL-MART #1045	LAFAYETTE	DRUSILLA TIEBEN	PARKS	11/29/2018	8.91
WAL-MART #5341	BROOMFIELD	IAN HARPER	OPERATIONS	12/03/2018	60.94
WALGREENS #7006	SUPERIOR	ERICA BERZINS	POLICE	12/13/2018	9.99
WALGREENS #7006	SUPERIOR	JOANN MARQUES	REC CENTER	12/08/2018	39.96
WATERSAFETY	8009877238X	JAMES VAUGHAN	REC CENTER	12/13/2018	419.09
WATERSAFETY	8009877238X	JAMES VAUGHAN	REC CENTER	11/29/2018	237.47
WESTERN DISPOSAL SERVI	3034442037	DAVID DEAN	GOLF COURSE	12/18/2018	690.00
WILEY ARTICLE PDF	8887442823	ROBERT ZUCCARO	PLANNING	12/06/2018	38.00
WPY*CCCMA	855-4693729	DAWN BURGESS	CITY MANAGER	12/10/2018	675.00
WPY*J C WALL ENTERPRI	855-4693729	GREG VENETTE	WATER	12/05/2018	850.00
WPY*J C WALL ENTERPRI	855-4693729	GREG VENETTE	WATER	11/26/2018	900.00

SUPPLIER	SUPPLIER LOCATION	CARDHOLDER	DEPARTMENT	TRANS DATE	AMOUNT
YOGA DIRECT	8888869642	LINDSEY WITTY	REC CENTER	12/07/2018	749.47
ZORO TOOLS INC	855-2899676	MARC DENNY	WASTEWATER	12/12/2018	466.02
		PATRICK FITZGIBBONS	POLICE	12/19/2018	-12.24
TOTAL					\$ 109,292.48

CITY OF LOUISVILLE

EXPENDITURE APPROVALS \$25,000.00 - \$99,999.99

DECEMBER 2018

DATE	P.O. #	VENDOR	DESCRIPTION	AMOUNT
12/31/2018	2018278	Mott MacDonald LLC	SCWTP Disinfection Design	\$48,000.00
			<i>Upgrades were recently completed at the HBWTP to switch from the current practice of chlorine gas delivered in 1-ton cylinders to utilizing onsite generation equipment to produce chlorine from sodium hypochlorite. The next step is to do comparable improvements to the SCWTP. Mott MacDonald is a sole source consultant due to previous work performed for the City.</i>	

City Council Meeting Minutes

**January 8, 2018
City Hall, Council Chambers
749 Main Street
7:00 PM**

Call to Order – Mayor Muckle called the meeting to order at 7:00 p.m.

Roll Call was taken and the following members were present:

City Council: ***Mayor Robert Muckle
Mayor Pro Tem Jeff Lipton
Councilmember Jay Keany
Councilmember Chris Leh (arrived at 7:12 pm)
Councilmember Susan Loo
Councilmember Dennis Maloney
Councilmember Ashley Stolzmann***

Staff Present: ***Heather Balsler, City Manager
Megan Davis, Deputy City Manager
Nathan Mosely, Parks, Recreation, &
Open Space Director
Aaron DeJong, Economic Development Director
Kurt Kowar, Public Works Director
Rob Zuccaro, Planning & Building Safety Director
Meredyth Muth, City Clerk***

Others Present: ***Kathleen Kelly, City Attorney***

PLEDGE OF ALLEGIANCE

All rose for the pledge of allegiance.

APPROVAL OF AGENDA

Mayor Muckle called for changes to the agenda and hearing none, moved to approve the agenda; seconded by Councilmember Keany. All in favor.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

Mayor Muckle stated that if anyone wanted to speak on the marijuana ordinance (item 8C) they should do so on “items not on the agenda” as this is first reading and not the public hearing. That will be February 5 and everyone is invited to speak then. He noted the Council has held three public meetings this year on the topic and it has been before the Planning Commission; all of those meetings were publically noticed and open to the public.

Anthony Shaffer, 620 Walnut Street, stated he lives adjacent to Memory Square Park and St. Louis Catholic Church. He stated he was notified his permit parking was being removed. He feels it is unfair this parking is being removed. It is always crowded with the church and the park. He needs that permit parking; it is the only place he has to park.

Liz Amore, 620 Walnut Street, stated they do have a driveway and one off street parking place; however she feels the new houses being built do not have off street parking and are contributing to the problem. She feels it is only fair that they are able to park a reasonable distance from their home.

APPROVAL OF THE CONSENT AGENDA

MOTION: Mayor Muckle moved to approve the consent agenda; seconded by Councilmember Loo seconded. All in favor.

- A. Approval of Bills**
- B. Approval of Minutes: December 18, 2018**
- C. Approval of Designation of Places for Posting Notices for Public Meetings**
- D. Distribution of 2019 Open Government Pamphlet**
- E. Approval of Louisville/Lafayette Quiet Zone Project Construction Contract**
 - i. Approval of Resolution No. 1, Series 2019 – A Resolution Approving an Intergovernmental Agreement for Sharing of Costs of Quiet Zone Project Construction Services Between the City of Louisville and the City of Lafayette**
 - ii. Approval of Resolution No. 2, Series 2019 – A Resolution Approving an Agreement Between the City of Louisville and NORAA Concrete Construction Corporation for Construction Services for the Louisville-Lafayette Quiet Zone Project**
- F. Resolution No. 3, Series 2019 – A Resolution Approving an Amended and Restated Lease and License Agreement for Fiber Optic Telecommunications Network Between the City of Louisville and the Boulder Valley School District No. RE-2**
- G. Approval of City Council Special Meetings on January 15 and February 12, 2019**

COUNCIL INFORMATIONAL COMMENTS ON PERTINENT ITEMS NOT ON THE AGENDA

Mayor Muckle wished everyone a Happy New Year.

CITY MANAGER'S REPORT

City Manager Balsler wished everyone a Happy New Year and reminded everyone of the Recreation/Senior Center Grand Opening on January 26th.

REGULAR BUSINESS

DISCUSSION/DIRECTION – HIGHWAY 42 AND SHORT STREET INTERSECTION IMPROVEMENTS

Director Kowar stated this is an update on the Highway 42 project. The City is now advertising for bids for improvements from Griffith Street to South Street. He stated staff wants to make sure everyone is aware of the project, identify what the benefits and tradeoffs of the project will be, confirm the improvements, and discuss the project's long-term goals.

This project addresses current issues such as traffic and traffic signals; it does not address longer term issues. The specific question is should a three-lane option be considered or should we make changes that will allow a five-lane option in the future. He reviewed the three-lane plans and also noted how traffic signal warrants are affecting the conversation. He reviewed the schedule and noted the current cost estimate for the project is about \$500,000 over budget.

He reviewed the history of the corridor and the project updates over the last 25 years. He discussed how different traffic signal options will affect the corridor. The 2013 plan looked for ways to fit every use in the right-of-way and everyone decided it must stay at three lanes. In 2018, we tried a variety of virtual scenarios and found options to prepare the corridor for five lanes similar to South Boulder Road.

Staff is trying to plan for the future and address growing traffic numbers and the possible addition of ball fields on the east side. He noted the forecasted travel times on the corridor are going to be much longer than they are today. The five-lane option addresses this the best.

He stated staff previously thought the secondary network of streets in DELO would take pressure off of Hwy 42 but this was not built. He added CDOT doesn't recommend the offset left pedestrian refuge islands; and the signal at Cannon does not seem feasible any longer.

Director Kowar reviewed the options at Helca and Hwy 42. The underpass here is on track to be bid out. The signal at Hecla has not met CDOT's signal warrants so it can't currently be built. ADA accessibility is being studied at the intersection. He stated a flashing beacon is not generally considered with multiple lanes in each direction on high speed/volume roads. There are some options for other intersection work and pedestrian refuges that can be considered. He stated people have asked for a reduction in speed there. CDOT will not change the speed without a speed study. It is likely if a speed study is performed the overall speed limit would remain at 45 mph.

Director Kowar reviewed the corridor character and the adjacent uses. He added Lafayette has plans to use the area to the east for a sports complex which will also affect the area.

Councilmember Stolzmann asked if deciding on the signal at Short Street precludes the City from installing other signals in the future. Director Kowar stated possibly as it will affect traffic warrants for other intersections.

Councilmember Stolzmann asked if Short is the right place to put in a traffic signal. She noted perhaps Griffith Street would be the place for the signal as it is a street that crosses the railroad tracks.

Public Comments

John Leary, 1116 LaFarge Street, stated the decision to divert traffic to side streets in neighborhoods was a policy adopted at the time of the 42 redevelopment plan. That is now not happening so it seems common sense that a three-lane option will not work in this area. It is a reality that it has to be five lanes.

Randy Caranci, 441 Elk Trail Lafayette, stated he supports an underpass on Hwy 42 near Pine Street. An underpass here could utilize the ballfields for parking for downtown, if Lafayette builds its sports complex it would be great to have direct pedestrian access to downtown. Now is the time to do it.

Councilmember Keany stated he supports the five-lane option given the increase in traffic. He is encouraged by this discussion. He supports building the Short Street signal with five lanes in mind. He supports an underpass in the corridor as well. Citizens would appreciate improved traffic flow here.

Mayor Muckle stated he too supports the five-lane configuration. He supports moving pedestrians and bikes into the open space on multi-use paths. He stated the rural character does matter, but that is a design question that can be addressed.

Mayor Pro Tem Lipton stated he also supports the five-lane design. We are being overwhelmed by regional traffic and it is already a problem that will only get worse. He asked if Pine Street could be addressed in the short to medium-term.

Director Kowar stated we are constrained at that location. The signal was recently upgraded to have more adaptive timing and it continues to be monitored but it won't make the traffic backup disappear there.

Councilmember Stolzmann stated she would like the Cannon Street signal removed from the plan; she supports five-lanes, and she likes the multi-use path to remove bikes from the highway. She stated she doesn't know if it is in our best interest to put the light at Short or Griffith. Griffith has access across the tracks and that may be the superior location. She is concerned that we make the right choice on this.

Councilmember Maloney stated he also supports five-lanes and he wants us to think long-term. He would like to have discussions of what the future priorities are for the corridor. He agreed there should be some discussion of whether Short or Griffith is the best location for the signal as it is likely to be the only one we are allowed.

Mayor Muckle asked if Griffith could be considered this year. Director Kowar stated this would be changing many years of planning and moving the signal would require policy changes, reaching out to stakeholders, and redesign work. It would take some time, possibly two years.

Mayor Muckle noted there has been development built in the area based on having a light at Short and this does serve that neighborhood more centrally. There is retail at that location. Short is a better place to enter the combined sports complex if it happens. This location is the one we have spent the money and time to design. He would like to discuss full movement at Griffith with CDOT.

Councilmember Loo agreed with the Mayor. She noted alternatively it might be helpful to have a signal with full movement on a street that is not affected by the railroad such as Short. She agreed the five-lane option is preferable and the Short signal should be designed to accommodate this.

Councilmember Stolzmann stated we need to be fully aware that making this decision likely precludes other lights in the corridor. She stated any underpass will have to compete with many other request for underpasses throughout the City. She added a rail station will likely not fit in this area any longer with the current development so that should not be used as an argument for the signal in that location.

Councilmember Keany agreed the underpasses will need to be prioritized with all the other projects in the Transportation Master Plan.

Mayor Muckle stated he would prefer to use steel mast arms to wire for the signals. Director Kowar stated that may not work with planning for five lanes, but staff will try.

Councilmember Leh stated he supports five lanes. As to the location of the signal, he would like to be sure we pick the better location. He wondered if there is enough information to make that decision tonight.

Mayor Pro Tem Lipton stated we have reviewed and debated the signal location multiple times and making it three or five lanes does not change this. There has been lots of planning on this signal and changing the number of lanes does not invalidate that work. We agreed to a signal at Short and people have made land use decisions based on this.

Mayor Muckle asked if a vote is needed on a signal at Short this year versus somewhere else in 2-3 years. The consensus was to support the Short Street signal now and build it compatible with a five-lane road and a multi-use path.

City Manager Balser recapped staff will go to bid and bring back a contract to award for the project. She noted this is the culmination of many years of discussions.

Mayor Muckle asked that staff stay focused on getting safety improvements installed at Hecla if we cannot get a signal from CDOT.

ORDINANCE NO. 1768, SERIES 2019 – AN ORDINANCE APPROVING THE REZONING OF CERTAIN PROPERTIES FROM THE OFFICE ZONE TO THE AGRICULTURAL AND ADMINISTRATIVE OFFICE ZONE DISTRICTS – 1ST READING, SET PUBLIC HEARING 1/22/19

City Attorney Kelly introduced the ordinance by title.

Mayor Muckle moved to approve the ordinance on first reading; Councilmember Loo seconded the motion.

Mayor Muckle noted items on first reading are first approved for the purposes of publishing the ordinance and noticing the public hearing. This is a pro forma step required to get to the public hearing.

Voice vote all in favor.

ORDINANCE NO. 1769, SERIES 2019 – AN ORDINANCE AMENDING TITLES 5 AND 17 OF THE LOUISVILLE MUNICIPAL CODE CONCERNING MEDICAL AND RETAIL MARIJUANA BUSINESSES – 1ST READING, SET PUBLIC HEARING 2/5/19

City Attorney Kelly introduced the ordinance by title.

Mayor Muckle moved to approve the ordinance on first reading, Councilmember Stolzmann seconded the motion.

Voice vote all in favor.

ORDINANCE NO. 1770, SERIES 2019 – AN ORDINANCE AMENDING TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE REGARDING LOT COVERAGE STANDARDS FOR THE RESIDENTIAL ESTATE ZONE DISTRICT – 1ST READING, SET PUBLIC HEARING 2/5/19

City Attorney Kelly introduced the ordinance by title.

Mayor Muckle moved to approve the ordinance on first reading; Councilmember Stolzmann seconded the motion.

Voice vote all in favor.

EXECUTIVE SESSION

REAL PROPERTY ACQUISITIONS AND DISPOSITIONS

(Louisville Charter, Section 5-2(c) – Authorized Topics – Consideration of real property acquisitions and dispositions, only as to appraisals and other value estimates and strategy, and C.R.S. 24-6-402(4)(a))

City Attorney Kelly introduced the agenda item and the City Clerk read the statement required by City Code.

Attorney Kelly stated Section 5-2(c) of the home rule charter authorizes an executive session for the purpose of consideration of real property acquisitions and dispositions, provided such session is limited to consideration of appraisals and other value estimates and strategy for the real property acquisition or disposition. An executive session for this purpose is also authorized by Section 24-6-402(4)(a) of the Colorado Revised Statutes.

Mayor Muckle moved to go into executive session for the purpose of consideration of potential real property dispositions located in Louisville, but only as to appraisals and other value estimates and strategy for same, and that the executive session include the City Manager, City Attorney, Parks Rec and Open Space Director, Economic Development Director, and Deputy City Manager; Councilmember Stolzmann seconded the motion.

Voice vote all in favor.

Members went into executive session at 8:13 pm.

Members returned from executive session at 9:32 pm.

**REPORT – DISCUSSION/DIRECTION/ACTION – REAL PROPERTY ACQUISITION
AND DISPOSITIONS**

City Attorney Kelly reported the executive session was for matters regarding real property acquisition discussions. No action is requested this evening.

CITY ATTORNEY’S REPORT

None.

**COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF
FUTURE AGENDA ITEMS**

Mayor Muckle stated he will be attending the Metro Mayors annual retreat.

Councilmember Maloney asked about the goal of the work plan discussion on January 15. City Manager Balser stated the goal on the 15th is to create a list of 2019 work plan items and then at the meeting on January 29th Council will prioritize the list.

ADJOURN

Members adjourned at 9:36 pm.

Robert P. Muckle, Mayor

Meredyth Muth, City Clerk

**SUBJECT: DISCUSSION/DIRECTION – DOWNTOWN PARKING
STRUCTURE CONCEPTUAL DESIGN**

DATE: JANUARY 22, 2019

PRESENTED BY: AARON DEJONG, ECONOMIC DEVELOPMENT

SUMMARY:

Representatives from Desman Associates and DAJ Design will be at the meeting to present the Louisville Revitalization Commission's (LRC) work to date on achieving a conceptual design for a downtown parking structure in the 600 block of Front and Main Streets.

The LRC is seeking City Council input into the design process prior to taking the parking structure options to a public open house for resident and business input. Originally scheduled for November 27, 2018, the LRC desires to provide additional information in this memo and within the presentation.

BACKGROUND:

Downtown parking demand has increased significantly since 2008 due to the greater economic activity of retail, restaurant, and commercial uses. The following summarizes the previous studies, changes to the parking improvement fee, efforts for additional parking resources, and future projects creating additional demand.

Previous Parking Studies

Early in downtown's revitalization, parking was evaluated in 2010 in relation to the City Council deciding to adjust the parking ratios required for new development (1 space per 500 sf) and modifying the square foot cap of non-governmental space from 354,000 sf to 475,000 sf. The 2010 agenda item is attached for reference. The staff analysis concluded the existing supply of 892 downtown parking spaces could potentially provide sufficient parking for the 475,000 square feet of development.

Parking was again analyzed in 2013-14 through an update to the Parking & Pedestrian Action Plan. A copy of the August 19, 2014 City Council agenda item is attached. Planning staff updated parking data and with the assistance of a Downtown / Old Town Parking Action Committee, provided recommendations to City Council to update the Action Plan. The key findings of the parking data concluded:

- The Old Town neighborhood has 300+ fewer parking spaces than it needs based on standards for residential properties in the Louisville Municipal Code.
- The Downtown commercial core has surplus parking if using the downtown design guidelines parking standard of 1 space per 500 sf, but significant shortages if one applies the parking standards for other areas of town through the LMC or Commercial Design Standards and Guidelines.

SUBJECT: DOWNTOWN PARKING STRUCTURE DISCUSSION

DATE: JANUARY 22, 2019

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- Parking demand varies by time of day with greatest shortages occurring during the afternoon and evening. Evening demand outstrips supply by a range of 130 – 325 spaces.
- Should additional development be built within the existing downtown square footage cap of 475,000 sf, an additional 160-400 spaces are needed to accommodate half of a development’s parking requirement (the other half would be provided within the development).
- If downtown activity increases during the day, additional parking shortages will occur and further impact the Old Town neighborhood.

Downtown Parking Improvement Fee

The City instituted a Downtown Parking Improvement Fee (sometimes called the “Parking fee in-lieu”) by Ordinance #1341 in 2000 to allow developers of property in Downtown Louisville to satisfy their off-street parking requirements by paying the fee instead of providing parking spaces directly as part of the development. Revenue from the Parking Improvement Fee is used by the City to defray the cost of providing additional public parking to serve Downtown Louisville. Ordinance #1341 outlined several reasons for instituting the fee including;

- In situations where development in Downtown Louisville does not provide its own off-street parking, the parking improvement fee will provide resources necessary to offset the impact to the City of that development upon existing on- and off-street public parking which serves Downtown Louisville
- The fee will be used to defray the cost of providing additional public parking which will serve Downtown Louisville and which is made necessary by new development within Downtown Louisville, and for the other parking-related purposes
- The fee is reasonably designed to defray in part the overall costs of the facilities for which the fee is imposed, and that the fee reasonably relates to the needs created or contributed to by new development within Downtown Louisville
- The fee established herein is dedicated to the purpose of defraying in part the costs of public parking and parking-related facilities to serve Downtown Louisville, and not for general City purposes

The initial Parking Improvement Fee in 2000 was \$10,000 per space. Council reduced that amount to \$3,600 per space in 2002 through #Ordinance 1376. Ordinance #1594 in 2011 allowed Council to adjust the Parking Improvement Fee by resolution. The Fee was revisited in 2017 and updated to a graduated scale fee by year as follows:

<u>Year</u>	<u>Fee Amount</u>
2017	\$13,388
2018	\$15,759
2019	\$18,261
2020	\$20,898
Annually	3.0% increase

Recent Downtown Parking Additions

Several actions have occurred after the 2014 Parking Action Plan. They include:

- Constructing 28 new spaces on City property at the corner of Front and Elm Streets by expanding the parking lot adjacent to Lucky Pie and Sweet Cow
- Acquiring 0.638 acres in the DELO redevelopment from Tebo Properties and contracting to construct approximately 68 parking spaces on that property as part of the DELO development. This new lot was available the summer of 2018.
- Executing a lease with Koko Plaza to make the 50 off-street spaces in that location available for public parking after 5:00PM. Because the tenants in the building have changed significantly since June 2015, the building's tenants are using the parking lot after 5pm more frequently. This has reduced the parking availability for the public, thus the parking lease was not be extended past June 2016.
- Acquiring from the Blue Parrot their excess parking lot on the south side of that property, making an additional 25 spaces available for public parking.
- Establishing a new Parking Improvement Fee rate to better reflect the cost of creating new downtown parking.
- Approving a Land Exchange with 608 Studios to expand the City's parking lot in the 600 block of Main Street. The land exchange is contingent upon 608 Studios (Voltage) moving forward with constructing their approved building along Main Street.

Future Parking Demand Projects

With the square footage cap of commercial space in downtown of 475,000 square feet (by Ordinance #1341, Series 2000), properties can expand through redevelopment. There is approximately 140,000 remaining within the cap. Development projects will be challenged to provide all their required parking (1 space per 500 sf) on site and will likely need to pay the Parking Improvement Fee. Staff has heard from property owners interested in redeveloping that they are concerned no additional parking will be constructed with the received fees. Their lenders are also concerned there isn't a parking project identified to allocate future parking funds.

The RTD FasTracks Northwest Rail project is also anticipated to bring a rail stop to Louisville at South Street, necessitating additional parking demand to downtown. The City acquired the former Post Office building at 637 Front Street partially to create additional parking to accommodate Northwest Rail. Northwest Rail has not come to town, and isn't planned to for some time, so pressure to achieve more parking supply to accommodate it has not occurred. The original Fastracks project identified a need for 440-470 spaces to satisfy demand. Some spaces already exist (Delo lot and Louisville ballfields parking), but more will be needed than currently exist.

Parking Structure RFP

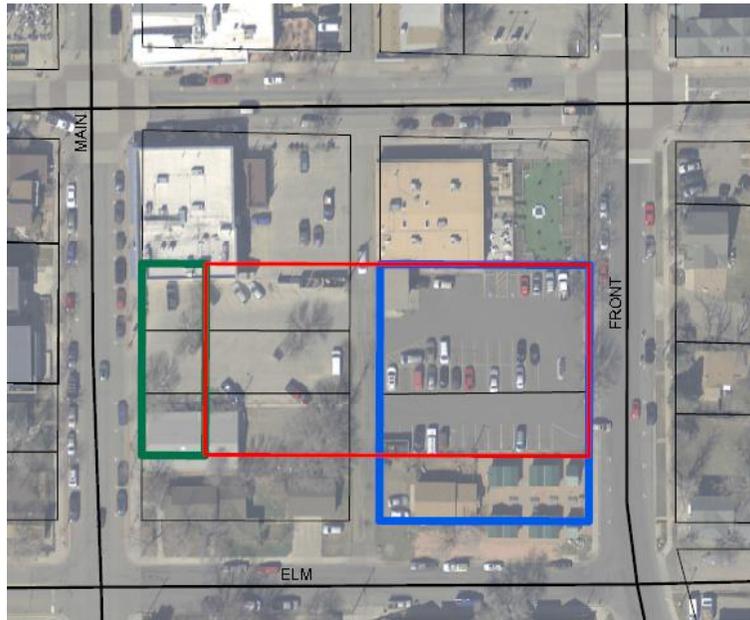
To advance discussions about adding parking supply in downtown, the LRC allocated funds in their 2018 budget to conduct a conceptual design for a parking structure located within the 600 block of Main and Front streets. City Council discussed an initial version of an expanded study on July 5, 2017. Council's input on the RFP was to; 1) not perform a comprehensive parking supply and demand analysis, and 2) only look at the 600 block of Front and Main Streets for the conceptual design location. The LRC modified the RFP with that input and finalized it at their February 12, 2018 meeting.

The LRC engaged Desman Inc. and DAJ Design to conduct the parking structure conceptual design. The contract was approved at the LRC meeting on June 20, 2018 and at the City Council meeting on July 3, 2018.

DISCUSSION:

Since the contract has been approved in July 2018, the LRC, Desman, and DAJ Design have been hard at work analyzing the site and developing structure designs to achieve an efficient, thoughtful concept that fits as best as possible within the downtown Louisville context. The focus has been on placing the structure within the possible orientations and considering height, setbacks, parking efficiency, etc. Aesthetics have not been the priority thus far in considering a current location and would come at a later date should additional plan discussions occur requiring more detailed design and façade concepts.

Desman kicked off the project by meeting with the LRC and City Staff (Planning, Public Works, and Engineering) in separate meetings to learn about the site, goals, and challenges each group sees with the project. The parking structure may have two different footprints within the 600 block of Main and Front Streets, the first being an east/west orientation crossing the alley, and the second being a north/south orientation within the current Front Street parking lot directly to the south of the Lucky Pie property.



The above map highlights the two footprints for the parking structure. The red boundary represents the east-west orientation and the blue boundary represents the north/south orientation. The green boundary is the Voltage property assuming a future land exchange with the City.

Topics the LRC discussed with the consultants during their kickoff meeting included;

- Target number of spaces: Try to achieve a net gain parking of 200-300 spaces that is in line with the future parking supply needs to accommodate new development within the existing commercial development cap and parking requirements.
- Building height: Achieve a layout that best falls within the height regulations within zoning and downtown guidelines.
- Setbacks/buffers: Meet the new construction development regulations for the property
- Parking efficiency: Seek a design that achieves a high parking efficiency within the structure
- Adaptive reuse: Try to design the structure for possible adaptive reuse. This concept was discarded after the initial concepts were developed as the height, circulation, and ability to achieve a good adaptive reuse design were prohibitive given the small site.
- Flat-floor parking: Try to have minimal slopes to parking areas within the structure. Given the small allowable footprints in the designated properties, this was difficult to incorporate into the design.
- Level facades on the street sides
- Natural Light and open sight lines, shadow analysis: Maximize natural light into the structure and try to minimize shading of adjacent properties to the north.

- Future Paid Parking considerations: Allow space for future payment kiosks if paid parking is desirable in the future.
- Parking guidance system: Can the design accommodate an information system allowing users to more efficiently locate an available stall?
- EV charging stations: Accommodate electric charging stations throughout the structure to be flexible with future technologies.
- Pedestrian connection from Main to Front: Achieve a pleasant experience for parking users to walk to the adjacent buildings and businesses.
- Thru-connection at the alley (alley open/closed): Can the east-west design accommodate the alley to remain open?
- Future development on Elm Street: If desired, can the design accommodate a new building along Elm Street?

The consultants then identified several design considerations for the entire area and pros/cons for each orientation. Below is a summary of the consideration and pros/cons.

Entire site Considerations:

- 101 parking spots are currently on the site within the City's Front Street and Main Street parking lots.
- Alley access. The alley is used for utilities, trash/recycling, and deliveries for the adjacent properties.
- The land exchange with Voltage is needed to achieve the east/west structure footprint.
- Have a pedestrian connection between Main and Front Streets.

East/West Pros:

- Most efficient layout for parking
- Achieves a low overall height
- Footprint can be easily "fronted" or wrapped with commercial buildings
- Creates a good pedestrian connection to Main and Front Streets for parking structure users

East/West Cons:

- Will block the alley
- May require utility relocation or creative handling of underground utilities that reside in the alley
- The Voltage land exchange agreement is required to achieve the structure footprint

North/South Pros:

- Does not impact the alley
- Underground utilities can remain in the alley
- Voltage Land Exchange is not required

- Can achieve a Main Street and Front Street pedestrian connection

North/South Cons:

- Less efficient parking layout
- Requires greater height to the structure to achieve additional parking
- Structure must be closer to Elm Street.

After analyzing the sites, the consultants prepared 5 initial concepts for LRC review at their August 31, 2018 meeting. These options can be viewed on the City's website at the following address:

<http://www.louisvilleco.gov/business/economic-development/parking-structure-rfp>

The LRC felt the more traditional parking structure designs (Options 1 and 3) were worthy of additional analysis. The LRC found these options most desirable from a parking efficiency/cost and height perspective.

Desman and DAJ refined these options for the LRC meeting on October 8, 2018 with façade treatments and more analysis on circulation, access, and construction considerations. LRC members had concerns regarding the overall height of the building and the location of the north stair tower on the North/South option (named Concept 2), so the LRC requested revisions to this option by creating a Concept 3 which moved the north stair to the west side of the structure and added additional underground parking to lower the building's overall height.

Three concepts will be presented to City Council at the January 22, 2019 meeting for input. The three options are:

Concept 1 – East/West traditional structure design

Concept 2 – North/South traditional structure design with north stair tower on the east.

Concept 3 – North/South traditional structure design with north stair tower on the west and more underground parking

A summary of each concept's metrics are below.

SUBJECT: DOWNTOWN PARKING STRUCTURE DISCUSSION

DATE: JANUARY 22, 2019

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OPTION 1		OPTION 2		OPTION 3	
Orientation:	East-West	Orientation:	North-South	Orientation:	North-South
Number of Levels:	4 (1 level below grade)	Number of Levels:	5 (1 level below grade)	Number of Levels:	4.5 (1.5 levels below grade)
Top floor height:	23'-6"	Top floor height:	33'-4"	Top floor height:	28'-2"
Existing parking:	101 spaces	Existing parking:	101 spaces	Existing parking:	101 spaces
Parking Displaced:	101 spaces	Parking Displaced:	74 spaces	Parking Displaced:	74 spaces
New garage spaces:	378 spaces	New garage spaces:	292 spaces	New garage spaces:	280 spaces
Below Ground:	85 spaces	Below Ground:	58 spaces	Below Ground:	92 spaces
Above Ground:	293 spaces	Above Ground:	234 spaces	Above Ground:	188 spaces
New surface parking:	29 spaces	Existing surface parking:	27 spaces	Existing surface parking:	27 spaces
Total spaces:	407 (includes 29 Surface)	Total spaces:	319 (includes 27 Surface)	Total spaces:	307 (includes 27 Surface)
Garage Net Gain:	277 spaces	Garage Net Gain:	218 spaces	Garage Net Gain:	206 spaces
Total Net gain:	306 (includes 29 Surface)	Total Net gain:	245 (includes 27 Surface)	Total Net gain:	233 (includes 27 Surface)
Construction cost:	\$11,080,000	Construction cost:	\$8,813,000	Construction cost:	\$10,160,000
Cost per space total:	\$29,312	Cost per space total:	\$30,181.51	Cost per space total:	\$36,286
Below Ground:	\$42,824	Below Ground:	\$45,052	Below Ground:	\$54,435
Above Ground:	\$25,392	Above Ground:	\$26,496	Above Ground:	\$27,404
Cost per Net Gain Space:	\$36,209	Cost per Net Gain Space:	\$35,971	Cost per Net Gain Space:	\$43,605
Parking efficiency:	320 sf/space	Parking efficiency:	334 sf/space	Parking efficiency:	342 sf/space

SUMMARY – COMPARISON OF 3 DESIGNS



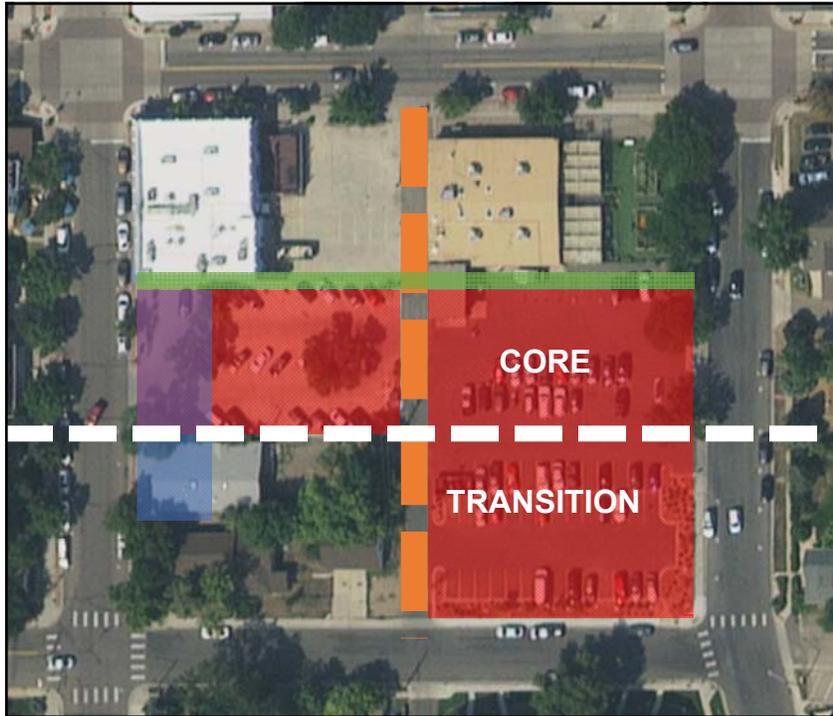
Representatives from the LRC will be in attendance to discuss their desire for additional conversation about parking challenges in downtown. Representatives from Desman Inc. and DAJ Design will provide a presentation on the design work to date and discuss the three design concepts.

RECOMMENDATION:

This presentation and information is being provided to encourage further discussion. The LRC and staff are seeking City Council input into continuing the conversation to address current and future parking challenges downtown.

ATTACHMENTS:

- 1) Parking Structure Presentation
- 2) 2010 Parking Analysis Memo
- 3) 2014 Downtown / Old Town Parking Recommendations
- 4) Email comments received by City Council through January 17, 2019.



DESIGN CONSIDERATIONS

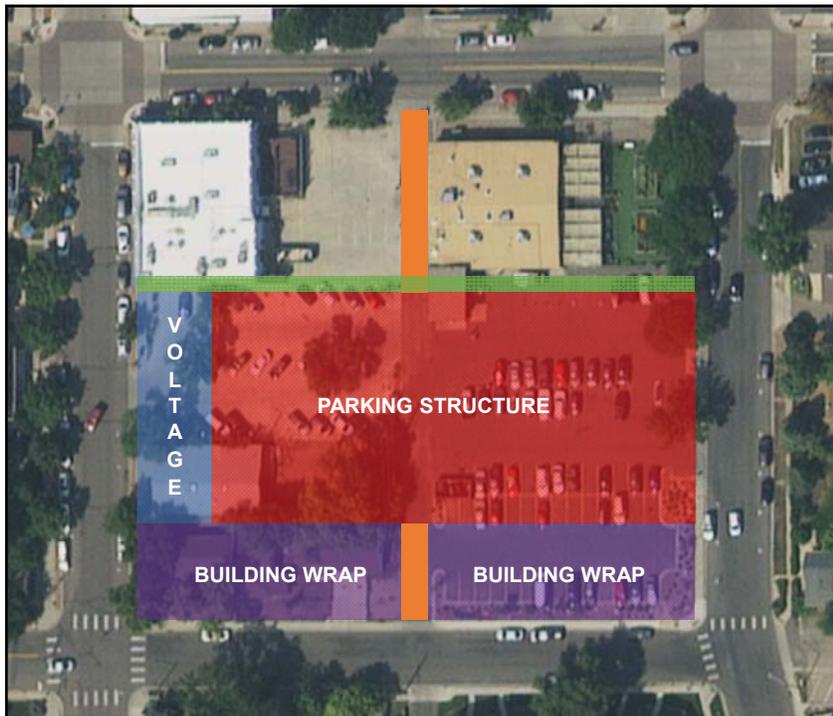
EXISTING PARKING - 101 SPACES

ALLEY ACCESS

- UTILITY RELOCATION
- TRASH/RECYCLING SERVICE
- BUSINESS DELIVERY

VOLTAGE P.U.D. & LAND SWAP

CONNECTION BTWN MAIN & FRONT
CORE & TRANSITION ZONES



EAST-WEST OPTION

PROS

- EFFICIENT LAYOUT
- LOW OVERALL HEIGHT
- EASILY "FRONTED" W/ WRAP
- MAIN-FRONT CONNECTION

CONS

- BLOCKED ALLEY
- UTILITY RELOCATION
- LAND SWAP REQUIRED





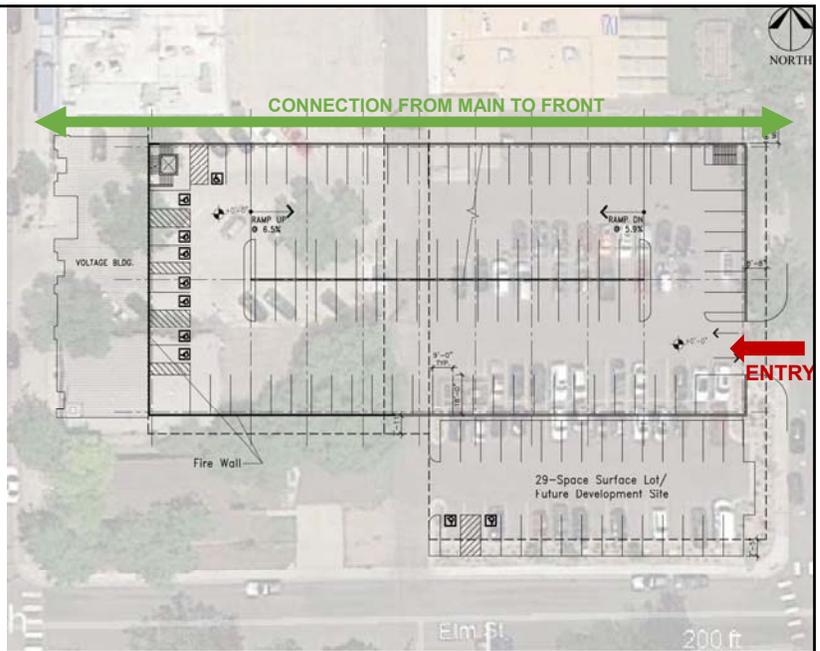
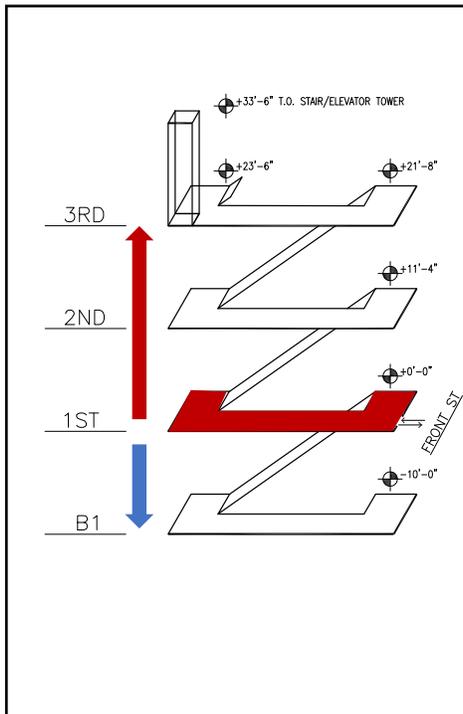
NORTH-SOUTH OPTION

PROS

- OPEN ALLEY
- UTILITIES REMAIN
- LAND SWAP NOT REQUIRED
- MAIN-FRONT CONNECTION

CONS

- LESS EFFICIENT LAYOUT
- TALLER BUILDING
- SMALLER ELM ST. SETBACK
- NOT EASILY "FRONTED"

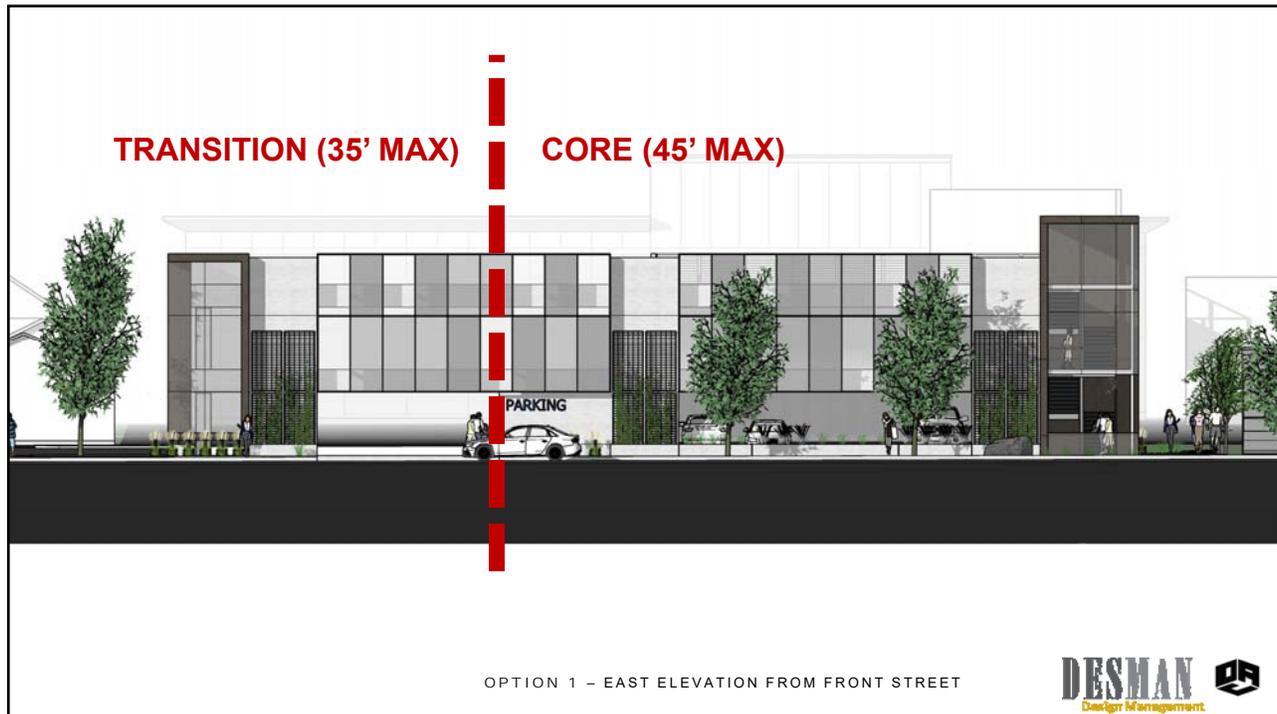


OPTION 1 - GROUND LEVEL PLAN



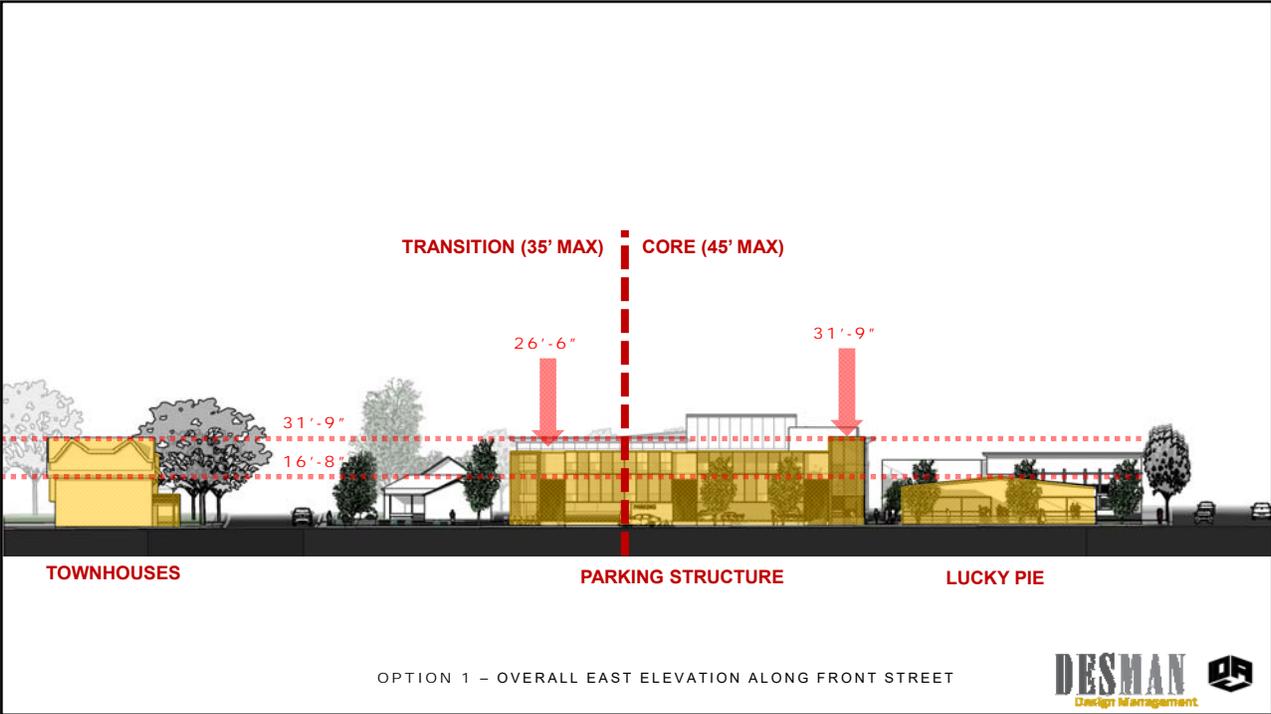
OPTION 1	
Orientation:	East-West
Number of Levels:	4 (1 level below grade)
Top floor height:	23'-6"
Existing parking:	101 spaces
Parking Displaced:	101 spaces
New garage spaces:	378 spaces
Below Ground:	85 spaces
Above Ground:	293 spaces
New surface parking:	29 spaces
Total spaces:	407 (includes 29 Surface)
Garage Net Gain:	277 spaces
Total Net gain:	306 (includes 29 Surface)
Construction cost:	\$11,080,000
Cost per space total:	\$29,312
Below Ground:	\$42,824
Above Ground:	\$25,392
Cost per Net Gain Space:	\$36,209
Parking efficiency:	320 sf/space

OPTION 1 – DESIGN SUMMARY



OPTION 1 – EAST ELEVATION FROM FRONT STREET







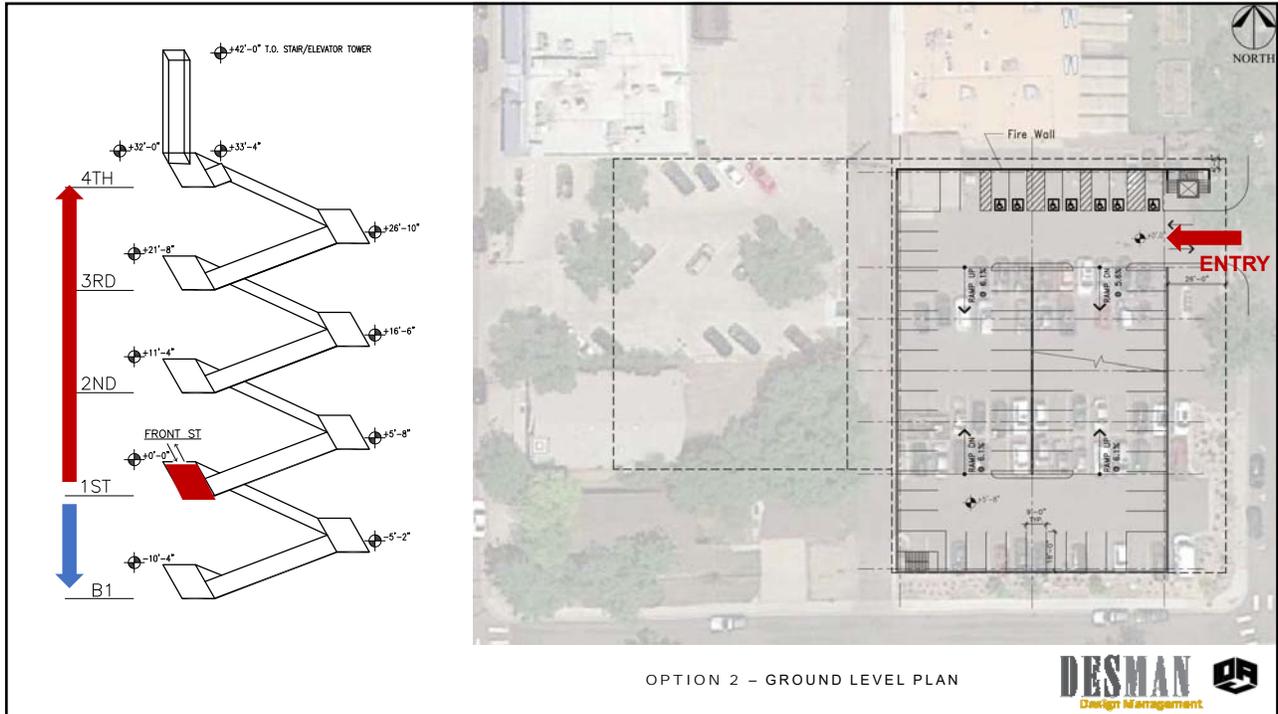


OPTION 1 - SOUTHEAST VIEW FROM FRONT & ELM STREET



OPTION 1 - ARIAL VIEW FROM NORTHEAST





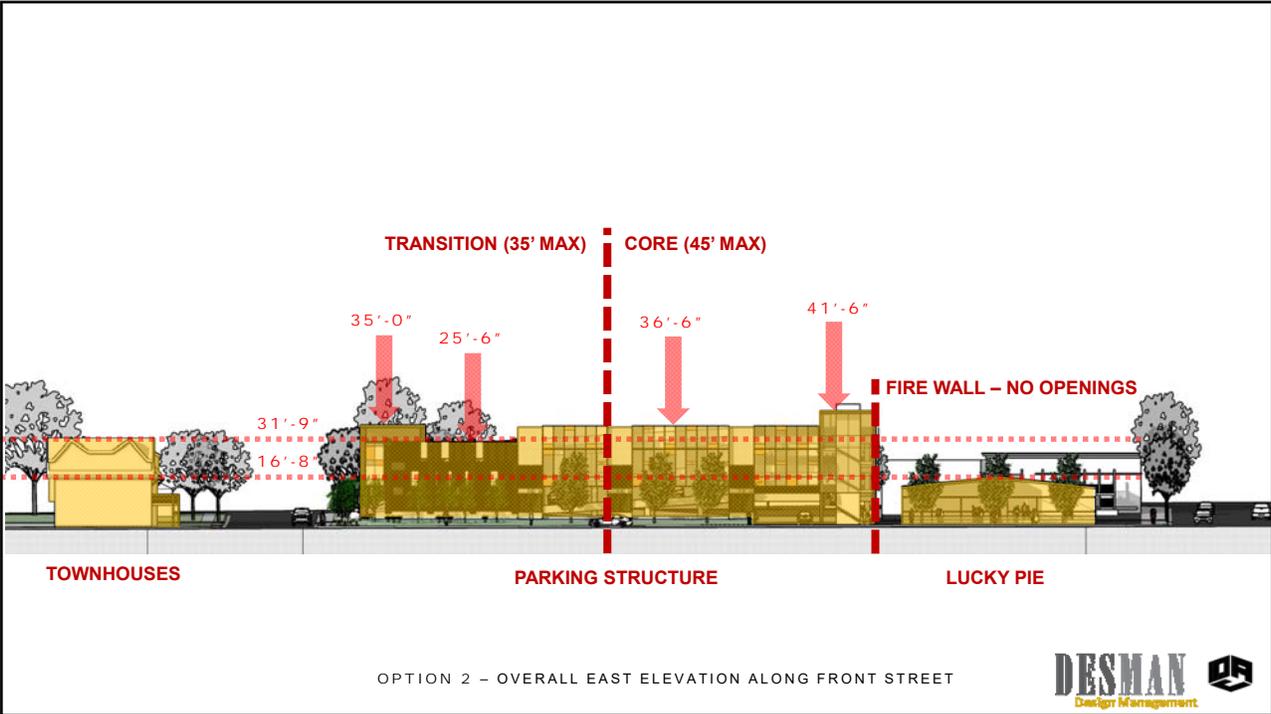
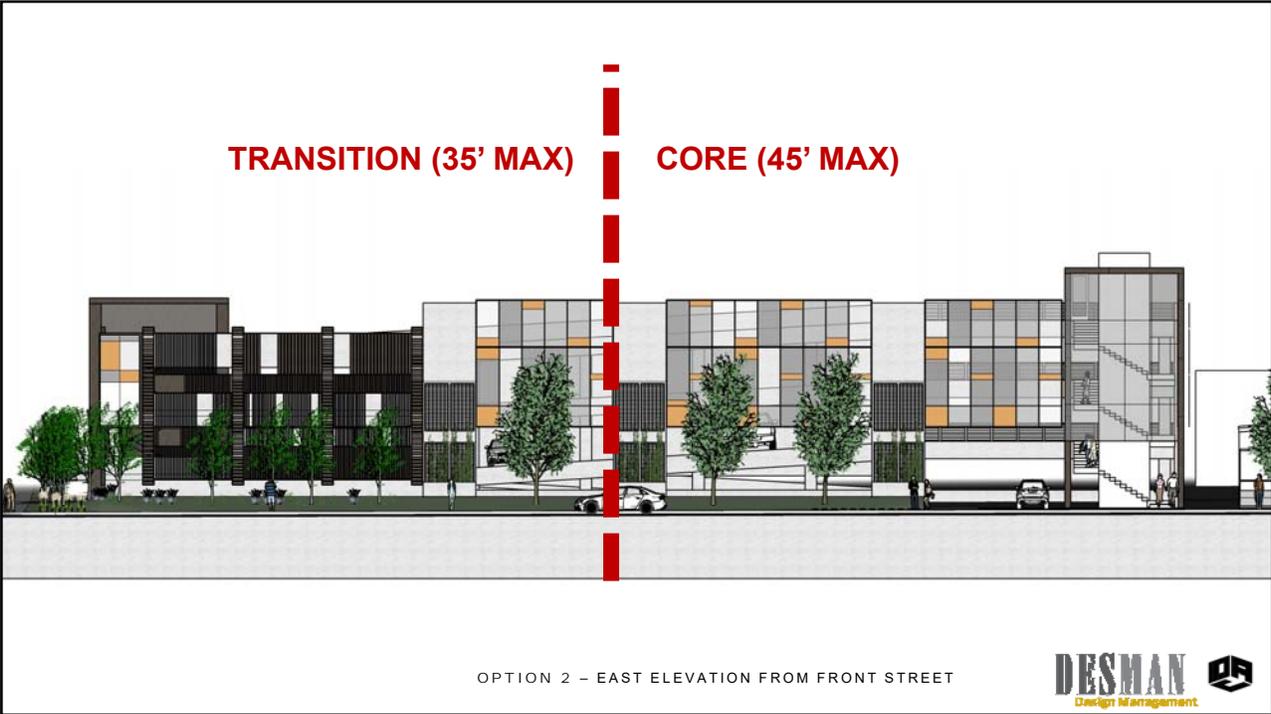
OPTION 2 - GROUND LEVEL PLAN

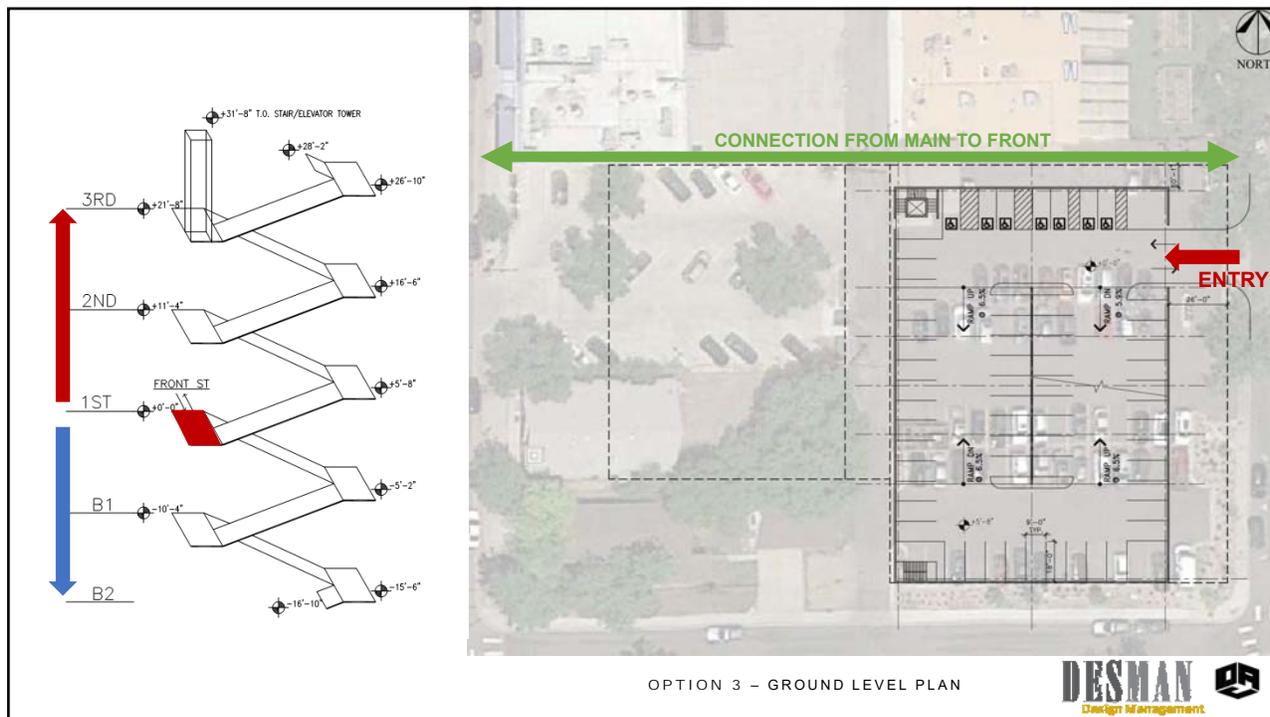


OPTION 2	
Orientation:	North-South
Number of Levels:	5 (1 level below grade)
Top floor height:	33'-4"
Existing parking:	101 spaces
Parking Displaced:	74 spaces
New garage spaces:	292 spaces
Below Ground:	58 spaces
Above Ground:	234 spaces
Existing surface parking:	27 spaces
Total spaces:	319 (includes 27 Surface)
Garage Net Gain:	218 spaces
Total Net gain:	245 (includes 27 Surface)
Construction cost:	\$8,813,000
Cost per space total:	\$30,181.51
Below Ground:	\$45,052
Above Ground:	\$26,496
Cost per Net Gain Space:	\$35,971
Parking efficiency:	334 sf/space

OPTION 2 - DESIGN SUMMARY



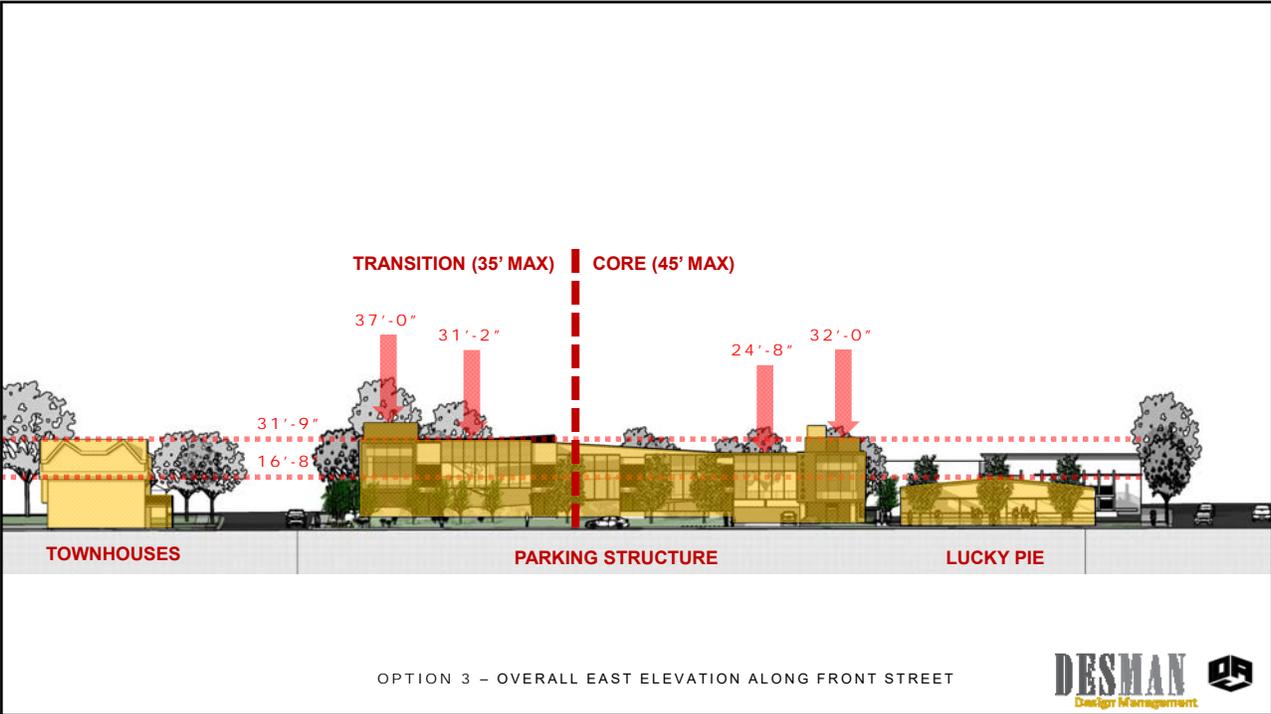
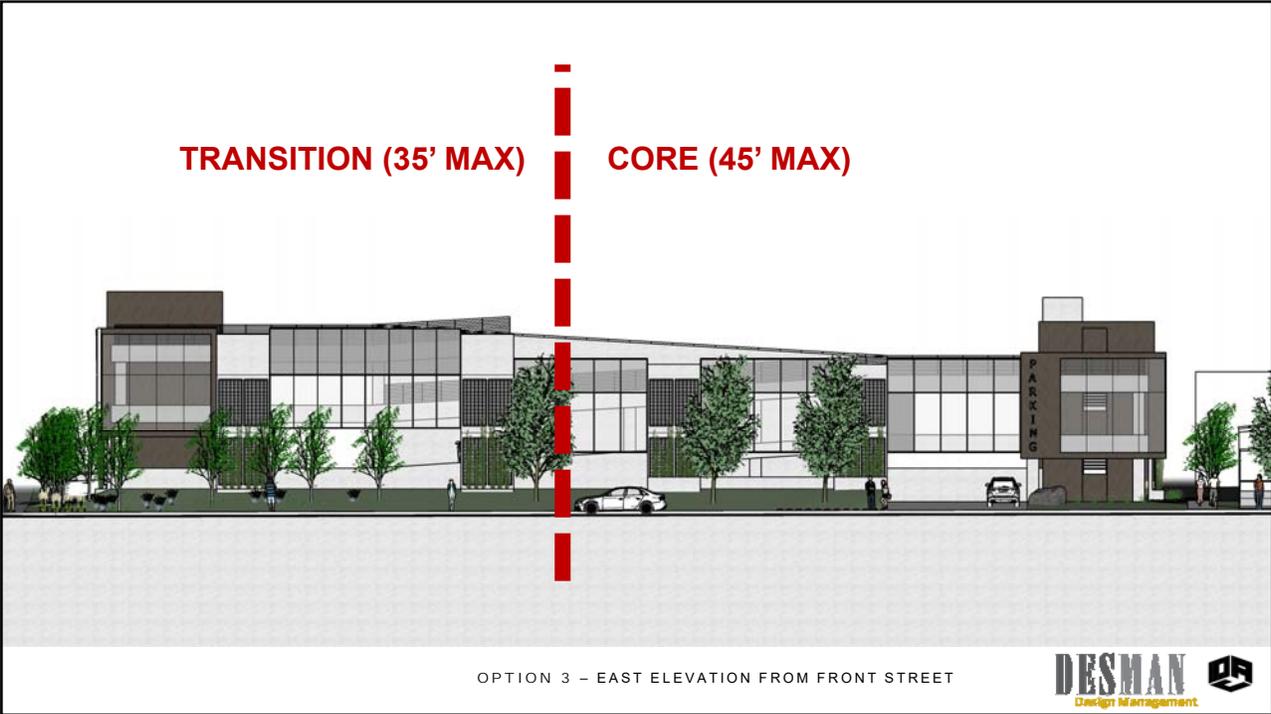


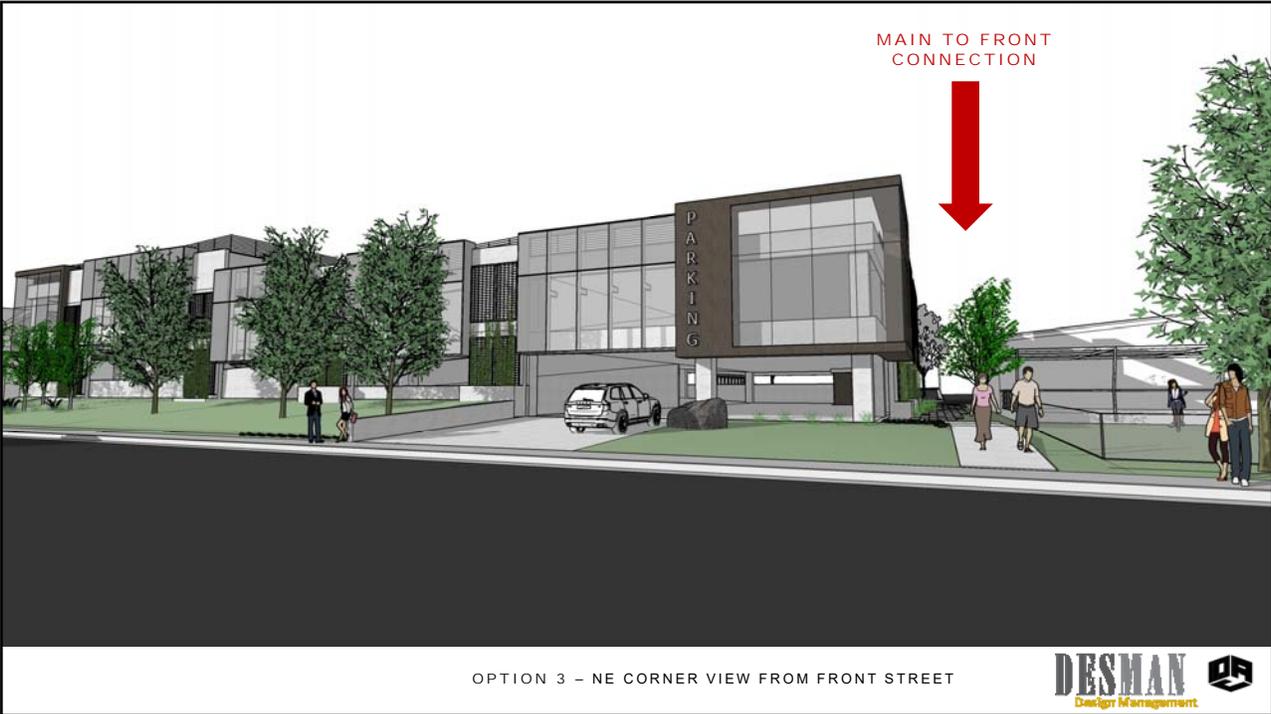


OPTION 3	
Orientation:	North-South
Number of Levels:	4.5 (1.5 levels below grade)
Top floor height:	28'-2"
Existing parking:	101 spaces
Parking Displaced:	74 spaces
New garage spaces:	280 spaces
Below Ground:	92 spaces
Above Ground:	188 spaces
Existing surface parking:	27 spaces
Total spaces:	307 (includes 27 Surface)
Garage Net Gain:	206 spaces
Total Net gain:	233 (includes 27 Surface)
Construction cost:	\$10,160,000
Cost per space total:	\$36,286
Below Ground:	\$54,435
Above Ground:	\$27,404
Cost per Net Gain Space:	\$43,605
Parking efficiency:	342 sf/space

OPTION 3 - DESIGN SUMMARY

DESIGN MANAGEMENT







OPTION 3 -VIEW ACROSS LUCKY PIE GARDEN FROM FRONT STREET

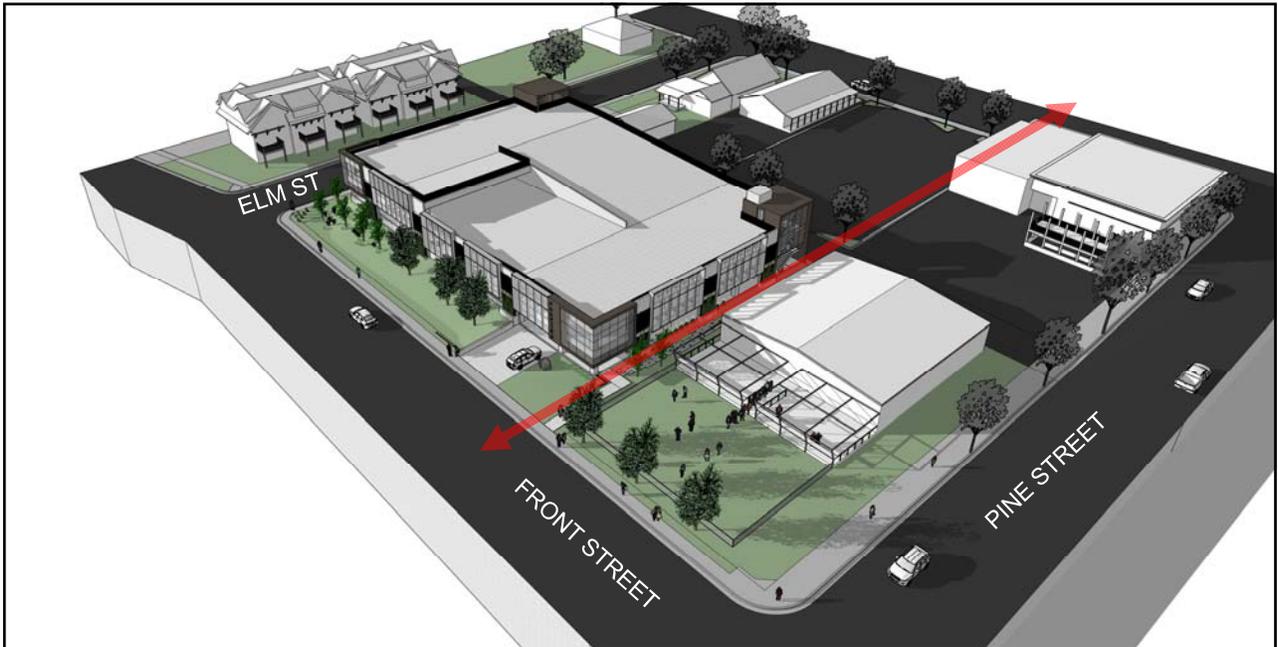


OPTION 3 -VIEW ACROSS LUCKY PIE GARDEN





OPTION 3 - SOUTHEAST VIEW FROM FRONT & ELM STREET



OPTION 3 - ARIAL VIEW FROM NORTHEAST





OPTION 1		OPTION 2		OPTION 3	
Orientation:	East-West	Orientation:	North-South	Orientation:	North-South
Number of Levels:	4 (1 level below grade)	Number of Levels:	5 (1 level below grade)	Number of Levels:	4.5 (1.5 levels below grade)
Top floor height:	23'-6"	Top floor height:	33'-4"	Top floor height:	28'-2"
Existing parking:	101 spaces	Existing parking:	101 spaces	Existing parking:	101 spaces
Parking Displaced:	101 spaces	Parking Displaced:	74 spaces	Parking Displaced:	74 spaces
New garage spaces:	378 spaces	New garage spaces:	292 spaces	New garage spaces:	280 spaces
Below Ground:	85 spaces	Below Ground:	58 spaces	Below Ground:	92 spaces
Above Ground:	293 spaces	Above Ground:	234 spaces	Above Ground:	188 spaces
New surface parking:	29 spaces	Existing surface parking:	27 spaces	Existing surface parking:	27 spaces
Total spaces:	407 (includes 29 Surface)	Total spaces:	319 (includes 27 Surface)	Total spaces:	307 (includes 27 Surface)
Garage Net Gain:	277 spaces	Garage Net Gain:	218 spaces	Garage Net Gain:	206 spaces
Total Net gain:	306 (includes 29 Surface)	Total Net gain:	245 (includes 27 Surface)	Total Net gain:	233 (includes 27 Surface)
Construction cost:	\$11,080,000	Construction cost:	\$8,813,000	Construction cost:	\$10,160,000
Cost per space total:	\$29,312	Cost per space total:	\$30,181.51	Cost per space total:	\$36,286
Below Ground:	\$42,824	Below Ground:	\$45,052	Below Ground:	\$54,435
Above Ground:	\$25,392	Above Ground:	\$26,496	Above Ground:	\$27,404
Cost per Net Gain Space:	\$36,209	Cost per Net Gain Space:	\$35,971	Cost per Net Gain Space:	\$43,605
Parking efficiency:	320 sf/space	Parking efficiency:	334 sf/space	Parking efficiency:	342 sf/space

SUMMARY – COMPARISON OF 3 DESIGNS



COUNCIL COMMUNICATION

TO: MAYOR AND CITY COUNCIL
FROM: MALCOLM FLEMING, CITY MANAGER
DATE: AUGUST 3, 2010
SUBJECT: ORDINANCE NO. 1577, SERIES 2010 - AN ORDINANCE AMENDING SECTION 17.12.060 OF THE LOUISVILLE MUNICIPAL CODE TO INCREASE THE LIMITATION ON MAXIMUM FLOOR AREA IN THE WESTERLY PORTION OF DOWNTOWN LOUISVILLE AND AMENDING SECTION 17.20.025 OF THE LOUISVILLE MUNICIPAL CODE TO REDUCE THE REQUIRED PARKING RATIO AND ADOPT SPECIFIC RESIDENTIAL PARKING REQUIREMENTS FOR DOWNTOWN LOUISVILLE – 2ND READING (ADVERTISED *DAILY CAMERA* 7/25/10)

ORIGINATING DEPARTMENT: DEPARTMENT OF PLANNING AND BUILDING SAFETY

BACKGROUND

Ordinance Number 1577, Series 2010 includes the following amendments to the Louisville Municipal Code:

1. Reducing the downtown parking requirement from 1 space per 400 square feet of development to 1 space per 500 square feet of development for all uses except for residential and adopting specific residential parking requirements for the downtown area.
2. Increasing the cap on development of the westerly portion of downtown from 354,000 square feet to 475,000 square feet (excluding City-owned buildings).

The two policy recommendations along with the rationale behind each proposal are included in the following information.

POLICY RECOMMENDATION #1

Reducing the downtown parking requirement from 1 space per 400 feet of development to 1 space per 500 square feet of development for all uses except for residential and adopting specific residential parking requirements for the downtown area.

Rationale

The current parking requirement of 1 space per 400 square feet of development is greater than the demand for parking created by development downtown. The maximum demand for parking downtown observed during the 2009 parking study was 1 space per 532 square feet of development.

If every future development provided off street surface parking at the currently required ratio (1:400), there would likely be an excess of parking in the downtown area. Excess parking takes



SUBJECT

ORDINANCE NO. 1577, SERIES 2010

AGENDA ITEM

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PAGE TWO

SUBJECT: ORDINANCE NO. 1577, SERIES 2010

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up valuable downtown land that could be used for more desirable purposes, unnecessarily increases the cost of doing business and can disrupt the unique character and pedestrian oriented nature of Downtown Louisville.

Currently, there is not a separate residential parking requirement for the downtown area. Residential development downtown is subject to the same parking requirement as commercial development (1 space per 400 square feet). Specific parking requirements based on the number of bedrooms provides a more accurate reflection of the actual demand for additional parking that residential uses create. The residential parking requirements proposed are summarized by the following table which was taken from the Mixed Use Development Design Standards and Guidelines (MUDDSG).

All Residential Uses [Note 1]:	
1-bedroom unit	Minimum: 1 space per unit Maximum: 1.25 spaces per unit
2-bedroom unit	Minimum: 2 spaces per unit
3-or-more-bedroom unit	Minimum: 2.0 spaces per unit
Additional guest parking [Note 2]	1 space per 8 dwelling units in addition to the minimum off-street parking spaces.

Notes to Table 1:

- 1. Off-street parking spaces located in an enclosed parking garage, including those in an accessory residential garage shall not be counted toward the maximum amount of spaces permitted.*
- 2. On-street parking spaces abutting the property line(s) of the primary building housing the use may be counted toward the required number of residential guest parking spaces.*

PARKING AND PEDESTRIAN ACTION PLAN

In addition to the amendments to the LMC and the Downtown Framework Plan, staff will begin working on a Parking and Pedestrian Action Plan. The 2009 parking study determined that a maximum demand of one parking space per 532 square feet of downtown development occurred during peak times. The study examined the utilization of public and private spaces, both on-street and off-street. The results showed some downtown blocks have parking utilization rates as high as 95% at peak times. Parking studies throughout the United States consider a utilization of 85% as the threshold above which it becomes difficult to find a convenient parking space and an indicator that additional supply or other parking management action may be necessary. In examining the results of the 2009 study, it is clear the utilization of on-street parking spaces of selected blocks on weekend evenings exceeds 85% on some blocks, while convenient off-street parking and the library garage are not used to the extent they could be. Figure 1 illustrates observed parking utilization.

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Figure 1: Downtown Parking Utilization



The Parking and Pedestrian Action Plan will be a staff led initiative designed to improve utilization of existing off-street parking and identify strategies to minimize the need to construct more parking spaces. The end product will be an integrated parking and pedestrian improvement plan for Downtown. Specifically, the Parking and Pedestrian Action Plan will evaluate and recommend:

- Demand management techniques
 - Employee parking
 - Time management and enforcement
 - Neighborhood coordination
 - Communication Strategy
 - Public / customer information
 - Downtown wayfinding and sign program
- Extending the reach of the pedestrian
 - Plazas, kiosks, and public realm improvements
 - Lighting, streetscapes, and alley improvements
 - Promenades and mid-block pedestrian access easements
- On-street supply
 - Restriping
 - Corners, driveways, and sightlines

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SUBJECT: ORDINANCE NO. 1577, SERIES 2010

DATE: AUGUST 3, 2010

- Off-street supply
 - Longer term – surface and structures
- Implementation
 - Order of magnitude cost estimates and prioritization

The proposed scope of work is attached for Council review (Attachment 2). The work plan incorporates an interactive community outreach effort over a four month period with two community events, including a walking audit/community design work session, and implementation and priority workshops.

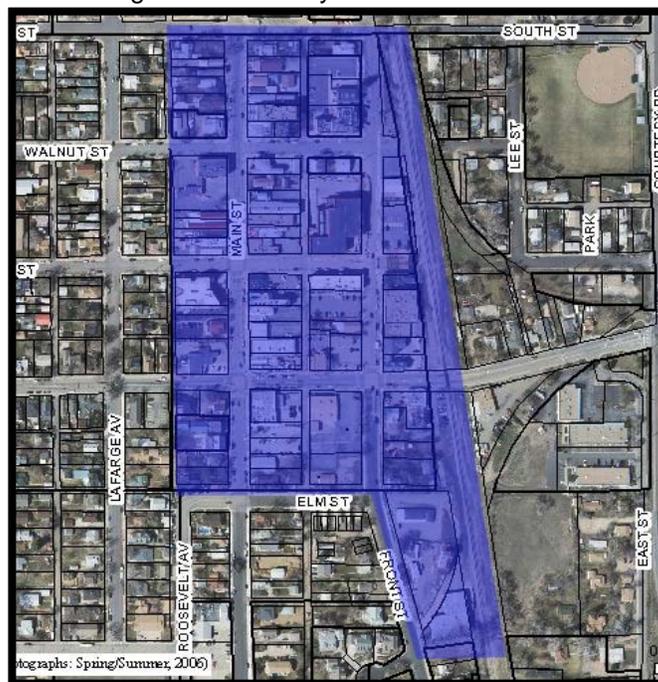
POLICY RECOMMENDATION #2

Increasing the cap on development of the westerly portion of downtown from 354,000 square feet to 475,000 square feet (excluding City-owned buildings).

Rationale

As currently written, the Louisville Municipal Code (LMC) caps development of the westerly portion of downtown at 354,000 square feet (excluding city owned buildings). The “westerly portion of downtown” as defined in the LMC is illustrated in Figure 2.

Figure 2 - Westerly Portion of Downtown



Including projects that have been approved but have not been built, there is room for an additional 42,000 square feet of development downtown before the current cap is reached. For sake of comparison, the building planned for construction at 940 Main Street is 38,000 square feet. There is room for one or two more substantial development projects downtown before the current cap on development will be reached.

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The 354,000 square foot cap was adopted in 1999 after the completion of the Downtown Framework Plan. The cap was chosen in part because a traffic impact study done at the time stated a traffic signal and/or additional travel lanes would need to be added at the Main/Pine Street and Front/Pine Street intersections in order to maintain a traffic level of service (LOS) C when development downtown exceeded 354,000 square feet.

Since the completion of the 1999 traffic study, the downtown traffic situation has changed significantly. A byway was completed on 96th St. that diverted traffic from cutting through town along County Road / Front Street to get to the Northwest Parkway and Highway 36. This regional transportation investment, despite 10-years of Downtown growth and regional background growth, enabled downtown traffic to decrease by 33-percent since 1999, as illustrated in the following table.

Traffic Volume Comparison 1999 to 2009							
	1999*		2009**		Change		
	AM	PM	AM	PM	AM	PM	Total
Pine Street (Eastbound)	245	340	312	299	127%	88%	
Pine Street (Westbound)	595	530	356	384	60%	72%	
Front Street (Northbound)	265	525	114	156	43%	30%	
Front Street (Southbound)	30	70	30	86	100%	123%	
Total	1,135	1,465	812	925	72%	63%	67%

* Source - 1999 Downtown Framework Plan

** Source - Intersection Traffic Counts Conducted by Counter Measures Inc., 9-2-09

The bypass has diverted regional traffic away from downtown and reduced the amount of vehicle traffic on all downtown intersections and most importantly the Front/Pine intersection, the critical intersection that established the current development cap.

Staff recommends increasing the cap on development for the westerly portion of Downtown from 354,000 square feet to 475,000 square feet for the following reasons:

- 1) The current development cap is close to being reached and its limitation may restrict long-term economic development opportunities that improve the quality of life and enhance the fiscal stability of the City of Louisville.**
- 2) Transportation assumptions from the 1999 Downtown Development Framework have changed significantly and the resulting 121,000 square foot expansion of the cap will not negatively impact the transportation system, its character, or performance downtown.**

Currently, there is 311,212 square feet of development either built, or entitled, to be built in the downtown area. Raising the cap to 475,000 square feet would allow for an additional 163,000 square feet of development to be built in the westerly portion of downtown, a potential increase of 34% over the current cap. Based on 2009 traffic counts, traffic volumes at the Front/Pine Street intersection have to increase by 22% before traffic issues raised in the Downtown Framework Plan become concerns as

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shown in the following table.

Traffic Volume Comparison 2009 to 2020							
	2009**		2020*		Change		
	AM	PM	AM	PM	AM	PM	Total
Main Street (Eastbound)	312	299	290	439	108%	68%	
Main Street (Westbound)	356	384	358	379	99%	101%	
Front Street (Northbound)	114	156	223	387	51%	40%	
Front Street (Southbound)	30	86	54	95	56%	91%	
Total	812	925	925	1,300	88%	71%	78%

* Source - 1999 Downtown Framework Plan

** Source - Intersection Traffic Counts Conducted by Counter Measures Inc., 9-2-09

Staff conducted a preliminary assessment of future traffic demand downtown for the 475,000 square feet of development. From this assessment, staff believes the transportation system's performance will likely maintain the desired performance levels while staying in tune with community character expectations outlined in the Downtown Framework Plan. The following bullets summarize staff's findings:

- 2009 traffic volumes at Front/Pine intersection are 22% below the Development Framework Build-out assumptions.
 - An additional 163,000 square feet of development will generate approximately a 13% increase in traffic at the Front/Pine Street intersection. This is supported by the following assumptions:
 - Only 30% of all Downtown traffic impacts the Front/Pine Street intersection. 35% of all trips head north to South Boulder Road. 30% of all trips head west along Pine. 5% of the trips will travel south from Downtown along Main Street. (Source: *940 Main Street Project Traffic Analysis - Fox Higgins, 2008*)
 - 25% of all downtown trips will be captured internally or reduced because of drive-by traffic. (Source: *ITE Trip Generation Manual, 7th Edition. Mixed Use Main Street environments.*)
 - 5% of peak hour trips will shift to transit when service is available. (Source: *Northwest Corridor EE, Station Boarding Counts, Regional Transportation District, 2009*).
 - The majority of additional traffic Downtown will more likely impact mid-day and late evening traffic, not the peak hours. As Downtown Louisville continues to evolve with mixed-use, office, residential, retail and entertainment activities there will be lower proportional impacts to peak hour traffic conditions.
- 3) Existing downtown parking ratios and utilization rates can maintain current levels of service with an expanded development Cap of 475,000 square feet.** There are 892 parking spaces (on street, public, private) in the downtown core area. The parking utilization study revealed the maximum peak demand for parking downtown was 1 space for every 532 square feet of development. This indicates the existing 892 parking spaces downtown could potentially provide sufficient parking for 475,000 square feet of development (892 parking spaces X 532 SF per parking

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space).

- 4) **The Historic Preservation Commission and the Historic Preservation Fund have been established to better protect and incent the preservation of Downtown's historic and pedestrian scaled character.** The additional square footage to be built in the downtown area will be subject to the requirements of the Historic Preservation review and the Downtown Design Handbook. The handbook provides site design, building mass and scale, and architectural standards for the core and transition areas of downtown. Although the proposed policy change would permit additional square footage in the downtown area, new construction will still have to fit within the character outlined in the Downtown Design Handbook.

PLANNING COMMISSION ACTION

The Planning Commissioners reviewed and discussed the proposed policy changes at their June 10, 2010 meeting. The policy changes were approved by a 5-1 vote (1 Commissioner was absent).

FISCAL IMPACT

Under the current cap on downtown development, 42,000 square feet can be added to the downtown area before the cap is reached. If the cap on downtown development is increased to 475,000 square feet, up to 163,000 additional square feet of development could be built downtown. The additional square footage would bring new jobs to the area, permit existing downtown businesses to grow without having to relocate, and provide additional revenue to the City of Louisville in the form of sales and property taxes. The proposed policy changes would enable developers to provide less parking than they are currently required to provide. If a parking shortage were to occur, the City might choose to construct additional public parking which can be very costly. However, the parking study demonstrated there is a surplus of parking in the downtown area and the proposed parking requirement will ensure there continues to be sufficient parking to serve downtown.

RECOMMENDATION

Approve the proposed ordinance on first reading, and set second reading and public hearing for August 3, 2010.

ATTACHMENT(S)

1. Ordinance No. 1577, Series 2010
2. Executive Summary of the Parking Study
3. Parking Action Plan Scope of Work
4. Historic Resources Parking Analysis

SUBJECT: DOWNTOWN / OLD TOWN PARKING RECOMMENDATIONS

DATE: AUGUST 19, 2014

PRESENTED BY: TROY RUSS, AICP, PLANNING AND BUILDING SAFETY DEPARTMENT

SUMMARY:

The Joint Downtown / Old Town Parking Action Committee reviewed the results of the 2013 Downtown / Old Town Parking Study and, with City staff, engaged business owners of Downtown and residents of the Old Town neighborhood to create a parking plan with recommendations consistent with the following goal statement:

“Develop an economically sustainable parking plan for Downtown Louisville that balances the parking requirements of a character rich, vibrant, and evolving business district while supporting and enhancing the livability of the adjacent neighborhoods.”

***- 2014 Downtown / Old Town Parking Plan
Goal Statement***

The proposed Parking Plan has three phases. The plan recognizes Downtown / Old Town parking challenges did not evolve overnight. Likewise solutions needed to resolve the challenges will take time to implement properly. If approved by City Council, the Joint Parking Committee’s recommended parking plan would:

1. Eliminate the 325 parking space deficit in Downtown by adding 221 permanent public parking spaces and 109 evening leased public spaces in the next three years (330 total);
2. Provide the Louisville Police Department the capacity to regularly enforce parking rules in both Downtown and Old Town in 2015 and beyond;
3. Implement a neighborhood parking permit program in 2016 oriented at enhancing the livability of Old Town while sustaining the economic vitality of Downtown;
4. Maintain and enhance the small town character of Downtown and Old Town with distributed parking facilities intended to serve current parking deficits throughout Downtown;
5. Establish a framework for a long-term parking strategy necessary to ensure future parking demand in Downtown is accommodated in Downtown, not Old Town; and,
6. Continue to improve the walkability and bicycle friendliness of Downtown and Old Town.

If approved by City Council, Phase 1 (2014/15) of the recommended plan represents a series of actions focused on planning, design, and budgeting necessary to implement the Parking Plan. Phase 2 (2015/16) represents a shift from planning, design, and budgeting phases to specific actions. Phase 3 (2016-18) represents a clear shift in how the City manages parking in Downtown and Old Town by implementing a customized neighborhood parking permit program in 2016.

BACKGROUND

The Planning and Building Safety Department conducted the City's first comprehensive parking study for Downtown Louisville during the spring and summer of 2009. The information gathered from the study, in combination with an extensive public outreach effort, generated the 2010 Downtown Parking and Pedestrian Action Plan (attached). City Council adopted the Downtown Pedestrian Action Plan with Resolution 9, Series 2011. At the time of the study, Downtown was experiencing numerous vacancies and underperforming properties.

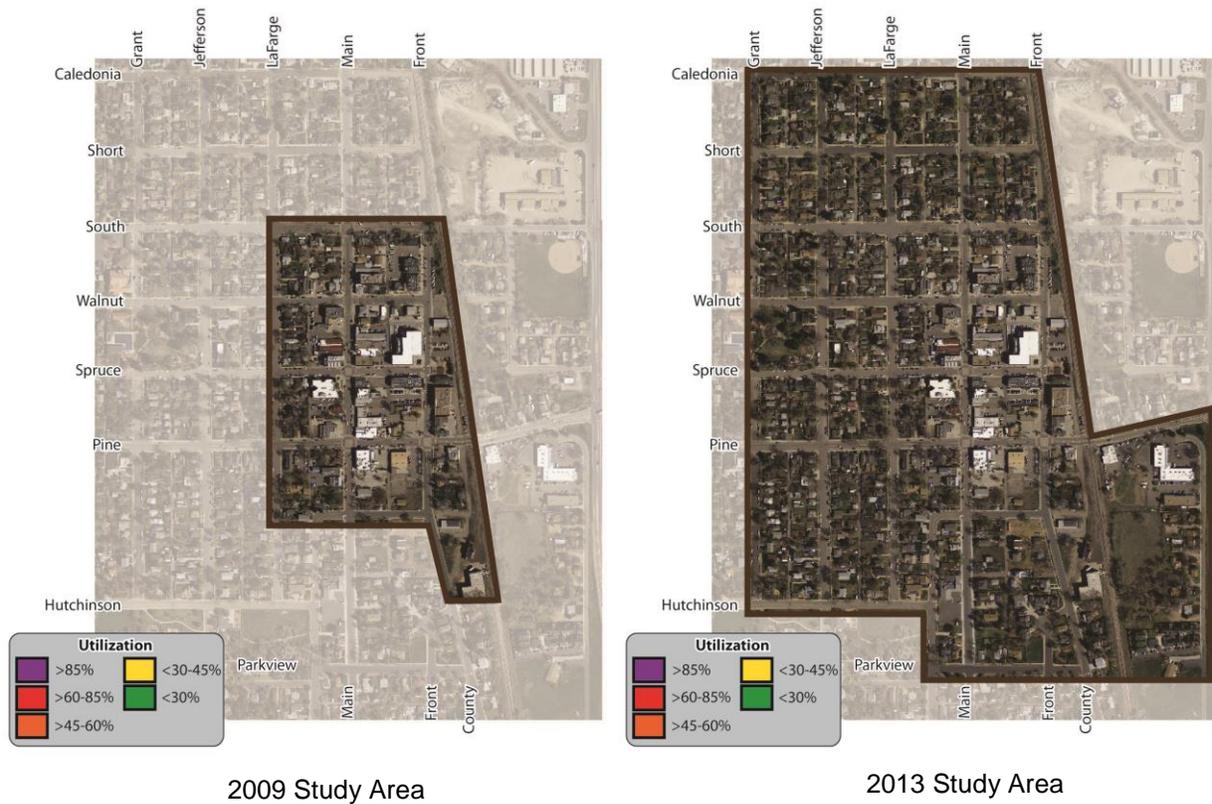
The key conclusions from the 2010 Downtown Parking and Pedestrian Action Plan were Downtown experienced:

1. Higher utilization of on-street spaces; and,
2. Lower utilization of off-street spaces

Staff developed recommendations which focused on extending the reach of the pedestrian, so that underutilized off-street spaces captured an increased share of the parking demand Downtown. The study did not examine the parking impacts in the adjacent neighborhoods, nor did the study examine the impacts of special events.

Downtown Louisville has transformed since 2009 with low vacancies and higher performing properties. Special Events in Downtown have both increased in number and popularity. Complaints of parking impacts in the Old Town neighborhood have increased significantly. For this reason, staff conducted a new and expanded parking utilization study with both expanded coverage areas and increased days observed compared with the 2009 study.

The purpose of the new study was to update the parking data collected in the summer of 2009 with data from the summer of 2013 and update the Parking and Pedestrian Action Plan with a new set of recommended actions the City, Downtown interests and neighborhood representatives agree are responsive to both the economic needs of Downtown and the livability needs of Old Town.



1. JOINT DOWNTOWN / OLD TOWN PARKING ACTION COMMITTEE & PUBLIC PROCESS

City Council formed a Joint Downtown / Old Town Parking Action Committee to support staff in finalizing recommendations to City Council. The committee is composed of individuals representing Downtown interests, Old Town Neighborhood interests, and City Departments responsible for implementing specific recommendations; it consists of the following participants.

Category	Name
Old Town Resident (Pine Street)	Janis Vogelsberg
Old Town Resident (North Main Street)	Alice Koerner
Old Town Resident (LaFarge Avenue)	Miryam Jaffe
Downtown Business Association (Street Faire)	Chris Pritchard
Downtown Business Owner	Richard Stauer

(office user)

City of Louisville

(Economic Development)

Aaron DeJong

City of Louisville

(Police Department)

William Kingston

City of Louisville

(Public Works Department)

Joliette Woodson

The committee met five times reviewing information collected, analyzed and shown at public meetings. Two public meetings were held to gather public comments. Project post cards were mailed to every homeowner in the study area to raise public awareness of the meetings. The complete public outreach effort used is outlined below:

JOINT PARKING ACTION COMMITTEE

- Introduction and Raw Data Presentation - December 11, 2013
- Best Practices and Goals Discussion – January 22, 2014
- Idea Generation and Goal Setting – March 12, 2014
- Solutions and Implementation – April 16, 2014
- Recommendations – June 11, 2014

PUBLIC MEETINGS

- Kick-off - March 5, 2014 (Introduction, values exercise, and idea generation)
- Solutions – April 30, 2014 (Recommended solutions feedback session)

CITY COUNCIL AND BOARD MEETINGS

- City Council - Study Session - October 22, 2013
- City Council - Study Session - March 18, 2014
- BRaD Update and Feedback Session - April 7, 2014
- Planning Commission Study Session - April 10, 2014
- LRC: Update and Feedback Session – April 14, 2014
- City Council - Study Session - May 6, 2014
- Planning Commission – Final plan review and recommendation - July 10, 2014
- City Council - Final Plan formal actions – August 19, 2014

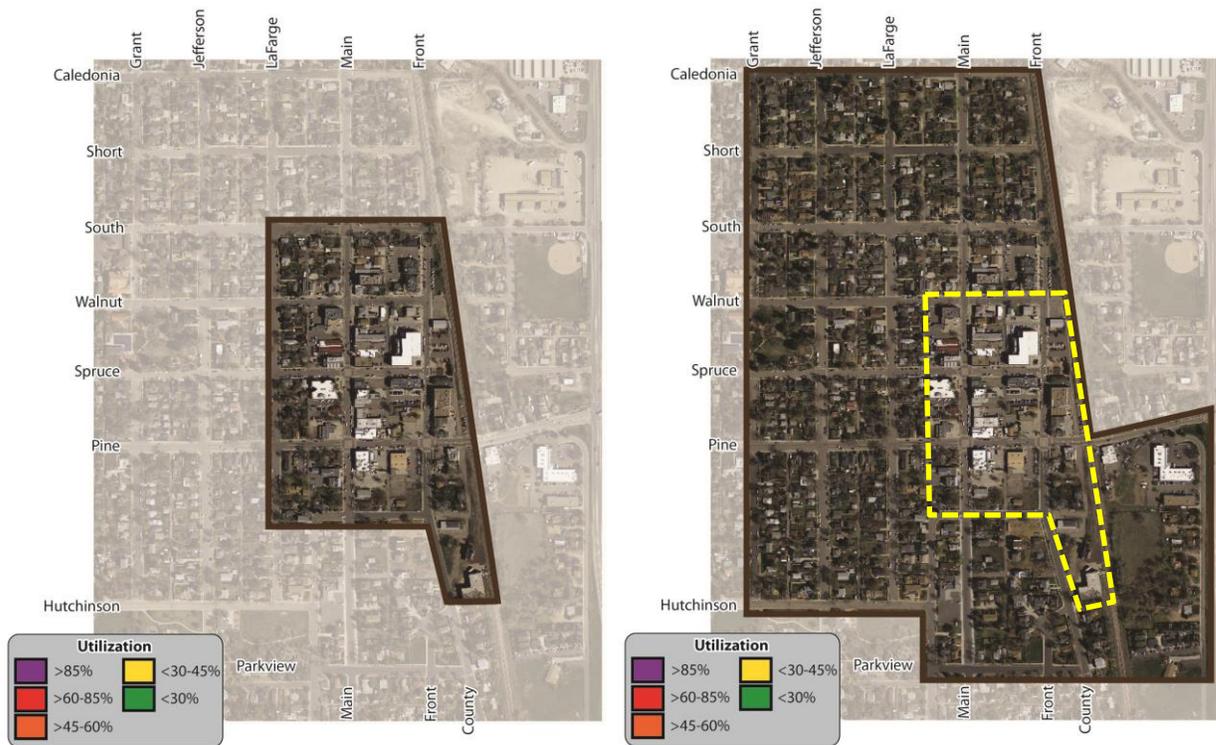
The contents of this Council Communication represent the unanimous recommendations of the Joint Downtown / Old Town Parking Action Committee and the Louisville Planning Commission.

2. 2013 PARKING STUDY FINDINGS AND CONCLUSIONS

Staff’s findings and conclusions from the 2013 Parking Study are documented below and illustrated in the attached PowerPoint Presentation.

Methodology

The 2013 Parking Study was considerably larger in scope and scale than the parking study completed in 2009. In 2009, staff studied parking in Downtown only (11 blocks) on three days (Monday, Wednesday, and Friday) during peak parking times (9 am, 12 pm, 4 pm, and 7pm). A special event did not occur during the study.



2009 Study Area

2013 Study Area

The 2013 Parking Study observed parking utilization in both Downtown and a portion of the Old Town Neighborhood (32 blocks). The study covered four days (Tuesday - July 16th, Wednesday - July 17th, Friday - July 26th, and Saturday - July 27th). Staff documented parking utilization hourly between 8 am and 8 pm in downtown and at peak hours (7 am, 9 am, 12, pm, and 7 pm) in Old Town. A Street Faire occurred on the Friday night. The artist that evening was Samantha Fish.

Findings

The following summarizes the key findings from the 2013 Parking Study for both Old Town and Downtown.

Old Town

- 1) The Old Town neighborhood has 300+ fewer parking spaces than it needs based on staff's review of available parking standards (Louisville Municipal Code (LMC), Commercial Development Design Standards and Guidelines, Mixed Use Development Design Standards and Guidelines, and Downtown Louisville

SUBJECT: DOWNTOWN / OLD TOWN PARKING RECOMMENDATIONS

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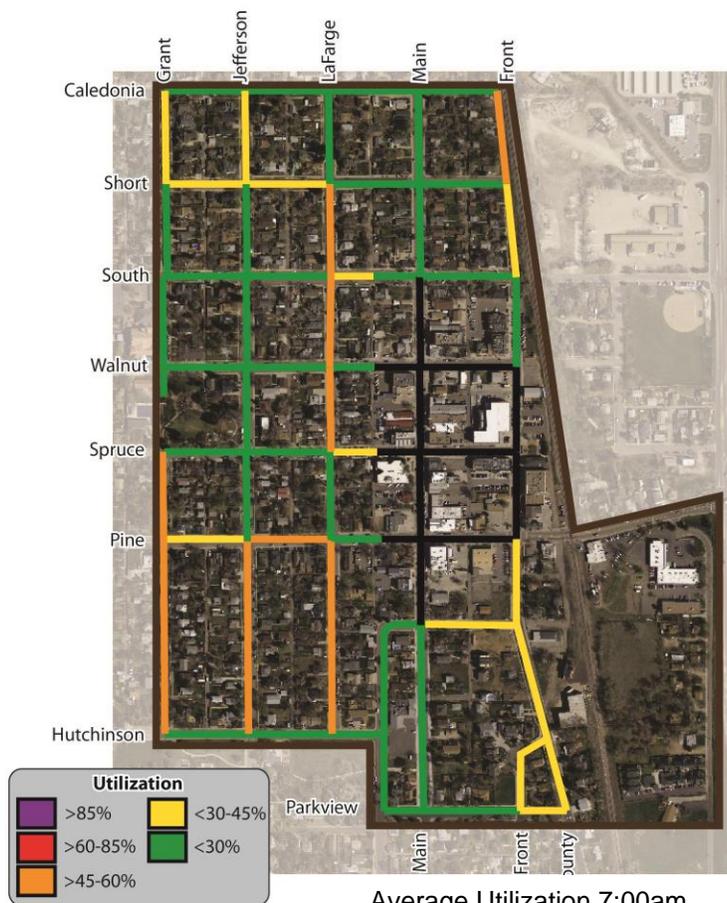
Standards). The parking deficit reflects the creation of parking standards after the majority of the buildings were constructed. The majority of the homes built in Old Town were built at a time when the City had lower parking needs and mobility expectations. Today, the buildings are considered legal nonconforming structures. All new homes built are required to have two-off street parking spaces.

	Old Town		Parking Standards			
	Com.	Res. Units	LMC	CDDSG	Downtown	MU Dist.
Land Development	60,485	327				
Parking Supply (Total)	1,655		(368)	(356)	(513)	(443)
On-street	1,097					
Off Street	558					

• Note parking shortages are for off-street spaces

2) Old Town parking shortages are generally located along:

- a. Grant Avenue (between Spruce & Hutchinson);
- b. Jefferson (between Pine & Hutchinson)
- c. LaFarge (between Short & Spruce & Pine to Hutchinson);
- d. Pine (between Jefferson & LaFarge); and,
- e. Front (between Caledonia & Short).



Downtown

1) It is difficult to accurately quantify the number of parking spaces needed based on an analysis of the applicable code and guidelines. The area is a walkable, mixed-use environment, with both public and private parking spaces, and served by transit. The more suburban standards reflected in the LMC and the CDDSG

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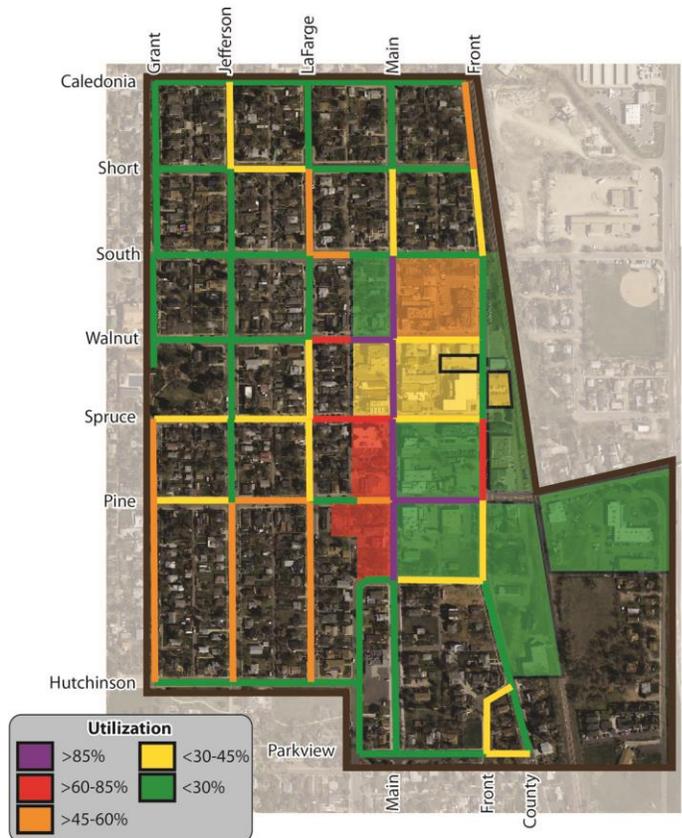
show significant parking shortages in Downtown. However, applying the more urban Downtown Design Guidelines and Mixed Use standards suggests Downtown has a surplus of parking spaces. It is staff's opinion none of the parking standards analyzed accurately reflect the parking demand in Downtown Louisville. More urban standards place too much value on transit delivery, while suburban standards do not properly reflect the shared parking currently occurring in Downtown Louisville.

	Downtown		Parking Codes			
	Comm.	Res. Units	LMC	CDDSG	Downtown	MU Dist.
Land Development	314,834	15				
Parking Supply (Total)	1,061		(725)	(924)	557	128
On-street	252					
Off Street	809					

Staff believes data revealed during the 2013 Parking Study demonstrate Downtown's parking shortages and surpluses actually vary by time of day as described below:

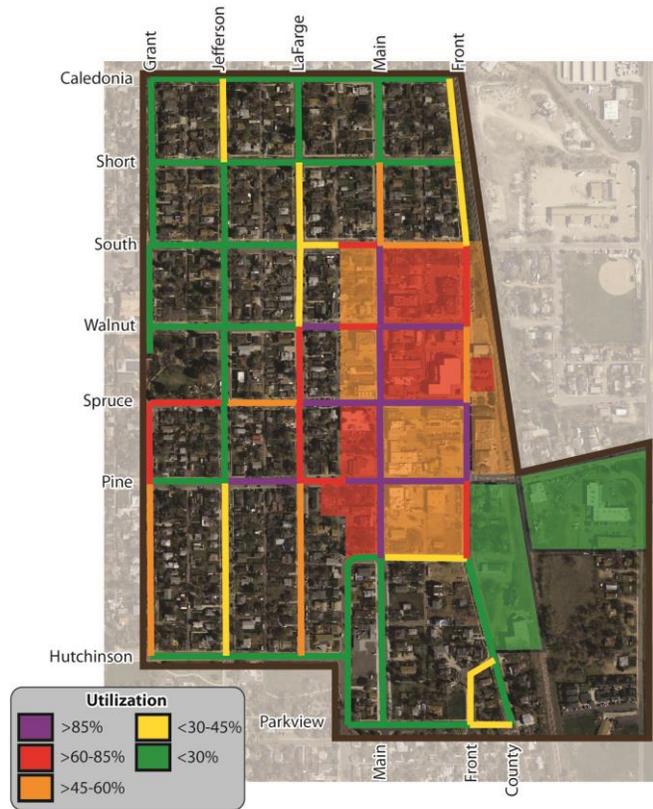
a. **Mornings (8:00 am - 11:00 am)** - Downtown has a surplus of parking to meet the current demand:

- i. Office workers are parking on-street in Downtown and Old Town because the on-street parking spaces are more convenient than the available off-street spaces in Downtown;
- ii. Neighborhood impacts (60% to 85% utilization) occurring on:
 - Walnut and Spruce (between LaFarge & Main)
 - LaFarge (between Pine & Walnut)



b. **Afternoon (11:00 am to 4:00 pm)** - Downtown has sufficient parking to meet the current demand:

- i. Office workers are parking on-street in Downtown and Old Town because the on-street parking spaces are more convenient than the available off-street spaces in Downtown;
- ii. If downtown restaurant business continues to increase, parking shortages in Downtown will likely occur;
- iii. Neighborhood impacts (60% to 85% utilization) occurring:
 - LaFarge (Pine to Walnut)



Average Utilization 12:00pm

>85% utilization:

- Walnut, Spruce, and Pine (between LaFarge & Main)
- Pine (between Jefferson & LaFarge)

c. **Evening (4:00 pm to 8:00 pm)** – Downtown parking demand exceeds the supply by a range of 130 to 325 spaces:

i. Primary shortages are caused by the lack of off-street parking for restaurants;

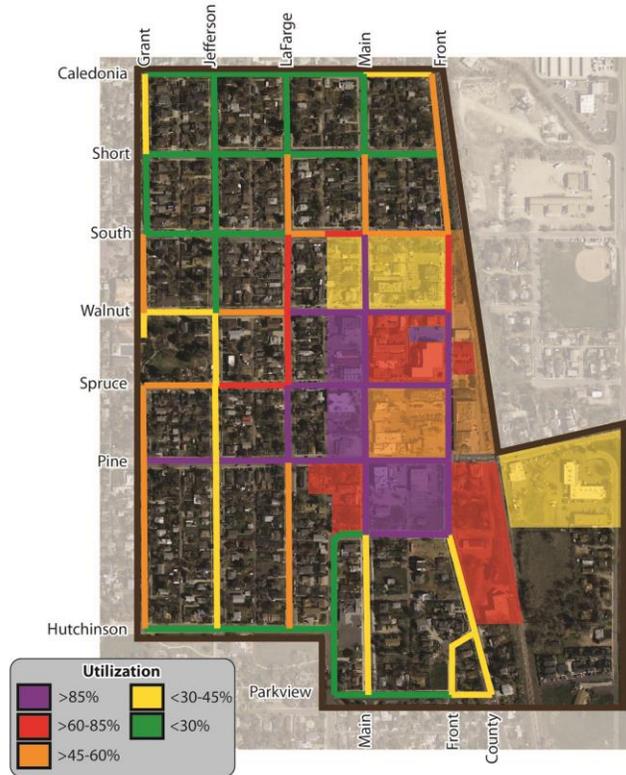
ii. Staff calculated the evening shortage by multiplying 65,000 sf of restaurant space by 2 spaces per 1,000 sf of development (Downtown Code) and 5 spaces per 1,000 sf (national standard)

iii. Neighborhood impacts (60% to 85% utilization) occurring:

- Spruce (between Jefferson & LaFarge);
- LaFarge (between Pine & Walnut);

>85% utilization:

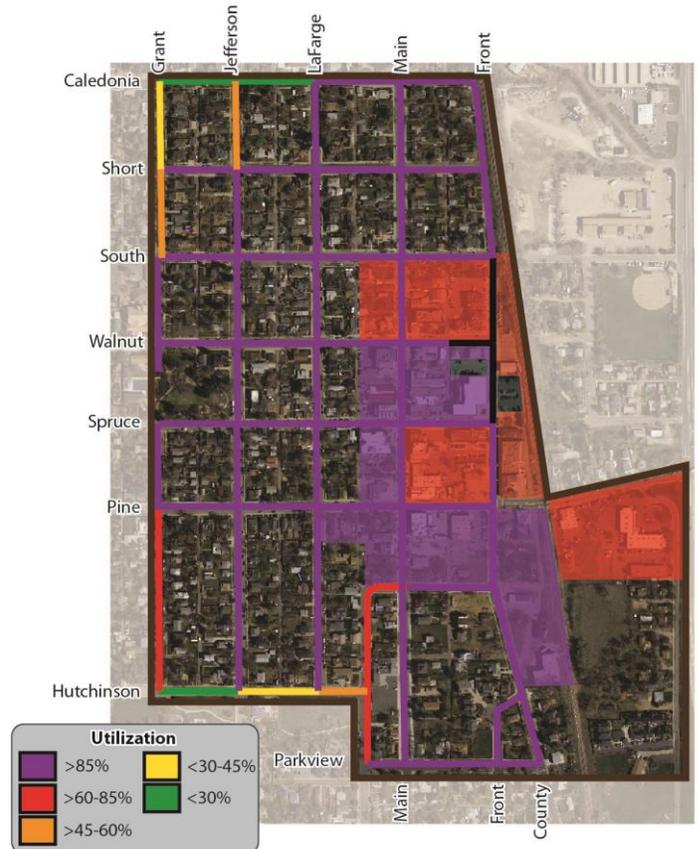
- Walnut, Spruce, and Pine (between LaFarge & Main);
- Pine (between Grant & LaFarge);



Average Utilization 7:00pm

d. Large Special Events - Downtown alone does not have the parking spaces needed to accommodate large scale special events:

- i. A parking management plan is needed for large scale special events:
 - Employees;
 - Enforcement;
 - Alternative modes of travel(shuttles); and,
 - Incentives
- ii. Neighborhood impacts (>85% utilization) occurring:
 - Everywhere
- iii. The South Street Gateway is a critical infrastructure investment needed to increase parking supply for special events.



2) Based on future development allowances downtown (161,000 sf) and a 50% on-site parking accommodation, staff calculates a future deficit range of 160 to 400 public spaces. Staff calculated the future shortage by multiplying 161,000 sf of allowed future development space by 2 spaces per 1,000 sf of development (Downtown Code) and 5 spaces per 1,000 sf (national standard). Staff assumed only 50% of all future development will be accommodated on-site by the proposed development. The remaining 50% would come through the payment in lieu option.

Conclusions

The following summarizes the staff's conclusions from the 2013 Parking Study for both Old Town and Downtown.

- 1) A special event parking management plan is needed to properly manage parking challenges associated with large events downtown;

SUBJECT: DOWNTOWN / OLD TOWN PARKING RECOMMENDATIONS

DATE: AUGUST 19 2014

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- 2) Improved parking enforcement is needed to manage illegal parking in both Downtown and Old Town;
- 3) Old Town has an off-street parking shortage (300+ spaces). The parking challenge is exacerbated because many Old Town residents are parking on-street rather than on their off-street spaces because it is more convenient;
- 4) Downtown's parking shortage in the evenings (130 to 325 spaces) is negatively impacting the neighborhood;
- 5) If downtown's lunch time business continues to increase, it may create additional parking shortages during the day and could further impact Old Town;
- 6) A phased neighborhood parking permit program, with associated improved parking enforcement, would help reduce parking conflicts in Old Town during the day and not negatively impact Downtown.
- 7) New parking supply is needed in the near-term (130 to 325 Spaces) to serve existing night-time demand. New parking spaces can come in the form of public evening leases of current private parking spaces in downtown, converting underperforming private parking areas to permanent public parking, and creating new publically owned parking spaces.
- 8) Additional parking capacity (130 to 325 spaces) is needed downtown before a neighborhood permit program in Old Town can be successful in the evenings;
- 9) 160 to 400+ additional public parking spaces are needed to serve the allowed future "build-out" of downtown (161,000 sf) as defined in Sec. 17.12.060 of the Louisville Municipal Code;
- 10) Key investments in transit, bicycle parking, and pedestrian safety improvements will contribute to lowering the parking demand downtown;
- 11) The City should develop a long-term parking supply implementation strategy for downtown. This study should examine if potential changes to current downtown parking ratios and payment in lieu fee option are needed (assuming no RTD FasTracks). The study should specifically examine existing public resources appropriate for parking structures, as well as possible joint development opportunities to finance a variety of long-term public parking solutions necessary for the "build-out" of downtown. Solutions identified should fit within the small town character of Downtown Louisville, meet vehicular access requirements, be financially sustainable, and if necessary, ensure appropriate architectural transitions for portions of downtown adjacent to the Old Town neighborhood.

SUBJECT: DOWNTOWN / OLD TOWN PARKING RECOMMENDATIONS**DATE: AUGUST 19 2014****PAGE 12 OF 16****1. PARKING ACTION PLAN**

The recommendations from the Joint Downtown / Old Town Parking Action Committee are presented in three phases. Each phase shown below illustrates items in three general categories: Planning and Policy; Land and Capital, Operating and Maintenance.

Phase 1: 2014 - 2015		Cost
ACTIONS		
Planning & Policy	Secure parking agreement with BNSF (North and South of Pine Street)	\$10,000
	Require and develop a parking management plan for large events (implement summer of 2015)	\$20,000
	Evaluate if changes to the required downtown parking ratios and pay in-lieu fees are needed to reflect parking demand and actual costs to provide public parking spaces	Staff Time
	Develop specific incentive program to assist in meeting Downtown Parking Challenges	Staff Time
	Design a residential parking permit program similar to Aspen, CO (Implement in 2016)	\$50,000
	Update Downtown Louisville Handbook design standards for parking facilities to ensure they pedestrian oriented and match the character of Downtown	Staff Time
	Modify LMC Sec. 17.12.030 - Ban parking lots as a primary use by right in the RM and RH Zone Districts	TBD
	Develop a long-term parking supply and joint-development strategy for Downtown	\$60,000
Land & Capital	Acquire parking in the redevelopment district for 70 surface parked spaces.	Subject to negotiation (Budgeted)
	Acquire an underutilized (evening) private parking facility (41 spaces) through a lease agreement (night-time only public use in exchange for City services).	Subject to negotiation
	Restriping South Street (Jefferson Street and Main Street: 5 to 12 spaces)	\$500 (reoccurring)
	Restripe Jefferson Street at Memory Square (2 to 5 spaces)	\$500 (reoccurring)
	Paint Cross Walks at: Front / Elm; Main / Elm; Pine / LaFarge	\$500 (reoccurring)
	Formalize parking spaces on north side of Elm Street (between Main and Front 10-spaces) and Spruce Street (on South Side at alley (2 spaces)	\$500 (reoccurring)
	Finalize and install Master Plan MUTCD parking signs	\$60,000 (Budgeted)
Operations & Maintenance	Change policy and modify the 2015 budget for public works to maintain alleys between Front / Main; Main LaFarge; LaFarge Jefferson (paving and snow removal)	Staff Time
	Modify the 2015 operational / capital budget to allow the police to actively manage downtown parking	Staff Time

SUBJECT: DOWNTOWN / OLD TOWN PARKING RECOMMENDATIONS

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Phase 2: 2015 - 2016		Cost
ACTIONS		
Planning & Policy	Implement City sponsored valet parking with private downtown parking facility	TBD
	Implement management plan and requirement for large events	cost to the vendor
	Change Downtown parking ratios and payment in-lieu fees (fees should reflect cost of surface parking identified in this plan)	TBD
Land & Capital	Construct parking area along BNSF (north and south of Pine Street (68 spaces)	Subject to negotiation
	Construct South Street Gateway (access to 80 on-street parking spaces)	\$2,600,000 Budgeted (\$200k design)
	Install 100 Bicycle Parking Spaces	\$10,000
	Acquire underused Downtown properties suitable to provide a total of at least 50 parking spaces	Subject to negotiation
	Install pedestrian warning signs and mirrors on alleys	\$2,000
Operations & Maintenance	Police to proactively manage downtown parking	\$100,000 (\$70,000 reoccurring)
	Maintain alleys between Front / Main; Main / LaFarge; LaFarge / Jefferson (paving and snow removal)	\$4,000 (Reoccurring)
	Design for the repaving of alleys between Front / Main; Main / LaFarge; LaFarge / Jefferson; (offer home owners the opportunity to pay for own parking spaces at City costs)	TBD

SUBJECT: DOWNTOWN / OLD TOWN PARKING RECOMMENDATIONS

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Phase 3: 2016 - 2018		Cost
ACTIONS		
Planning & Policy	Implement neighborhood parking management plan and residential permit program for Old Town, (similar to Aspen's) once additional parking facilities are built, or leased (2016)	TBD
	Develop and implement appropriate Transportation Demand Management (TDM) measures identified in the NAMS recommendations once Downtown has achieved an appropriate level of transit service to justify their use	TBD
	Revisit the Downtown Parking and Pedestrian Action Plan along with downtown parking ratios and payment in-lieu option (2018)	Staff Time
Land & Capital	Support development of the new RTD route along Hwy 42 connecting Lafayette to Downtown Louisville, the CTC, US 36 and Broomfield. (NAMS Recommendation)	TBD - Negotiations with RTD
	Support improved service from the RTD Dash Route with 15 minute frequencies throughout the day. (NAMS Recommendation)	TBD - Negotiations with RTD
	Traffic Calm Pine Street (Bulb out intersections between Lafarge and McKinley)	\$60,000 (\$10,000 design)
	Implement repaving of alleys between Front / Main; Main / LaFarge; and LaFarge / Jefferson (Offer home owners opportunity to pay for own parking spaces at City costs)	TBD
	Redesign Main Street driveway and parking lot at chase bank (4 spaces)	\$15,000 (\$2,500 Design)
	Redesign Main Street driveway at City Hall (4 spaces)	\$15,000 (\$2,500 Design)
	Implement Downtown Plaza and Newspaper vending machines	\$12,000
Operations & Maintenance	Implement ECO-Pass Program for City Hall and possible Downtown businesses	TBD

PLANNING COMMISSION ACTION:

The Downtown / Old Town Parking Action committee was formed to provide staff needed local knowledge of the issues facing both Downtown and Old Town. The Planning Commission was asked to review the recommendations from a City-wide perspective. The Planning Commission held a public hearing on July 10, 2014 to review the proposed parking recommendations. The Commission unanimously supported the Downtown / Old Town Parking Committee's recommendations.

The Planning Commission conversation was positive. No public comments were received at the hearing. The primary discussion items were related to:

- Louisville payment in-lieu fee
- Aspen's parking permit program
- Parking as a primary land use in residential neighborhoods
- Historic home relocation
- Transition of the project for the existing neighborhood to the north.

STAFF RECOMMENDATION (No Parking Committee feedback)

Staff recommends City Council adopt the 2014 Downtown / Old Town Parking Committee recommended parking action plan with one additional recommendation.

Planning Division was approached by the Economic Development Director after the final meeting of the Downtown / Old Town Parking Action Committee and asked whether it would be appropriate to convert the City owned parcel on the northwest corner Elm Street and County Road to a surface parking lot for 28 cars. According to the public works department, the order of magnitude cost of this facility would be approximately \$100,000 (\$70,000 for construction, \$10,000 for demolition, and \$20,000 for contingency). Staff did not have the time to consult with the Parking Committee for input and is instead seeking City Council direction. Staff recommends the City not convert the property to a surface parking facility at this time for the following reasons:

- 1) The other actions in the recommended plan would accommodate Downtown's immediate parking needs. The addition of 28 surface parking spaces would be in excess of what is needed at this time;
- 2) Removing a leasable commercial space for surface parking could set a precedent that would negatively impact the character of Downtown and Old Town:
 - i) Surface parking is an inappropriate use for the southern gateway of Downtown;
 - ii) Surface parking is not pedestrian friendly;
 - iii) Surface parking is a poor land use adjacent the Old Town neighbors across the street;
 - iv) A surface parking lot is inconstant with the Louisville Art District's "Laddy Lane" concept.

- 3) The recommended plan identifies the need for a long-term parking strategy that will look at this site for a joint use opportunity.

FISCAL IMPACT:

The recommended Downtown / Old Town Parking Action Plan involves a mix of actions budgeted in the 2014 Capital Improvement Program. The City has \$3,410,000 budgeted for the construction of the South Street Gateway, land acquisition for 70 parking spaces in the redevelopment district, and installation of a downtown wayfinding program.

Additional actions not budgeted from the recommended plan are presented in the three stages of planning, design, and construction with only known costs for the planning phase. Land acquisitions and potential leases will involve negotiation with private property owners and estimated costs should not be disclosed at this time.

The fiscal impact of unbudgeted portions of the recommended plan could range between \$1.4 million and \$1.8 million with the following estimate cost breakdown:

Planning:	\$110,000 + Staff Time
Design:	\$275,000 + Staff Time
Acquisition / Construction:	\$1,140,000 and \$1,540,000
TOTAL	\$1,425,000 to \$1,825,000

Note: Ongoing operations should range between: \$90,000 to \$120,000 per year

ATTACHMENTS:

- 1. 2010 Parking and Pedestrian Action Plan
- 2. Presentation

Meredyth Muth

From: Russ Meller <russ@russmeller.com>
Sent: Sunday, November 25, 2018 8:17 PM
To: City Council
Subject: Multi-story parking deck

I read the article in the Daily Camera and am against this. Our family wants Louisville to remain a haven for people who enjoy to walk/bike to events. A lack of parking helps! And I don't care if it is stifling growth due to a lack of parking. I'm good with the level of development we have. I'd like for us to remain a small town, period.

Sent from my iPhone

From: [Jill Kranitz](#)
To: [City Council](#)
Subject: Multi-level parking structure.
Date: Sunday, November 25, 2018 8:20:04 PM

To Whom It May Concern,

I am unable to come to the meeting Tuesday night that addresses the multi-level parking structure. I am vehemently opposed to this. It will destroy the feeling of downtown Louisville. I have never had a problem finding parking downtown, except during an event when I would expect to have to walk a bit and park further away.

People love to come to Louisville for the charm and feeling of this town. Putting up this proposed parking structure will destroy Louisville. I can not even fathom how this proposal has gotten this far.

Thank you,
Louisville Resident
Jill Kranitz

From: [John Leary](#)
To: [City Council](#)
Subject: Parking Structure Comments
Date: Sunday, November 25, 2018 10:20:25 PM
Attachments: [Downtown Parking Structure Design Comments.docx](#)

Attached are my comments on the parking structure issue before you Tuesday night's meeting.

John Leary

Downtown Parking Structure Design Comments

Submitted by John Leary, 1116 Lafarge Ave

So we need to clear the way for the LRC to solicit public input on the design of a parking garage that has not been approved for construction. To put it another way, we are going to pretend we want, and need, a massive parking structure in the downtown area and take public input on its design. To put it another way, we need to clear the way for the LRC to proceed with a major land use decision in downtown Louisville for which it has no authority to carry out. This is craziness.

Setting the craziness aside, let's look at some facts and issues.

1. The staff memo suggests we are looking at this issue because: "Downtown parking demand has increased significantly since 2008 due to the greater economic activity of retail, restaurant, and commercial uses."¹
2. The RFP for the parking garage design project implies the garage is needed to facilitate 160,000 square feet of redevelopment in the downtown area.²
3. The Chair of the LRC told me the majority of the LRC believes Downtown Louisville needed to be redeveloped.
4. The citizens of Louisville are taxing themselves for the purposes of preserving the historical character of Downtown Louisville. A parking structure built to facilitate the redevelopment of the area is at odds with the intent of this tax.
5. Much of the 2014-parking plan has been implemented including the lot at the corner of Elm & Front, which was added to the plan by the City Council.³
6. The new City parking lot in the DELO area is under utilized.
7. The "SCHEME" tables in the architect's presentation should have a "cost per space gained" line. Doing this adds around \$10,000 dollars to the cost per space in each scheme.
8. The Council has been remiss in its duty to the taxpayers by its failure to consider urban renewal revenues in its capital improvement plan. Many projects in the plan, and projects left out of the plan, are eligible for UR funding.⁴

¹ It is not clear why 2008 and not 2014 was used. Implementation of the 2014 plan was to result in adequate parking.

² It needs to be noted the RFP based the need on downtown parking standards and not actual demand. None of the design options would cover the real demand produced by 160,000 square feet of redevelopment.

³ Staff argued the 28 spaces were not needed to meet projected demand.

⁴ Per the Cooperation Agreement and Resolution No. 52, Series 2007, the Council has the final say on how UR funds are spent. This responsibility must be exercised in the context of overall city priorities. UR funds should not be viewed a "slush" fund to be used for low priority, "favorite," projects.

9. The scale of this project is totally out of compliance with the mass and scale criteria in the Design Handbook for Downtown Louisville.

10. Planning for future parking demand should be put on hold until downtown parking standards are revised to accurately reflect demand for all commercial uses. As demonstrated by the Terrace on Main proposal, current standards do not reflect anything close to actual demand generated by office use.⁵

Summary

This whole process has been a jumbled mess. There has been no rational process for evaluating need and the options, if any, for meeting that need. It appears someone has decided we need a parking structure and has pushed it to the front of other options.⁶ I do not believe it is the City Council. This being said, I do not understand why you even approved the funding for this project.

I read a discussion in old minutes of using a van system for remote parking. I am not promoting this option, but a present value analysis would likely demonstrate you could fund the cost of a couple of vans well into the next century for what it would cost to build and maintain a parking structure. The point is there are probably many 21st century options that are better than the old “solution” of warehousing cars.

So now it is being proposed, despite the Cooperation Agreement, for the LRC to have a land use role, and that the public will be given an opportunity to comment on the LRC’s work at a public meeting. Then I assume it would go to the Planning Commission and the public would have another opportunity to comment; and then it would go to the City Council and the public would have another opportunity to comment. Is creating public fatigue a strategy for pushing this thing through?

⁵ Although the applicant projected they would have over 80 office workers in the proposed build, the number of required parking spaces was 32. The 32 included spaces for retail and restaurant uses.

⁶ Initially we were told money from DRCOG would fund some project dealing with parking. Voila, it would be free. This did not happen and the project morphed into what we have now.

From: [Juliet Blevins](#)
To: [City Council](#)
Subject: I support the ideas to add a large parking structure
Date: Sunday, November 25, 2018 9:01:37 PM

I am a downtown resident and I fully support and encourage the ideas to add a large parking structure which will likely attract more downtown visitors and businesses and will help us build a more thriving downtown

Juliet Blevins

From: [Cameo Martine-Stern](#)
To: [City Council](#)
Subject: Downtown Parking garage
Date: Sunday, November 25, 2018 8:52:46 PM

To whom it may concern,

We have just been made aware of the plans to put up a parking structure next to Sweet Cow. On so many levels this seems wrong. Not only for the small town feel we paid a mighty ransom to live in, but also the location. the very heart of downtown and families congregating. Like the Rec center, I believe this should be put to a vote by the citizens of Louisville. I am unable to come to this next meeting but hope you will record my families voices as a staunch, PLEASE NO, to this proposal. Even the kids were horrified by this. They also moved here from the city and don't want to go back unless it is a visit to New York.

Thank you for all you do and for hearing us,

Cameo, Daniel, Shane, and Sophie Stern

Cameo Martine-Stern

cameocm@yahoo.com

(818) 522-7086

From: [Hannah Parris](#)
To: [City Council](#)
Subject: Parking structure concerns
Date: Sunday, November 25, 2018 8:34:48 PM

Dear Louisville City Council,

As you begin consideration of the proposed parking structure designs, I urge you to think of the character and history of the Old Town district. It's something worth preserving (which is why we have a robust historic preservation program) and the proposed designs do not fit the bill. They are too large and would greatly detract from the small town that I know and love.

While I can see the need for more parking, I believe that it can be done in a way that is more sensitive to the area.

All best,
Hannah Parris

From: [Jeanette](#)
To: [City Council](#)
Subject: Planned Parking Structure
Date: Sunday, November 25, 2018 8:32:58 PM

Dear City Council, I oppose the planned parking garage structure next to Sweet Cow. Such a structure would most certainly take away from the charm the city. As a foreigner who welcomed many visitors from Europe I can assure you that what they loved most about our town was the small town charm with local shops. A parking structure of the planned scale would certainly not add to that charm tourist looking love, but would rather destroy it.

With Kind Regards,
Jeanette Rodez

From: [Susan](#)
To: [City Council](#)
Subject: Proposed Parking garage
Date: Sunday, November 25, 2018 8:24:55 PM

Hi City Council

I am requesting that you vote no on the proposed 4 story parking structure at the upcoming City Council meeting. Four stories is just too tall for downtown Louisville. Let's keep Louisville unique and pay attention to what "fits" in our community.

Thank you
Susan Morris
939 West Maple Court
Louisville

From: [Chad Wilson](#)
To: [City Council](#)
Subject: Parking garage
Date: Monday, November 26, 2018 8:24:57 AM

I live at 615 Main and your plans to build a parking garage is not a revenue generator and it is not needed (definitely not in that location). It will be mostly empty as is the current lot that is there now. Allow a new company to come into that space and limit it to two stories. You will have better revenue for the downtown businesses if you fill this space with people that work there M-F (who eat lunch and stay for happy hour or dinner).

Again, please scrap this entire idea of parking in that location. It will hurt surrounding property values and it is not a good long range plan for revenue to the city. Maybe you should see about placing a culinary school downtown to increase the availability of good chefs and to have a steady supply of staffing for the restaurants. Bentonville, Arkansas did this and it has been tremendously successful. Please think outside the box rather than creating a big empty box downtown.

Chad Wilson

From: [Chris Vinall](#)
To: [City Council](#)
Subject: Parking structure
Date: Monday, November 26, 2018 6:26:42 AM

As a district II citizen, a supporter and volunteer for the DBA. I do not agree with the building of a multi story above ground parking garage in downtown area.

This proposed structure does not preserve a balance between needed development, historical integrity and small town charm of old town Louisville.

Please reject the parking structure proposal.

Thanks

Chris Vinall
chris@vinall.com

From: [Allison Frazier](#)
To: [City Council](#)
Subject: Parking structure
Date: Sunday, November 25, 2018 10:34:42 PM

To whom it may concern,

I am a Louisville resident, and it just came to my attention that there is a 4-story parking garage proposal on the agenda for this Tuesday evening.

I am unable to attend the meeting, so let me just say that I am completely against this. We have problems even keeping businesses open in the downtown area, and now someone wants to put a huge parking garage that is not in keeping with the feel of our small town. Parking for what?!!!

Thank you,
Allison Frazier

From: [Tiera Nell](#)
To: [City Council](#)
Subject: Parking structure next to sweet cow?
Date: Sunday, November 25, 2018 10:31:00 PM

I couldn't be against this idea more. Please come up with a better plan.

Sincerely

Louisville resident that you held up building our house for 2 years because you didn't like the fact that it would be 2 stories. Makes you wonder why you are even considering this.

Get [Outlook for iOS](#)

From: [Ash Albiniak](#)
To: [City Council](#)
Subject: Parking structure
Date: Tuesday, November 27, 2018 7:49:00 AM

Really? A structure of that magnitude? Are we Boulder?

Ashley Albiniak, 46 years old
228 McCaslin Blvd
Born and bred Boulder native

From: [Kevin Cowell](#)
To: [City Council](#)
Subject: Garage Concept Design (Nov. 27th - Front and Elm Street)
Date: Monday, November 26, 2018 7:24:26 PM

Hello City Council,

My wife and I will be unable to make the Tuesday, Nov. 27th meeting regarding the concept designs for the parking garage. However, we are not in favor of the concept designs proposed for a parking garage next to Sweet Cow (based on this article:

http://www.dailycamera.com/louisville-news/ci_32289558/louisville-unveils-options-multi-story).

We are Louisville residents (across the street from Sweet Cow). We agree parking gets busy during the summer on Fridays and Saturdays. However; Sunday-Thursday, the parking lot is never full. We do not believe a parking garage is yet warranted, and the location should be reconsidered. There is opportunity to place a parking garage by the train tracks where it is not an eye-sore that takes away from the quaintness of Louisville. As a resident I do not mind the increase traffic as long as we can keep the “Old Town” Feel.

Sincerely,

Kevin and Madeline Cowell

Our Address:
954 Elm Street
Louisville, CO 80027

From: [Lars Kvan](#)
To: [City Council](#)
Subject: Parking garage input for 11/27 meeting
Date: Monday, November 26, 2018 6:21:27 PM

Dear city council,

As a family of local residents in near proximity to the newly proposed parking garage at front and elm st., allow us to voice our strong opposition to this project. It would be a visual eye soar in our beautiful town that as a taxpayer I would be strongly opposed to funding, and if it were to become a privately financed affair with some form of paid parking, it would most likely only work to exacerbate the downtown parking problem as very few people would be willing to pay for parking and whatever surface parking is currently there would no longer be available. Please count us strongly against.

Best regards,

The Kvan family
545 Parbois Lane

From: [Alia Zelinskaya](#)
To: [City Council](#)
Subject: Downtown parking structure
Date: Monday, November 26, 2018 4:14:37 PM

Hello,

I wanted to reach out to express my concerns about the proposals for a downtown parking structure near Sweet Cow. My primary concern is around the height - if the structure is 3 or 4 stories, it will be one of the tallest buildings in that area. A parking garage isn't an attractive structure, so having one that is also very tall will negatively impact the feel of the area. I understand that visitor parking is becoming more of an issue, so if the garage is in that location, maybe something that goes more underground instead? Offsetting the utilitarian look of a garage with art/design would also be desirable.

Thank you for your consideration.
Alia Zelinskaya
298 Caledonia St, Louisville

From: [Karina Leimanis](#)
To: [City Council](#)
Subject: Parking structure
Date: Monday, November 26, 2018 3:42:18 PM

Hello,

Please re-consider building a parking garage in downtown Louisville. A 4-storey parking garage not only does not suit the city, but is it even necessary? I have never had a difficult time finding parking, even on Saturday mornings during the farmers market.

It seems like there are other options that would better suit our city. Perhaps adding additional spots behind businesses on Front Street that are not used on weekends, or maybe encouraging patrons to park on the east side of the tracks and use the underpass near the DELO apartments.

I can't imagine Sweet Cow or the residents on Elm Street can be happy about this option. It will change the entire landscape of our town. Please don't say yes to developers without considering more modest options first.

Thank you.
Karina Leimanis

From: [Marion Antonellis](#)
To: [City Council](#)
Subject: Proposed parking garage in old town
Date: Monday, November 26, 2018 3:11:39 PM

Please. . .no . . this will ruin the look and feel of our quaint downtown. . there really is NO reason why we cannot continue to park on side streets and walk a few blocks. I understand this structure is being proposed because it could help with future redevelopment opportunities. But I ask you, what happened to the redevelopment of the old granary building? That still sits vacant . . and it has a huge lot that could be used for parking. Can we all please get an update on the status of that building?

I won't be able to attend the meeting this week on this proposed parking structure, so please consider this email my strong opposition of it.

Thank you.

Marion

Marion Antonellis, Broker Associate



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From: [Conor Seyle](#)
To: [City Council](#); [Aaron DeJong](#)
Subject: Comments in opposition to proposed parking garage on Front St.
Date: Monday, November 26, 2018 2:48:59 PM

Dear Louisville City Council and Louisville Revitalization Committee,

My name is Daniel Seyle, and I live downtown on Country Rd between Community Park and downtown. I was unhappy to see the recent reporting on the proposed parking garage, and I would like to email you on record to register my opposition. Before buying our current home, my wife and I lived on Jefferson behind downtown, so I'm familiar with the challenges of finding parking downtown and the impact that overflow parking has on the local neighborhoods. Despite that, I believe that the proposed parking garage is an unnecessary over-reaction to the problem of constrained parking that will negatively impact the things I value about Louisville. First of, the proposed size is out of character for downtown in general and the location it's in specifically. Even a three-story garage would be the largest building in the vicinity, damaging the historic character of the neighborhood and looming over the skyline. On-street parking in my neighborhood suggests that the only need for that amount of parking is during peak events such as the street fair and the Turkey Trot, but those events are episodic in a way that suggests the garage would be under-used for most of the year. That raises concerns about safety for me.

I think that Louisville has made several changes in 2018 already to address parking, and it's much too soon after those changes to assess whether there's a need for such a large investment in new parking structures. I don't personally see the kind of chock-full parking lots that we had last year, and I'm skeptical that the demand exists to justify the investment. I'd certainly prefer to prioritize other development projects before undertaking this kind of expansion - whether the redevelopment of McCaslin or the proposed underpass below South Boulder Road, I think there are other projects that I'd prefer the city to prioritize before undertaking a new parking garage.

I'd be happy to discuss in more detail if there is any interest.

Sincerely,
Daniel Seyle

From: [Amanda McGarry](#)
To: [City Council](#)
Subject: NO on parking structure
Date: Monday, November 26, 2018 2:16:30 PM

I want to express my opinion that the proposed parking structure next to Sweet Cow would change the character of downtown Louisville that brought me here in the first place. I would like to find alternatives to the structure, such as offering incentives to bike/walk/bus from other locations such as parking at the Louisville Plaza. I know we can come up with something more cost effective and less damaging to the downtown feel. I believe the parking is an issue at times, such as Fridays during the summer, but that we can certainly brainstorm alternatives to such an expensive and ill-conceived parking structure.

Thank you,
Amanda (Resident)
1934 Blue Star Ln, Louisville, CO 80027

From: [cheryl rowan](#)
To: [City Council](#)
Subject: New parking structure?
Date: Monday, November 26, 2018 1:54:51 PM

I cannot attend the meeting tomorrow night, but I do want to express my concern regarding a potential parking structure near Sweet Cow. This will dramatically impact the character of downtown, permanently. Certainly, we can come up with alternate solutions. This multi-level parking structure is a bad idea. As a Louisville homeowner and a Louisville business owner, I thank you for your consideration.

Cheryl Rowan

--

Cheryl Rowan, MA, CCC-SLP, PCBIS
Pediatric Speech and Language Pathologist
mobile 818-427-3600
cheryl.c.rowan@gmail.com
www.cherylrowan.com

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From: [Jim Bolt](#)
To: [City Council](#)
Subject: Opposition to Downtown Parking Structure
Date: Monday, November 26, 2018 12:49:47 PM

Dear Mayor and Council Members,

My name is James Bolt and my address is 664 West Sagebrush Drive.

I am president of the Saddle Ridge HOA and have gotten to know my neighbors well. As you know, we live in a wonderful place. I moved my family to Louisville 5 years ago for its small town, family friendly environment.

We have loved taking advantage of all that Louisville has to offer (e.g. large amounts of open space, great schools, small, independent businesses, and a quaint downtown).

A large parking structure in downtown would be in direct opposition to everything that Louisville represents. It would be the first step in a larger commercialization effort that would eventually take away Louisville's small town charm (the reason that many of us have moved here and continue to stay).

I strongly oppose this proposal and ask you to do the same. Many of my neighbors feel the same way. I expect you'll be hearing from them as well.

Thank you,

James Bolt
510-593-4684 m

From: [c. maxine most](#)
To: [City Council](#)
Subject: Comment on the Proposed Parking Structure Downtown
Date: Monday, November 26, 2018 12:45:03 PM

Unfortunately I am unable to attend Tuesday's meeting as it conflicts with Monarch High's Open House for 2019 incoming 9th graders.

I am therefore sending this email to express my concern about the proposed plan to build a massive parking structure in downtown Louisville.

I object to the plan to build a stand-alone parking structure of any size downtown. Instead, the City Council should be considering far more creative solutions to support a vision for the kind of downtown Louisville wants over the next 20 years.

What downtown Louisville needs, in fact is desperate for, is more retail space. Particularly small spaces in the 400 to 800 square feet range suitable for small local businesses. There are local entrepreneurs literally waiting to find a retail space so they can open a business. An increase in the overall number and variety of retail offerings in downtown Louisville would create more local shopping opportunities, be beneficial to every current retail store and restaurant in town by increasing foot traffic, and contribute to increase local tax revenue.

Therefore, any major downtown construction project should be creating a larger retail footprint that can support a diverse range of local businesses.

Rather than building a parking structure the city should use the proposed space to create a multi-use retail, commercial, residential structure that includes 2 levels of parking below ground, a first floor with small retail spaces (400 to 800 sq ft), a 2nd floor of commercial office space, and 3rd and 4th floors with residential units including 20% allocated to low income housing.

This should be a public-private partnership that allows the city to offer initial subsidized rents on the first floor retail units to encourage a variety of needed retail shops downtown.

The City Council needs to be far more proactive listening to the broader community - not just the developers, and step-up with a far bolder vision of integrated community business growth. The City should be looking at acquiring more property downtown – especially residential property that borders current retail space – and utilize public/private partnerships to ensure our downtown (and other areas e.g McCaslin corridor) create vibrant, community enhancing environments.

Carolyn Maxine Most
640 W Linden St
Louisville CO
720 530 5836

From: [Rita Zamora](#)
To: [City Council](#)
Subject: Re: Tues. Nov. 27 - Proposed Louisville Parking Structure Meeting
Date: Monday, November 26, 2018 10:22:50 AM

Good day - I am opposed to the proposed hideous monstrosity parking structure that does not fit with the established charm that makes Louisville so special and valuable.

--

Rita Zamora
Custom Social Media Management Services, Speaking & Training Programs
Phone: (303) 807-3827
[Check out my new book: Get Found, Get Liked, Get Patients - Making the Most of Social Media](#)
[Facebook.com/RitaZamoraConnections](https://www.facebook.com/RitaZamoraConnections)

From: [Heidi Ellis](#)
To: [City Council](#)
Subject: Downtown Parking Structure
Date: Monday, November 26, 2018 9:50:18 AM

To the members of the Louisville City Council,

I will be unable to attend the meeting on Tuesday, so am submitting my comments by email:

Parking downtown isn't nearly limited enough to warrant building any of the horrifying eyesores you are proposing.

Seriously,
-Heidi Ellis
620 West St
80027

From: [Bernadine Brumfield](#)
To: [City Council](#)
Subject: PROPOSED PARKING GARAGE
Date: Tuesday, November 27, 2018 12:36:54 PM

My husband and I live in a loft on Main Street directly across from the proposed multi-story parking garage. We just read the article in the Colorado Hometown Weekly which outlined the proposed multi-story parking garage. We are strongly opposed to the City of Louisville building such a structure in Old Town Louisville. The sheer size and appearance of the three proposed designs are not at all in keeping with the ambience and tenor of Historic Old Town Louisville. We are not Downtown Boulder or Downtown Denver. One of the reasons Louisville is so popular is that it has retained its "Small Town America" feeling. A huge parking garage would totally change the feeling of our town.

Louisville was selected by Money magazine as the #1 place to live in America in 2011 and as one of the Top 10 multiple times since then. Family Circle named Louisville one of the 10 Best Towns for Families in 2012. Livability Journal Communications sums it up like this:

"What attracts many people to Louisville is the small-town charm. It's one of the few towns in Colorado that still has a Main Street lined with historic architecture, a variety of small businesses and shops, such as the State Mercantile, and locally-owned restaurants, such as the Blue Parrot [now The Corner] and The Empire."

Building a three or four story steel and glass parking structure would be a total misfit in our charming downtown. In addition, the old Blue Parrot parking lot which was purchased by the City of Louisville is only filled on weekends or during an all-City activity such as the Labor Day parade or the Parade of lights. As I write this email it is 3:08 p.m. on a Monday, the parking lot has only three cars parked in it. We think that even a business of only two stories which would architecturally compliment the character of Old Town Louisville would be a far better choice for the locations being suggested than for a multi-leveled parking structure.

Thank you for your consideration of our concerns.

Sincerely,

Jim and Bernadine Brumfield

From: [John Blum](#)
To: [City Council](#)
Subject: Car Park
Date: Tuesday, November 27, 2018 12:05:40 PM

I am a new home owner in downtown Louisville, I am very concerned about the poor idea of building this garage, and I will be happy to provide you my concerns, I have met many of the businesses' owners, and I will gather support against this. I doubt that you have considered all the damage you would be doing to your cute little downtown. Cars are almost a historical footnote to the approaching transportation changes to a service industry (with no need for in town storage). Save your money and spend it on the planning and improvements that would serve Louisville's future. Thanks

Sent from my iPhone

From: [Kolber, John](#)
To: [City Council](#)
Subject: Parking garage
Date: Tuesday, November 27, 2018 11:41:09 AM

Council,

I understand the need for more parking to support the downtown businesses.

But the proposed location next to lucky pie would destroy the character of downtown Louisville.

As a better location I think the city should consider the corner where the recycling collection was done. NE corner of Empire and highway 42.

Maybe even hide it behind retail frontage. Maybe even an underpass under HWY 42 to keep car traffic flowing.

John Kolber

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From: [Kristin McLean](#)
To: [City Council](#)
Subject: Opposed to the parking garage
Date: Tuesday, November 27, 2018 2:17:43 PM

Hello City Council,

I am writing this email to share my voice that I do not think the parking garage should be built at Elm and Front Street.

My daughter and I recently moved to Louisville and we live along Elm St. just west of Main Street.

As a citizen of Louisville and a parent, I do not see the need for this parking garage. It will create unnecessary construction, noise and danger while it is being built and Will encourage more cars.

I moved here for the small town feel and charm, and I would not of moved to my current home had I known there would be a parking garage built just a mere few blocks away from where I live.

Aren't we trying to encourage folks to ride their bikes? Also, there is plenty of new parking at the shopping center along 96th Ave. People who want to come to Louisville who are having a hard time finding a place to park can park there and walk under the newly built tunnel under the bridge.

I am opposed and I sincerely ask that the City Council oppose this project as well.

Thank you,
Kristin McLean
556 1/2 LaFarge Ave
Louisville, CO 80027

--

In Song,

Kristin McLean

www.familysongmusic.com

Meredyth Muth

From: Robert <zwolftrout@comcast.net>
Sent: Wednesday, November 28, 2018 9:24 AM
To: City Council
Subject: Parking Garage Designs

Hello.

I am sending this email as I was unable to join last night's Council meeting about the proposed parking garage near Sweet Cow. I reside in the Downtown area of Louisville, close to the proposed location, and I am not supportive of this proposal. I would like to share why I am not supportive:

1. As an active resident who spends time downtown on most Friday and Saturday nights, the only times there seems to be a true parking problem is during the eight summer concerts. Building a garage for eight nights seems to be a bit extreme.
2. The city appears to have made a conscious decision not to support retail in its downtown corridor, based on the continued add on of offices in downtown structures rather than retail, and the flight of retail to Lafayette. If parking is an issue due to offices, the building owners should be responsible for insuring parking exists when they lease their space. The city should not be spending 10 million dollars on this.
3. Traffic. If you build a four floor parking garage on the south end of downtown, traffic will become deeply enmeshed in one stretch of town, rather than being dispersed throughout downtown.
4. Quite frankly, a four floor garage will be an eyesore to those within the neighborhood. If the city is set on building a garage, why not do it by the train tracks where the Steinbaugh Pavilion is? There is already a parking lot there, there is no residential on that street, the garage would block noise, and it's easy access from east, west, north and south. Then take Steinbaugh and rebuild it near Sweet Cow.
5. A cavernous parking structure, feels like a safety concern for the many of us who have children and family members who come and go to the local schools and parks throughout the day.

I hope that this email helps to see how one family who lives in the neighborhood feels. I am guessing many of my neighbors feel the same way. I am hopeful you will consider those that live very close to this site.

Thank You,
Rob Zwolfer
Front St. Resident

Sent from Xfinity Connect Mobile App

From: [LEE ANN CAST](#)
To: [City Council](#)
Subject: Downtown Parking Structure
Date: Wednesday, November 28, 2018 2:45:51 PM

The proposed structure would take away from the charm of Old town as it is mammoth. It would also cause traffic issues being so close to the major intersection of Pine and Front. The deLo option of 68 parking spaces makes the most sense and allows for less congestion in Old Town. The amount of traffic even currently makes pedestrian travel dangerous as it is.

Lee Ann Cast
485 Front St
Louisville, CO 80027
303-604-2753

From: [sherry sommer](#)
To: [City Council](#)
Subject: Proposed parking garage
Date: Friday, November 30, 2018 5:37:13 PM

Dear Members of City Council

I am concerned about the possibility of a large parking structure in downtown Louisville. This plan is flawed in multiple ways.

—Not well thought out. A parking structure does not cohere with with the direction we have already taken. We have invested large sums in parking which is underutilized along with a very expensive underpass to create access to downtown. Haven't we already solution to our problem? We need to promote this parking to the public.

—Not neighborhood friendly. A parking garage in downtown would create more noise and traffic and decrease walkability in the area.

—Not forward looking. Warehousing cars does not increase vibrance and sustainability.

—Not equitable. The City invests disproportionately in downtown. There are other business areas to consider, especially McCaslin which is on the verge of redevelopment. There is room for parking there and cars would not be traveling through residential streets to arrive at their designation.

Sincerely,

Sherry Sommer

Sent from my iPhone

From: [Erika Alexander](#)
To: [City Council](#)
Subject: Vote NO for garage building at Front and Elm
Date: Wednesday, December 5, 2018 3:07:38 PM

Hello,

I wanted to briefly say I am not in favor of the garage building at Front and Elm, while I understand more parking is needed, I do not feel this location or type (garage) is the right place or idea.

Thank you

Erika Alexander
908 Parkview Street
Louisville, CO 80027

From: [Kenneth A. Golding](#)
To: [City Council](#)
Subject: Public parking structure concept
Date: Wednesday, December 5, 2018 4:39:30 PM

Dear City Council,

I own several commercial properties on Main Street (701, 844, 836 & 820 Main) and am writing in support of a new public parking structure in old town. I am a real estate developer and urban planner who has done work in many small communities including a historic districts in various parts of the country (FL, DC, AZ, NM, MA and CO). Recognizing that you want to keep the integrity and charm of Main Street and at the same time have a reasonable amount of quality retail, services and restaurants, I don't think you can avoid nuisance parking congestion without a public parking garage. Whenever a community (I am thinking of Boulder, Bethesda Maryland and Adams Morgan DC) builds a public parking garage, they manage to maintain quality retail/services/restaurants and exercise a reasonable amount of control on traffic. Not surprisingly, these are places where people want to live, which in and of itself, generates greater demand and higher housing prices. However, if you don't do that, then you get the opposite effect which is constant retail/service/restaurant turnover or protracted vacancy. Louisville is a wonderful place and I think our projects have been a great benefit to the community. By the way, I spoke about a related subject (why I chose Louisville 12 years ago) to the city council several years ago when Bill Sisk was mayor.

Sincerely

Ken Golding

www.stantondevelopment.com

From: [thomas pathe](#)
To: [City Council](#)
Subject: downtown parking garage
Date: Tuesday, December 18, 2018 1:43:10 PM

Dear council of Louisville,

let me add my voice to the outrage over this proposed parking garage

that would gut the character of downtown Louisville and replace it

with this anachronistic thing which at best is a corporate ninny

of no grace.

Desist,

tom pathe

901 Rex St
Louisville, co, 80027

From: [justin](#)
To: [City Council](#)
Subject: Parking and pot
Date: Tuesday, January 8, 2019 2:04:57 PM

Please no parking structure.

Do we want our largest building to be a parking garage? Come on, let's have a vision of what we want to be.

Pot stores. Come on, let's have a vision of what we want to be.... Louisville, not Lafayette, not Denver, not like everywhere else.

Sent from my Verizon, Samsung Galaxy smartphone

From: [justin deister](#)
To: [City Council](#)
Subject: parking garage and other thoughts
Date: Wednesday, January 9, 2019 10:11:14 AM

Louisville Council,

- 1) Thanks for the wonderful Christmas decorations which are cheerful and not over the top. Love it.
- 2) Please no parking garage. We have the Chase Bank building as an example of losing our vision of who we are. All we need is another huge, block of stone downtown to completely erase the character of Louisville forever. Who thought this was a good idea to eliminate space for several retail businesses for a brick behemoth? Besides, I will vote against ANYTHING that increases taxes.
- 3) There must be more creative, more elegant solutions to crosswalks. The temporary(?) poles and red and yellow markings are an embarrassment, turning nice Cherry boulevard into "K-mart Street". Please try to creatively make crosswalks safe for all without poles, paint, flashing lights, concrete mini-mediums and thousands of dollars. The concrete mini-medium at Bella Vista & Hoover will be broken by trucks and snow plows in a few months. And please don't paint the street in celebration of installing these silly things. We live here in our little houses and don't need our streets looking like something from Sesame Street.
- 4) If council needs help with vision, I'll be glad to help voice what architecture styles help preserves Louisville character, and it's not the style of the flat out ugly old former county building next to the Huckleberry.

Thanks to Jay and Ashley and all on Council.
Justin Deister

From: [D.Cristopher Benner](#)
To: [City Council](#)
Subject: No to parking garage
Date: Saturday, January 12, 2019 7:56:14 PM

Dear members of the city council, please do not move forward with a parking structure in downtown Louisville. This would be a complete eyesore and is incompatible with the way of life we enjoy in Louisville. I strongly recommend you vote against this. Thank you for your time.

D. Cristopher Benner
Louisville, Colorado resident

Meredyth Muth

From: Carol Corsell <ccorsell@mac.com>
Sent: Wednesday, January 16, 2019 2:21 PM
To: City Council
Subject: Proposed Parking Garage

Greetings

As a resident on Main Street, how do I "vote" or make my voice heard on this topic?

I am totally against this construction parking project. Please advise.

Thank you.

Carol Corsell
1116 Main Street

From: [Maggie Dailey](#)
To: [City Council](#)
Subject: Parking Garage Proposal
Date: Wednesday, January 16, 2019 8:59:26 PM

Dear City Council Members,

We write urging you to reconsider the need for a large parking structure next to Lucky Pie and Sweet Cow. Part of what makes Louisville great is its low level buildings that help make it seem like the small town that it is. We fear that a parking structure such as the one shown in the rendering would feel out of place and change the vibe of downtown - especially the front lawn area of Sweet Cow and Lucky Pie, one of our favorite areas to hang with our kids and friends.

We have never really had much trouble parking downtown, even on busy event days like the Parade of Lights or Turkey Trot. It seems unnecessary to build a structure of the magnitude that has been proposed.

Thank you for your consideration,
Paul and Maggie Dailey

Sent from my iPhone

From: [Andrew Porterfield](#)
To: [City Council](#)
Subject: parking garage
Date: Wednesday, January 16, 2019 6:12:27 PM

not in favor of a parking garage on front st or anywhere
in Louisville
lets find better ways to spend,
try revenue increasing ways like
build a community center
for arts and music
attract top artists ,
expand the exhisting services
school
health
maintenance
facilities
or buy realestate with city funds
create public use lands open space
parks , rec
purchase land develop for rental income, business rentals
Thank you

Sent from my iPhone

From: [Paula](#)
To: [City Council](#)
Subject: Proposed Parking Garage next to Lucky Pie
Date: Wednesday, January 16, 2019 4:47:16 PM

Dear City Council,

I have lived on West Street for almost 14 years, fairly near the proposed garage. I beg of you to not build the parking garage near Lucky Pie. The character and size is completely out of place for that location. It is already difficult to safely drive through that area because too much is packed into a small space already and visibility is poor for how many pedestrians use the area. The proposal mentions that there is a parking lot very close that is underutilized. Surely you could spend some of this money to bring more awareness to existing parking?

I have lived in big cities...Philadelphia and just outside of New York City...so I am not speaking as someone who is simply resisting change. I have lived in much more densely populated areas that managed to not ruin their most valued downtown areas with structures like this.

People come to town to spend money because of downtown's charm and the size of the buildings is part of that. The parking garage would create a huge shadow over the very area you're providing parking for. It's even included in the drawing! The sunlight is why people crowd there with their young children during the summer. There are other spots to build parking lots that won't impact the look of downtown like this would. What about buying the building that now houses the jump rope gym and the building that recently housed Tilt as a parking lot?

You are allowing too many things to be packed in before considering parking. The apartments across from Sweet Cow were ill-advised.

Thank you for considering my comments,

Paula Slick, 410 West Street

From: [Paula Dallabetta](#)
To: [City Council](#)
Subject: parking garage next to sweet cow
Date: Thursday, January 17, 2019 1:53:31 PM

Hello

I would like to comment on the parking garage proposed next to sweet cow. First, this is a terrible eye-sore and second, I can go to old town at anytime of any day and park within a 5min walk. This includes all 'special events' that are held in old-town: street-faire, parade of lights. I have lived here 18 years and believe this \$10M can be better spent elsewhere. We really do not have a parking problem in Louisville, we have a bunch of people that deem it their right to park right in front of the establishment they want to go to.

I would encourage you to spend some of the money on making biking and walking safer.

Paula Dallabetta
303.883.2999

From: [Verstraete, Jim](#)
To: [City Council](#)
Subject: Parking Garage
Date: Thursday, January 17, 2019 1:54:11 PM

To all Council members,

Please do not go down this road. We have already ruined our wonderful little town with the addition of all of the new apartments and condos in the last few years. Our traffic, especially during rush-hour is horrific.

We used to be ranked in the top 5 regularly by Money magazine of the top towns in the country to live, even hitting # 1 a couple of times. We will never crack that list again.

Please don't continue to send our Louisville down the tubes with more un-necessary construction designed to bring more crowds.

The reduction of the crowds at Street Faire this year were a step in the right kind of thinking.

Thank you,
Jim Verstraete
Louisville resident

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From: [Christine Nimmo](#)
To: [City Council](#)
Subject: Proposed Parking Garage
Date: Thursday, January 17, 2019 2:17:13 PM

After careful review of the proposed plan for a large parking garage adjacent to Sweet Cow and Lucky Pie, I have to conclude that it is a wrong choice for Council to approve. It simply dwarfs the neighborhood, so to begin with it looks bad. Secondly, as one who makes regular drives into downtown and needs to park, I do not experience a problem with finding a place to park. So, I do not concur that there is a need for such a facility.

Thankyou, Christine Nimmo

--

Dr. Christine Nimmo
christinenimmo773@gmail.com

Dr. Ross Holland
rossholland027@gmail.com

397 Caledonia Street
Louisville, CO 80027 USA

From: [Jean Wood](#)
To: [City Council](#)
Subject: LOUISVILLE PARKING GARAGE
Date: Thursday, January 17, 2019 2:39:06 PM

DON'T DO IT! Not worth the money – there must be other options!

Jean Wood
Administrative Assistant
RE/MAX of BOULDER, inc.
303-441-5658 (Direct)

From: [Judith Sampson](#)
To: [City Council](#)
Subject: No parking structure
Date: Thursday, January 17, 2019 6:27:17 PM

Not in that location!! I'm sure there is a more appropriate location

Sent from my iPhone

From: [Glenn Drummond](#)
To: [City Council](#)
Subject: STOP the Parking Garage
Date: Thursday, January 17, 2019 8:50:14 PM

To Louisville City Council,

I made the decision to move to Louisville in 2017 sitting on the patio of Sweet Cow with my wife and daughter. I don't think I would have come to the same decision with a Parking garage looming over me.

We moved here across country and rented a house, we loved it so much here we quickly bought a house.

I would not have bought my house in Louisville with a 4 story parking garage being constructed. I would not have paid the premium on real estate with a parking garage ruining our small downtown space.

Please listen to your citizens and do not construct the parking garage. I will be attending the meeting on January 22nd to voice my concerns.

Regards,

Glenn Drummond
194 S Madison Ave.
Louisville, CO 80027

From: [Bev Snyder](#)
To: [City Council](#)
Subject: 749 Main - parking garage
Date: Friday, January 18, 2019 8:29:11 AM

Good morning,

My husband - Rolland Fearn - and I do not approve of this structure.

We hope this council will do research to find an alternative and not just accept this easy and ugly and unnecessary option.

We realize our town has grown by leaps and bounds in the last 10 years but we feel there are terrific reasons to abandon this idea.

The noise in the surrounding neighborhoods will be terrible.

Our town charm is eroding by the day as it is - do not put up a multi-story structure to block view, air, light.

This building would be on 2 2 lane streets that are strained with traffic now. Entering and exiting cars will add to the mess.

4 way stop signs will be insufficient. Stop lights will need to be added - another expense.

RR tracks tie up traffic every day. This proposed garage will impact in and out traffic of on Pine and S. Boulder even more.

Please consider these points and take into consideration the added pollution and maintenance of roads, light, building.

How much will it cost a year for maintenance, electric, shoveling snow?

Thank you for your time,

Bev Snyder
304 Diamond Cir
303 666 8167

From: [Chris Gabriel](#)
To: [City Council](#)
Subject: parking garage
Date: Friday, January 18, 2019 9:08:08 AM

Hi

I'm against the parking garage proposals. I think that land could be better used for housing or retail or anything other than for parking spaces. I think there is more than enough parking near downtown Louisville and a parking garage will be mostly empty except on Street Faire night and parade nights. I get that on those few nights parking seems more scarce but there are always plenty of options on the street and in the new strip of retail on the other side of the underpass. If the council is worried about empty stores on Main Street, it's not because of the lack of parking, it's because there are only so many places that can be supported in a town this size. If we want more action on Main Street then we need to build more housing close to Main Street.

Thanks!
Chris Gabriel
217 Short Pl.
Louisville, CO

From: [SALLY WADYKA](#)
To: [City Council](#)
Subject: NO to the proposed parking garage
Date: Friday, January 18, 2019 10:14:42 AM

I am writing as a Louisville resident to express my concern over the proposed parking garage in downtown Louisville. I feel very strongly that this is not necessary or appropriate for our town at this point. There are very few occasions when parking downtown is an issue, and there is plenty of parking in DeLo that is just as convenient but highly underutilized. I would encourage the City Council to reconsider the necessity of this project and vote against any action to move forward with its construction.

Thank you.

SALLY WADYKA
office: 303-449-2034
cell: 917-202-3601
sallywadyka@gmail.com
www.sallywadyka.com

SUBJECT: DISCUSSION/DIRECTION – TRANSPORTATION MASTER PLAN UPDATE

DATE: JANUARY 22, 2019

**PRESENTED BY: ROBERT ZUCCARO, PLANNING & BUILDING SAFETY DIRECTOR
LISA RITCHIE, SENIOR PLANNER**

SUMMARY:

Staff and the City’s consultant, TEI, are presenting the draft Data and Trends Report, an overview of the Conceptual Plan and recommendation themes, including a highlight of Key Preliminary Recommendations, and a summary of next steps in the process.



The TMP is an opportunity to improve the transportation network comprehensively and based on community priorities for all modes of transportation throughout Louisville.

DISCUSSION:

This update follows previous discussions by City Council on August 7, 2018 and October 2, 2018. On August 7, 2018, TEI provided Council with an initial project briefing and discussion on project goals and outcomes. City Council Members provided input regarding the overall process and goals they would like for the TMP to achieve, along with recommendations to ensure a wide variety of groups are engaged in the community involvement process. On October 2, 2018, TEI presented the draft goals for the TMP:

Louisville’s transportation network will:

- Operate efficiently and safely for all users
- Be a cohesive and layered system of streets and trails for walking, biking, transit, driving, and recreation
- Provide local and regional travel options that balance needs for Louisville residents, employees, and visitors
- Utilize new technologies to provide safe, reliable, clean and convenient transportation choices

- Increase mobility options and access for people of all ages, abilities and income levels
- Provide complete streets that are inviting, enhance livability and reflect the City's small-town atmosphere
- Support economic opportunities and businesses
- Improve environmental and community health by reducing emissions, and supporting mode share and sustainability

Since the October 2nd meeting, TEI developed the attached draft Data and Trends Report, which will become a component of the final TMP. This report discusses existing conditions and future trends that the final TMP should consider and account for. This document, coupled with the public comments, informed the Conceptual Plan and Key Preliminary Recommendations. These are not the final or only components that will be included in the final TMP, rather the project team is presenting them for the City Council to confirm the direction of the Conceptual Plan.

The Conceptual Plan includes five major components:

- A network of great streets
- Primary corridor enhancements
- Walkable places
- Bike network
- Transit vision

The Key Preliminary Recommendations cover the following areas:

- SH 42
- Dillon Road corridor
- South Boulder Road
- Via Appia
- McCaslin Boulevard
- Identifying locations for walkable places
- Focus areas for bike network
- Pilot project for trail connection between the Rec Center and Downtown

The project team is seeking feedback on the Conceptual Plan and Key Preliminary Recommendations. Next steps will include further development of the concepts into final draft recommendations as part of the draft final TMP. The final draft of the TMP will include projects, policies, and programs, along with implementation strategies and metrics for measuring TMP goal attainment. The final draft will be presented to the public, City Boards and Commissions, regional partners and other stakeholders for feedback prior to the final draft TMP presentation to City Council later this spring.

SUBJECT: TRANSPORTATION MASTER PLAN DRAFT

DATE: JANUARY 22, 2019

PAGE 3 OF 3

ATTACHMENT(S):

1. Presentation
2. Draft Data and Trends Report

A map of Louisville, Kentucky, overlaid with various transportation routes. The map shows a network of roads, including major thoroughfares like DASH (top), BRT (right), and AB (bottom right). A prominent blue route winds through the city, while other routes are shown in orange, yellow, and red. The text 'EMPIRE RD' is visible on the right side. The map is semi-transparent, allowing the underlying city grid and green spaces to be seen.

TMP Priorities & Recommendations Overview

January 22, 2019

228 Louisville City Council Meeting

Today's Objectives



- Review of Data & Trends and community feedback
- Provide overview of conceptual plan and recommendation themes
- Highlight key preliminary recommendations
- Identify next steps

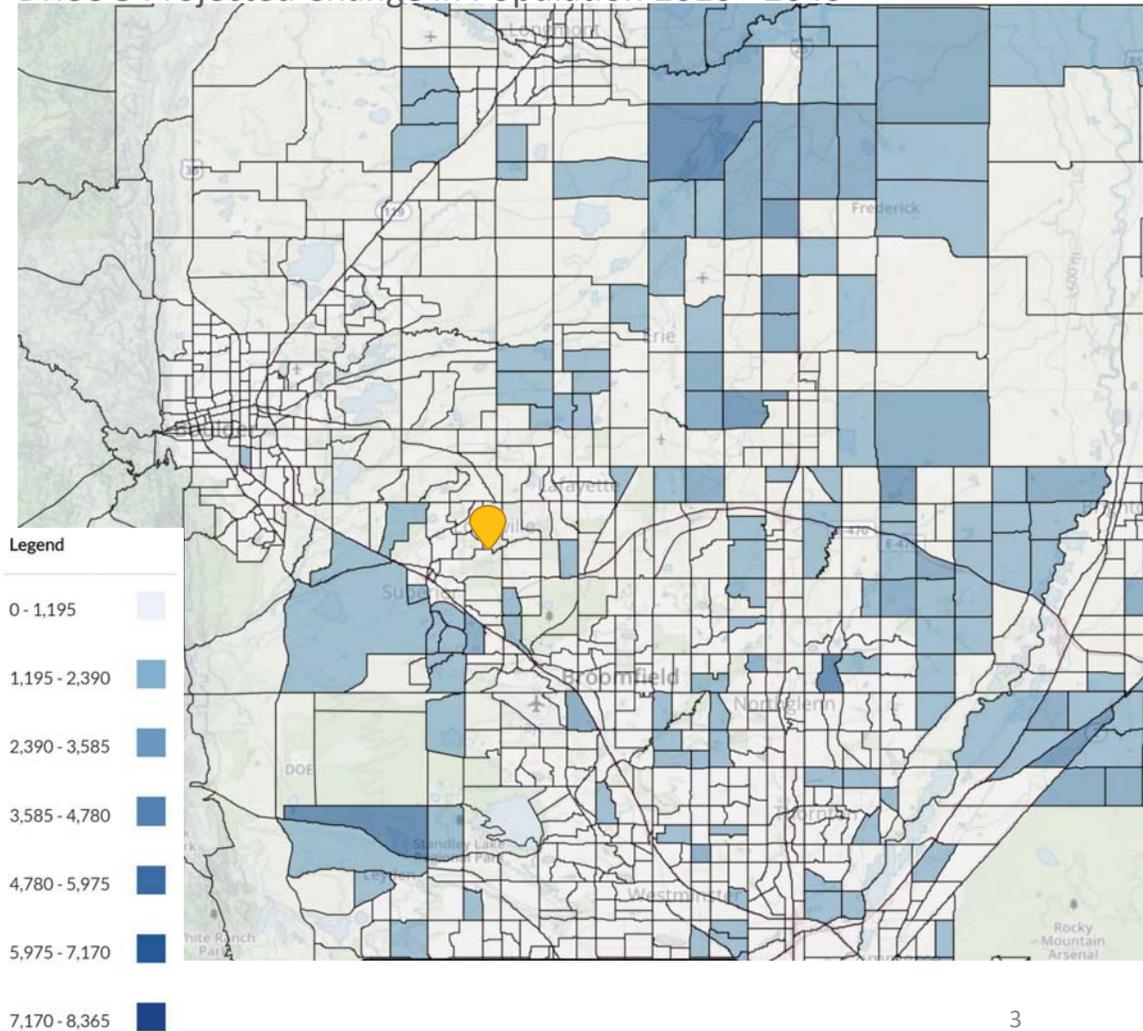


Population Projection

- Most significant population growth occurring outside of Louisville

	Population
2015	21,208
2040 Forecast	23,708

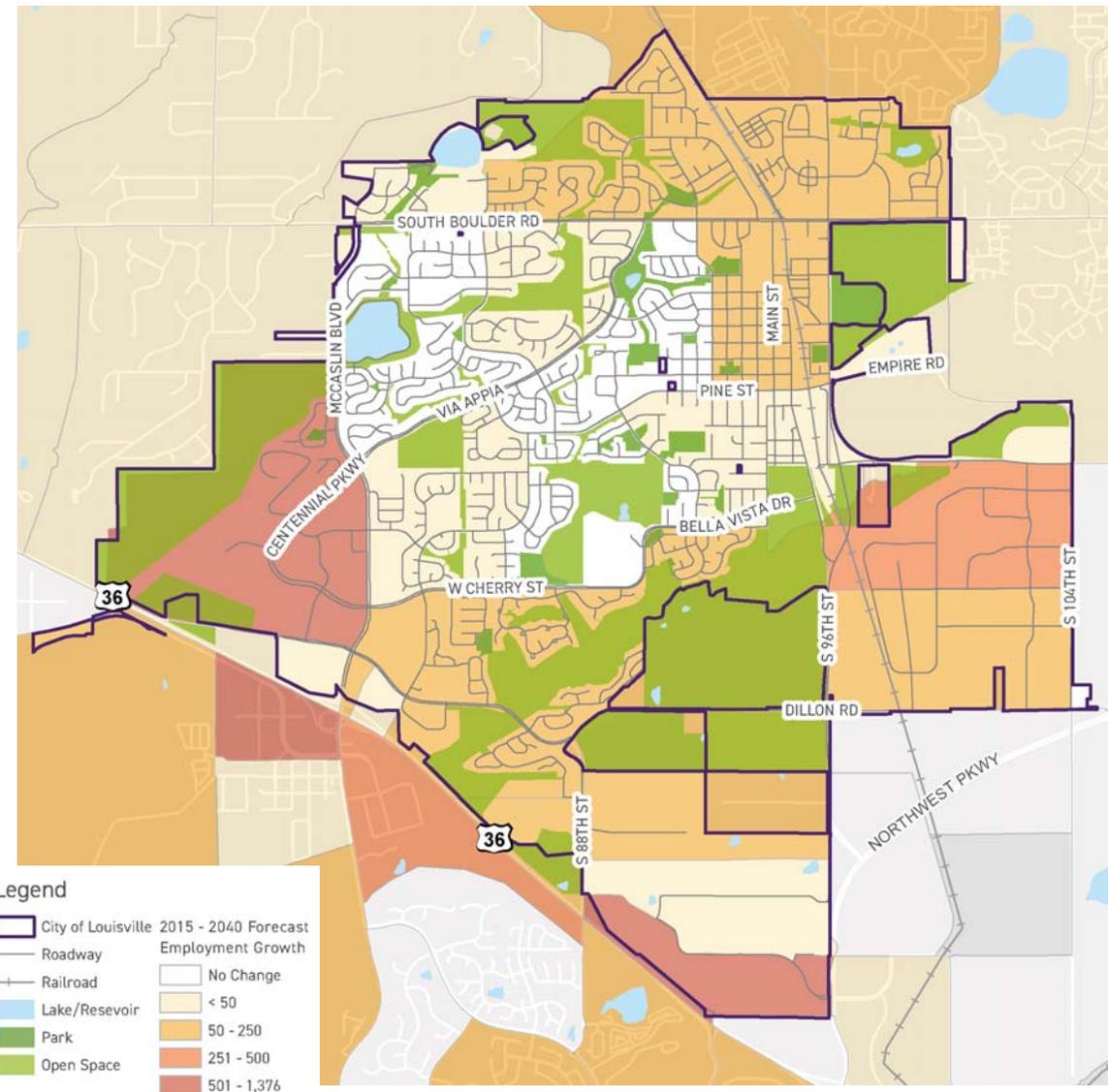
DRCOG Projected Change in Population 2010 - 2040



Employment Projection

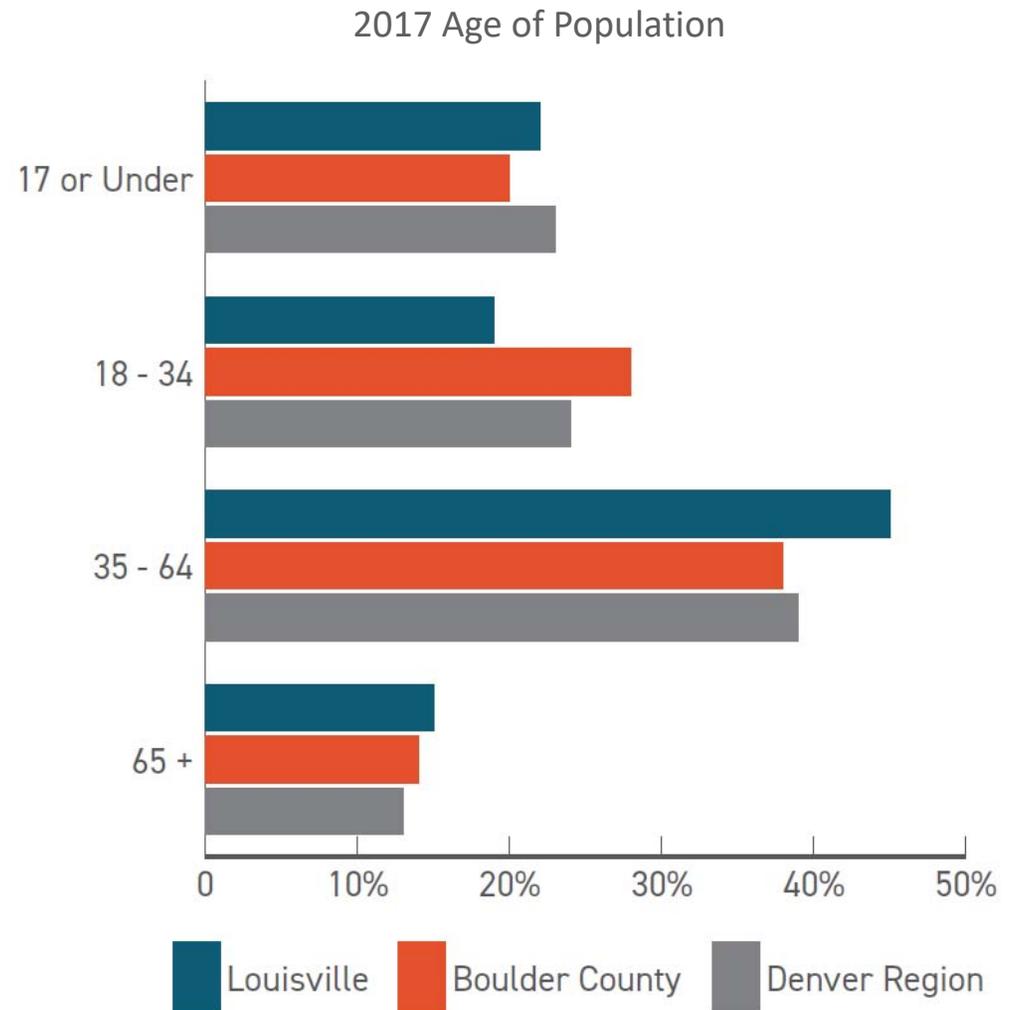
- Employment growth projected within and around Louisville
- Growth is primarily in commercial/industrial areas on the periphery

	Employment
2015	15,036
2040 Forecast	19,136



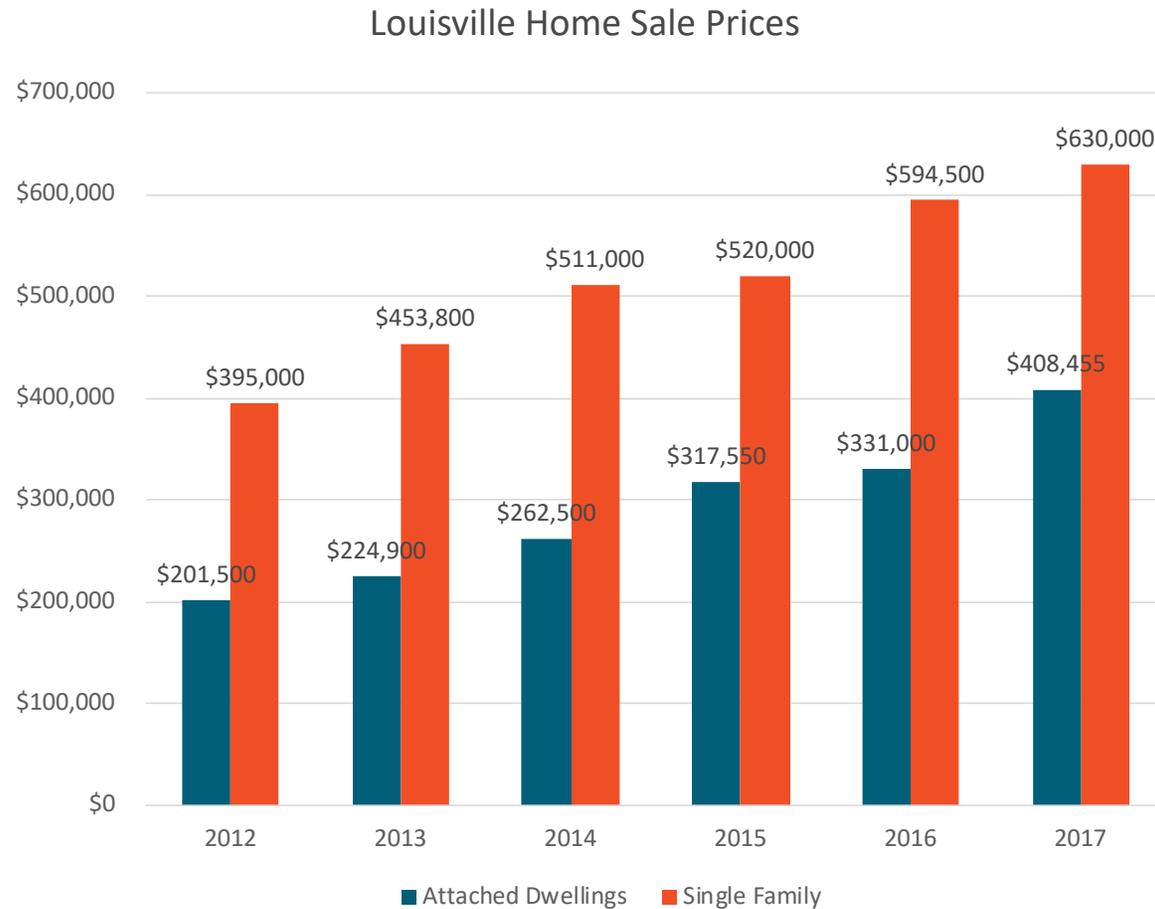
Demographic Trends

- Since 2000, the age 55+ population has grown from 12% of the Louisville population to 32%.
- Growth in older residents will increase need for options to age in place
 - Housing and mobility options are linked



Rising Housing Costs

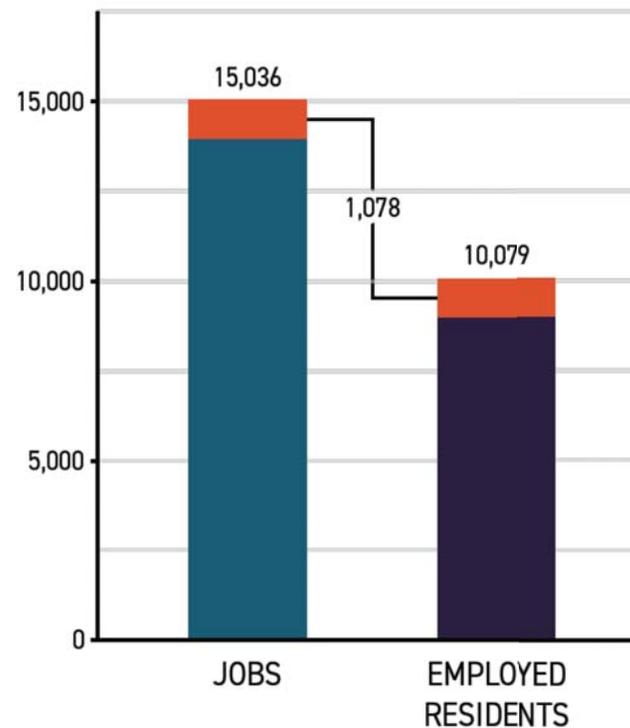
- From 2012-2017 median single family home sales have increased 60% in price.
- Increased housing costs are driving population growth further out requiring increased driving to employment and destinations



Travel Patterns and Demand

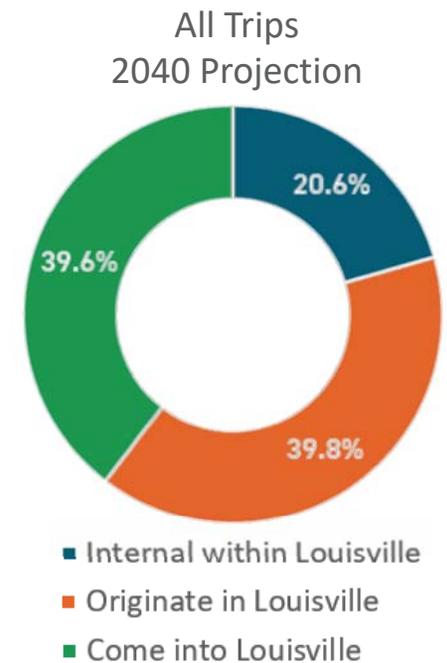
- Over the past 15 years, commute trips into and out of Louisville are consistently around 90%
- Trips into and out of Louisville for all purposes are expected to increase
- As housing increases further from employment areas, VMT and regional travel is increasing

Commuting Inflow & Outflow



- Live & Work in Louisville
- Work in Louisville, Live Elsewhere
- Live in Louisville, Work Elsewhere

Future Trip Origins & Destinations



Commuting Mode Share

2017 Commute Trips

	 Drive Alone	 Carpool	 Transit	 Bike	 Walk	 Work at Home	 Other
City of Louisville	72.3%	4.7%	5.9%	2.3%	1.7%	12.7%	0.5%
City of Boulder	51.3%	4.9%	8.3%	10.3%	11.4%	12.5%	1.2%
Boulder County	65.2%	7.6%	5.0%	4.4%	5.3%	11.3%	1.3%
Denver Region	74.8%	8.5%	4.4%	1.2%	2.5%	7.5%	1.0%

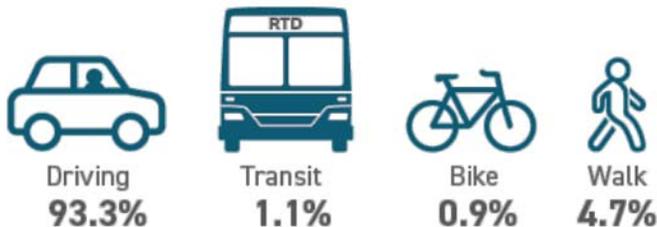
Over the last 5 years:

- Slight decreases in driving and carpooling
- Transit, bike use, and working at home have increased

Mode Share for All Trips

- Non-commute trips are typically shorter
- Short trips are typically easier to make via walking or biking
- Nearly double the amount of people walk for non-commute trips

2017 Trips



60% of trips in Louisville
are not work-related

31% of all trips are 3
miles or less

Implications for Future Transportation

1. With increased VMT, regional corridors will see increased demand
2. As cost of housing rises and as the population ages, multimodal and low-cost mobility options will gain more importance in the network
3. Linking housing to destinations or mixed-use development can help reduce VMT and support the City's goals
4. Leveraging and building upon existing assets and infrastructure will help provide options for mobility and growth
5. Technology is rapidly changing, but ensuring people of all ages and abilities can understand and utilize mobility options will be important



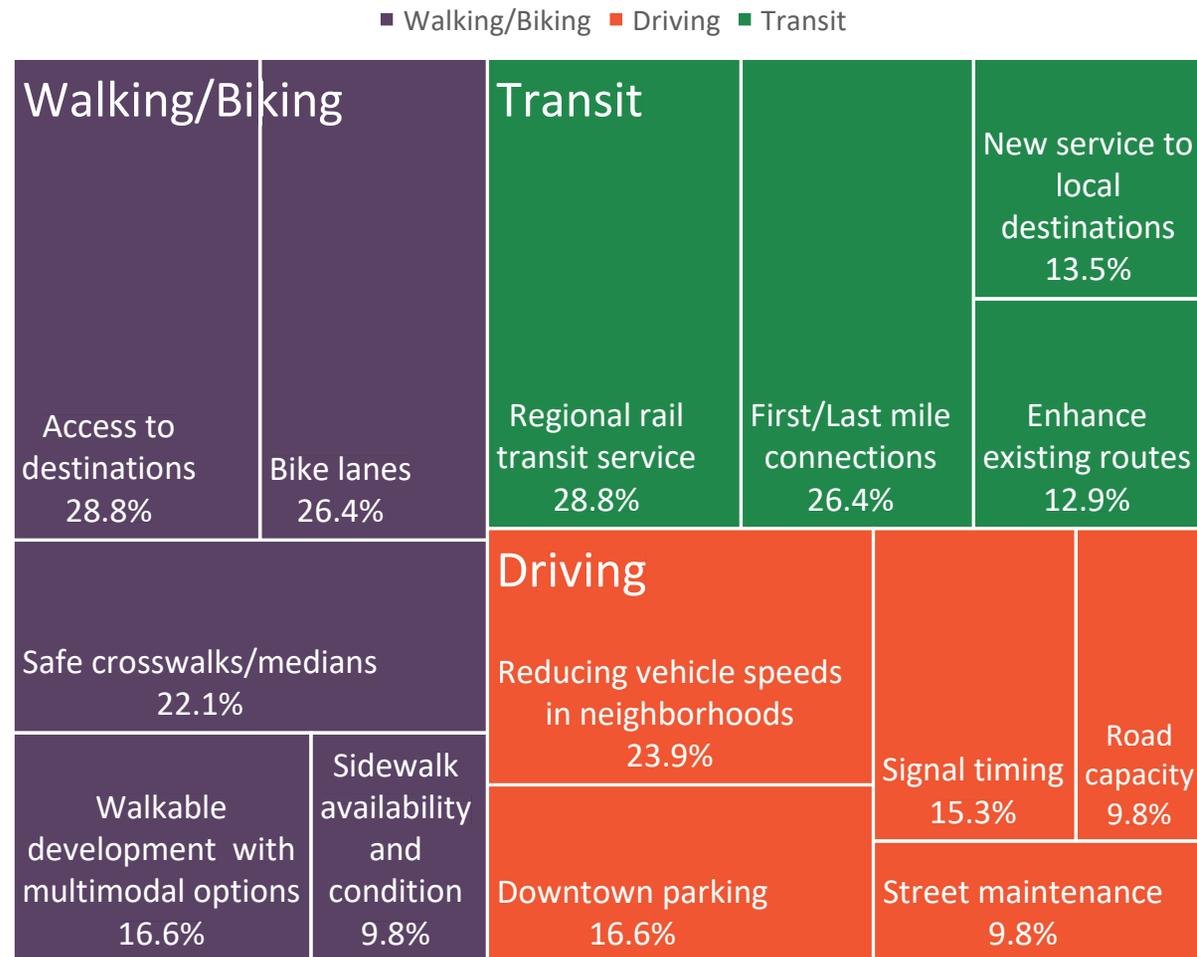
Community Input Update

Events + Meeting + 163 Online Survey responses
+ 200 Interactive Map Features + 3 Focus Groups

Survey Info

- 83% of survey respondents drive frequently in Louisville
- Crossings, connectivity to destinations, and protected bike lanes would most encourage walking/biking
- More routes and increased frequency would encourage more transit use
- Speeding and traffic congestion are the top issues for driving

Top Priorities to Improve Mobility

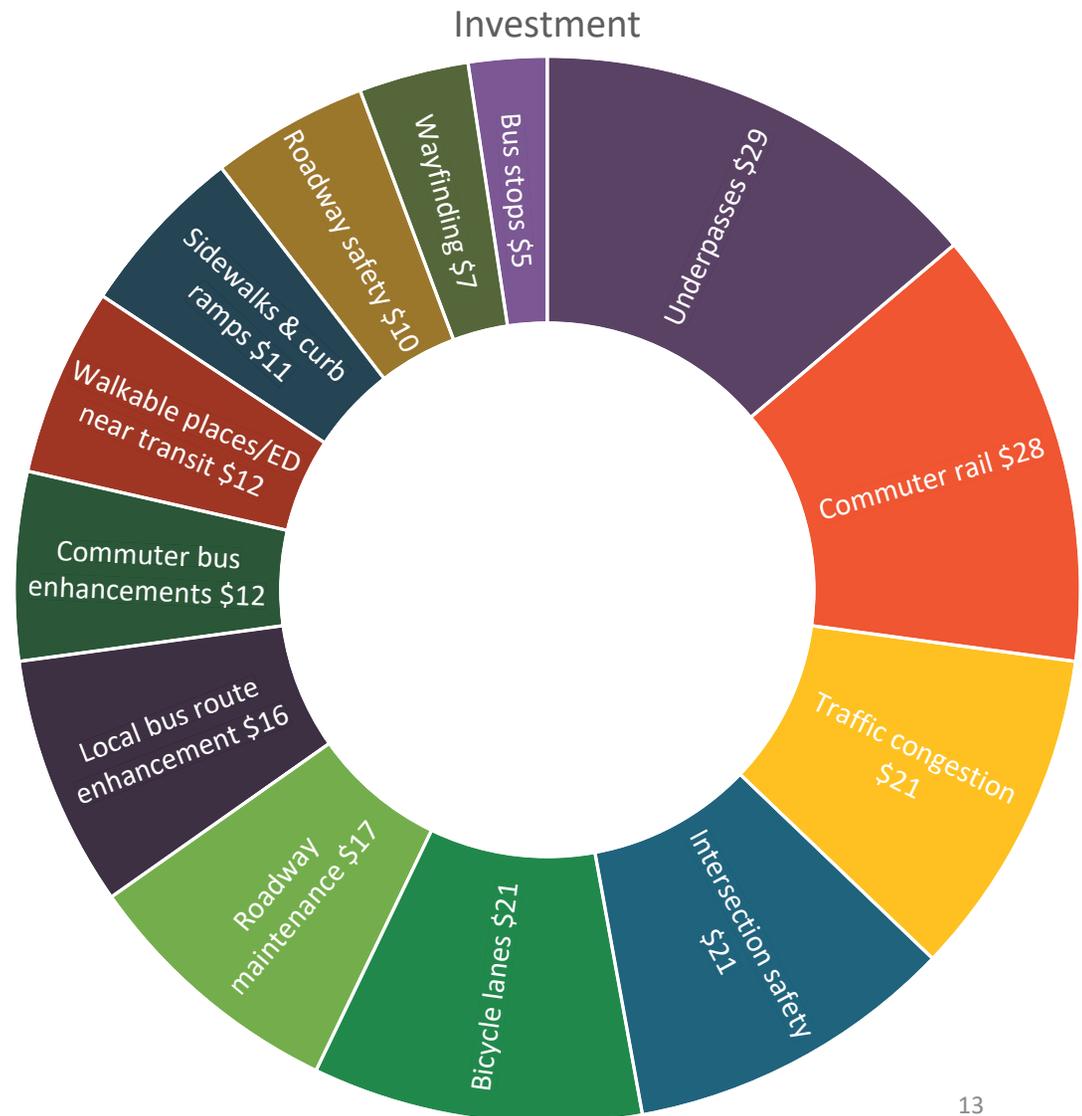


Survey Info

Top Spending Priorities

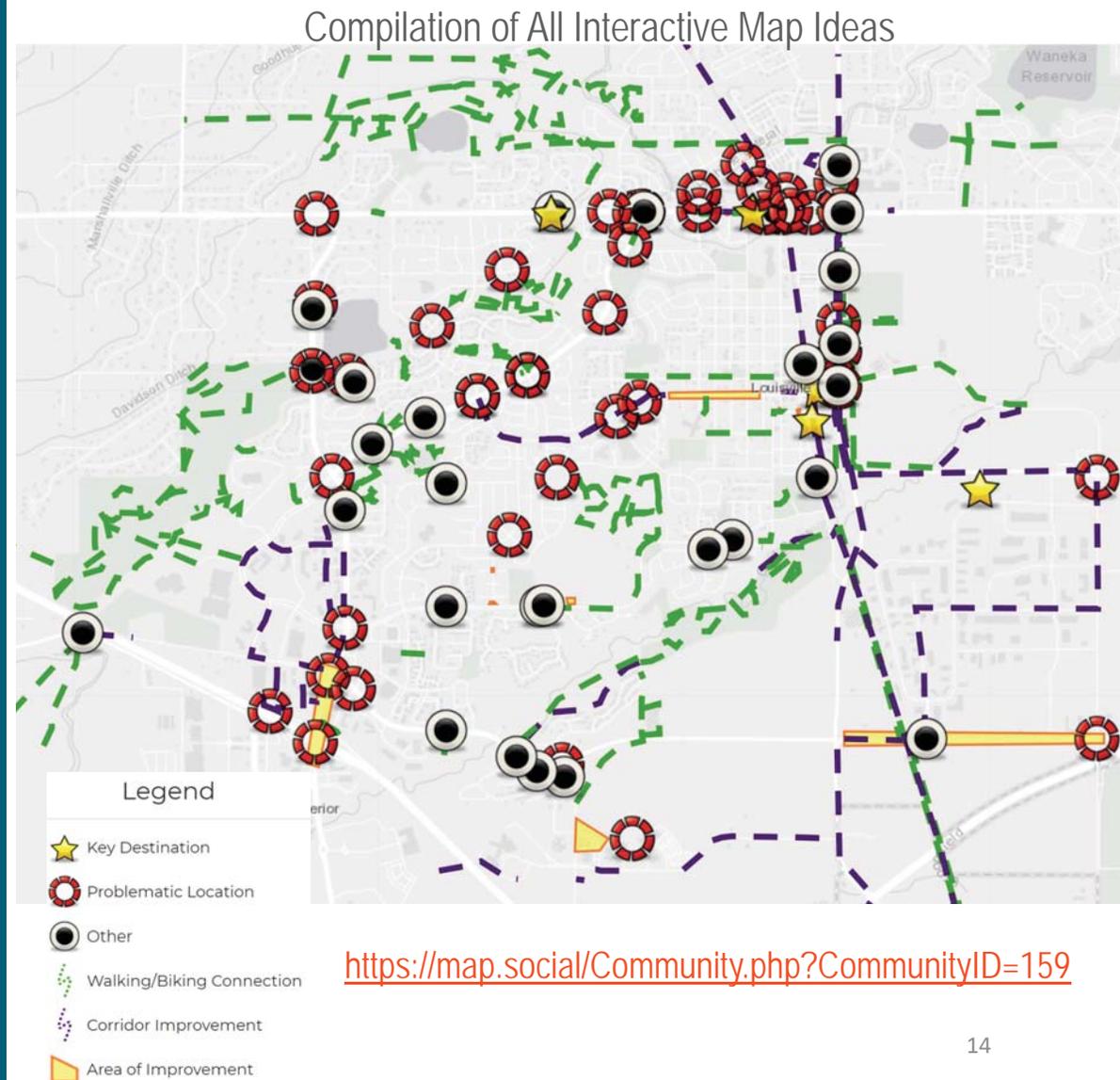
- Underpasses
- Commuter Rail
- Traffic Congestion
- Intersection Safety
- Bicycle Lanes

*Survey data represents a sample of the population and is not statistically valid



Interactive Map

- Significant number of intersections/crossings identified
- New connections are highly desired
- 200+ ideas drawn
 - 213 likes of ideas
 - 12 dislikes of ideas
- Used to identify recommendations



Focus Groups

Major themes:

- Crossings are important for safety of all ages and accessing destinations
- More connections to destinations are needed for walking/biking
- Transit to CTC is a high priority
- People driving and biking prefer to separate bikes and vehicles where possible
- More funding for VIA transit services and improve local transit options
- Education & communication is valuable for changes, new facilities, and safety
- Make sure that recommendations are feasible and implementable



Conceptual Plan

Input → Goals → Guiding Concepts →

Key Preliminary Recommendations
Transportation Master Plan

TMP Goals

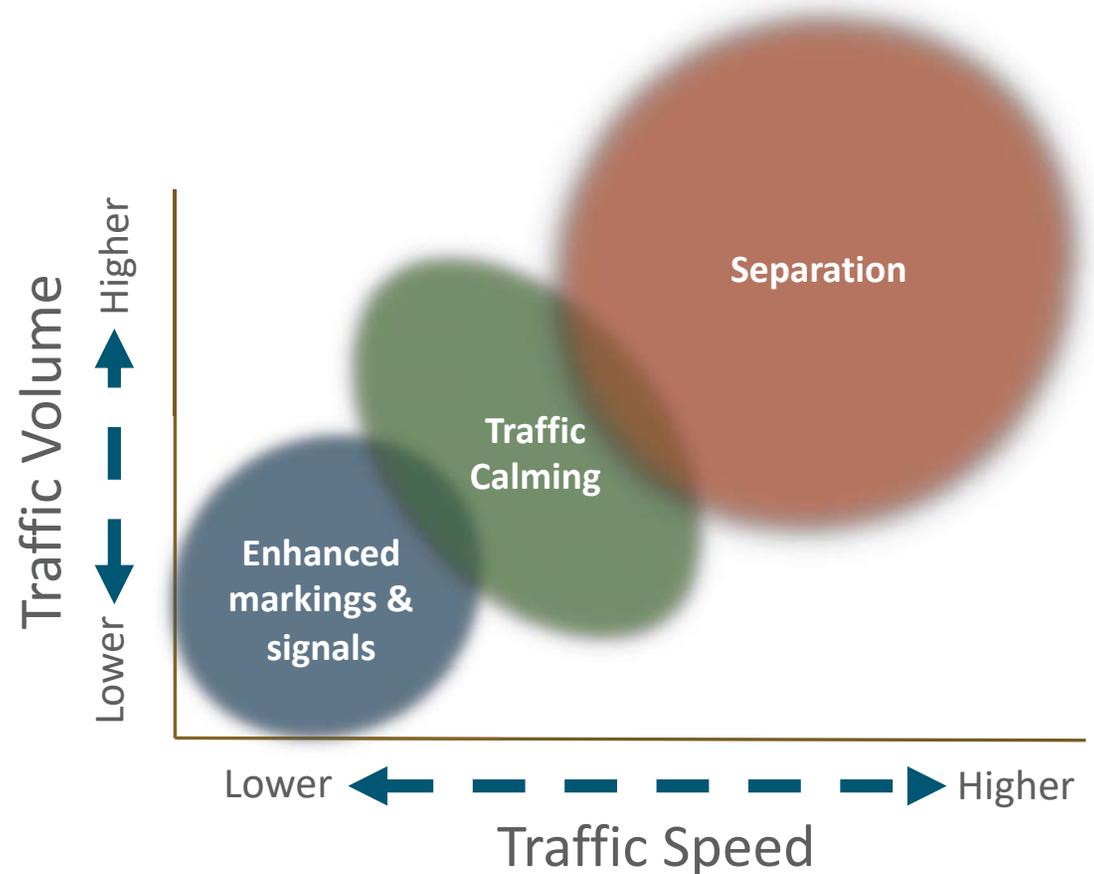
Louisville's transportation network will:

- | | | |
|---|--|----------|
| 1 Operate efficiently and safely for all users. | Increase mobility options and access for people of all ages, abilities and income levels. | 5 |
| 2 Be a cohesive and layered system of streets and trails for walking, biking, transit, driving, and recreation. | Provide complete streets that are inviting, enhance livability and reflect the City's small-town atmosphere. | 6 |
| 3 Provide local and regional travel options that balance needs for Louisville residents, employees, and visitors. | Support economic opportunities and businesses. | 7 |
| 4 Utilize new technologies to provide safe, reliable, clean and convenient transportation choices. | Improve environmental and community health by reducing emissions, and supporting mode share and sustainability. | 8 |

Focus on All Ages and Abilities

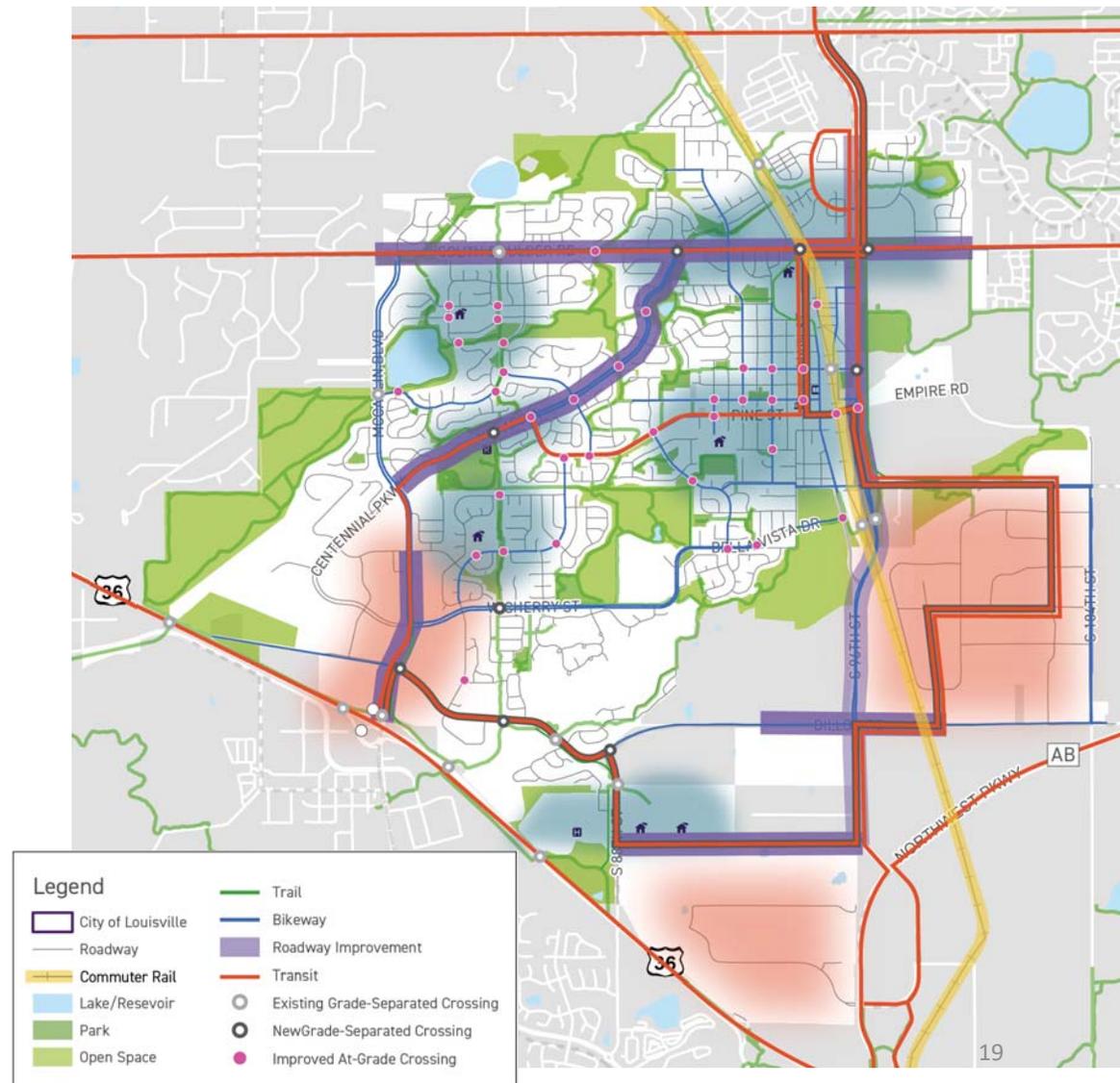
Network built around *mobility and access for all ages and abilities* regardless of mode

- Prioritizes safety
- Increases travel options
- Supports sustainability
- Good for businesses



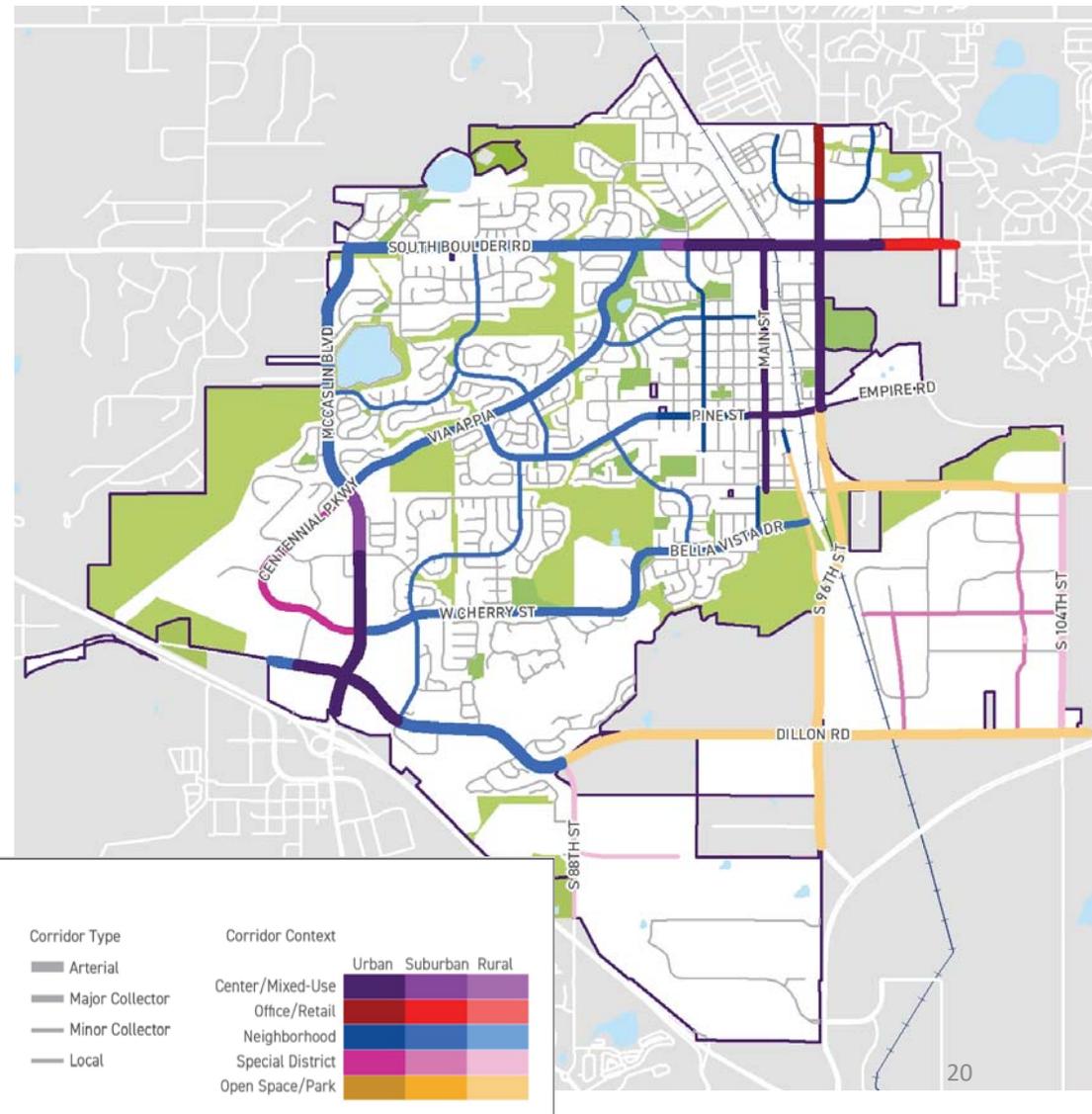
Conceptual Plan

- Prioritized street investments
- Bike network that builds on the trails
- Prioritized areas for pedestrian improvements
- Crossings that improve safety and access
- Enhanced local and regional transit options



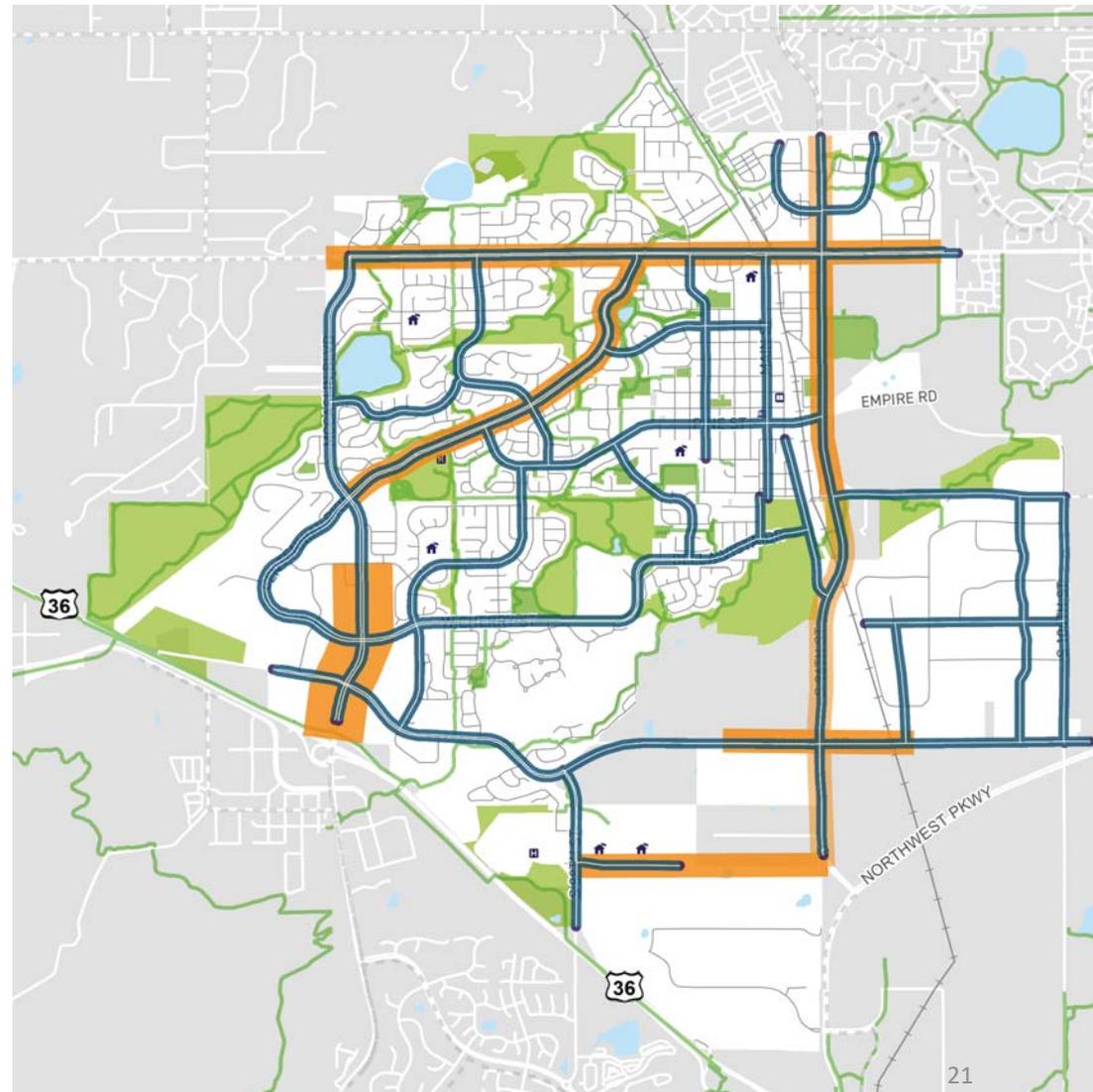
1. Network of Great Streets

- Street Plan defines types of roadways
 - Incorporates surrounding context and character
- Basis for design improvements
- Coordinates with the Comprehensive Plan



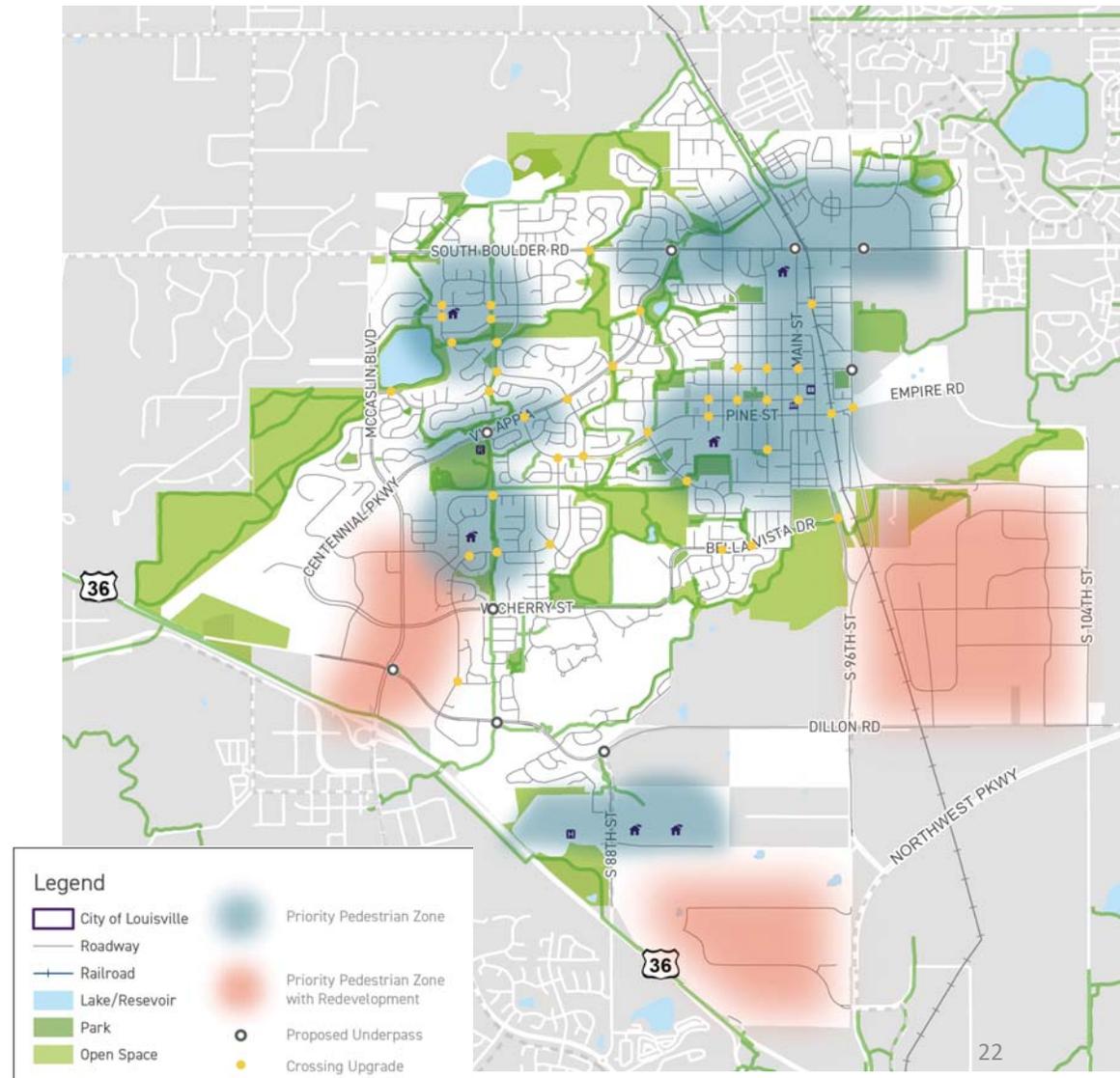
2. Primary Corridor Enhancements

- Existing network is well maintained
- Travel within Louisville functions well
- Regional corridors must balance mobility with local access



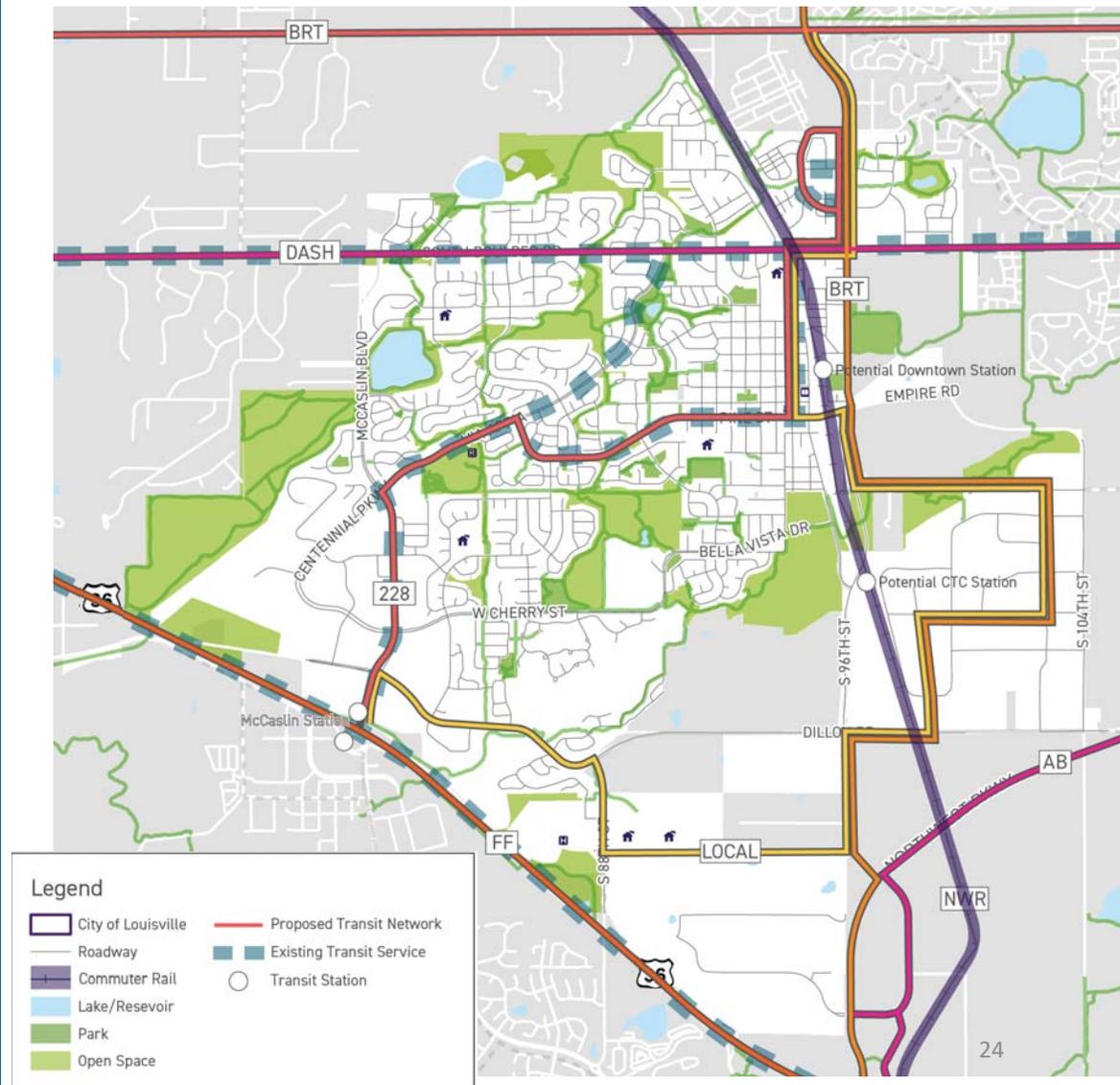
3. Walkable Places

- Improve pedestrian realm and walkability
- Focus on walkable destinations
 - Around schools
 - At key transit points
 - Future redevelopment
- High traffic volumes



5. Transit Vision

- Service to more areas
 - CTC
 - Hospital & schools
 - Downtown to McCaslin link
- Increased frequency
- More regional and BRT options
- Leverage future rail investment



Key Preliminary Recommendations

Key Preliminary Recommendations → Detailed Recommendations

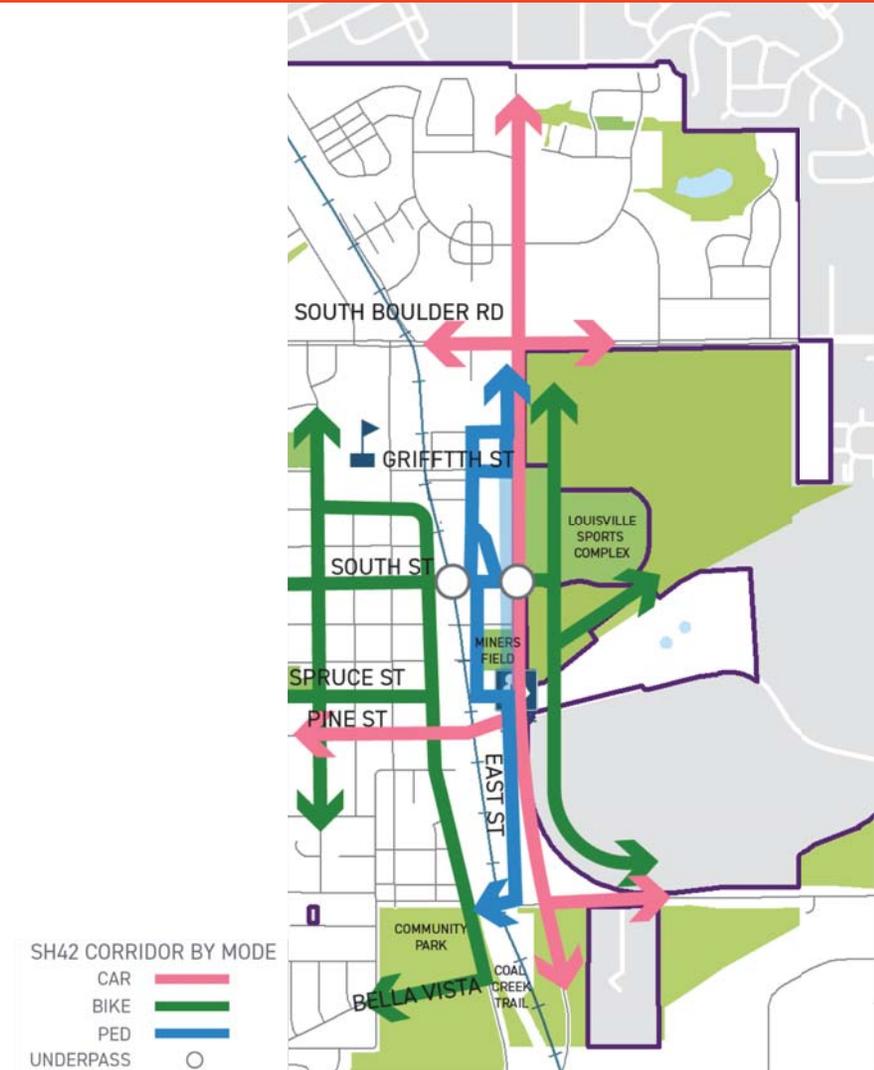
(Next Steps)

Transportation
Master Plan



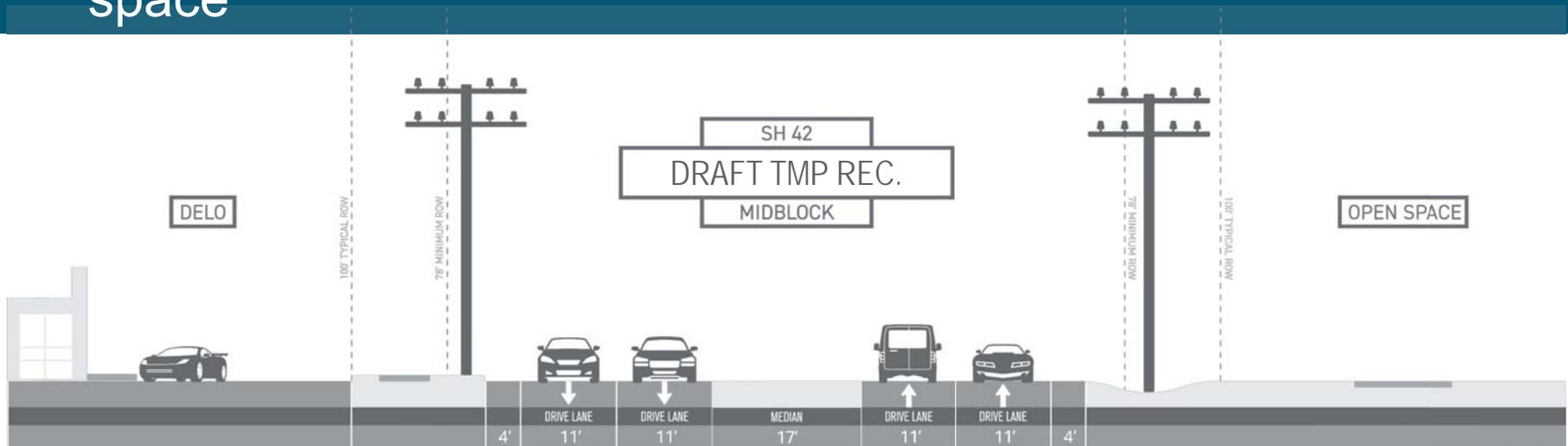
SH 42

- Primary function is for vehicle access
 - Includes sidewalks but no bike lanes
- Delay most significant between Pine and South Boulder Road
- Ability to accommodate future transit



SH 42

- 5 lanes (4 lanes with left turn lanes)
- Sidewalk on west side to access destinations
- Off street trail beyond the ROW on east side leveraging open space



Dillon Road Corridor

- Move forward with 2018 Dillon Rd Corridor Study Recommendations
 - Capacity improvements around 96th St. the railroad tracks
 - Ensure ADA access is included in any improvements
 - Enhance existing bike facility with signage and striping
- Extend Campus Drive to 96th St
 - Improves functioning of Dillon Rd, better serves schools and hospital

Capacity Improvement ADA Accessibility Future Signal



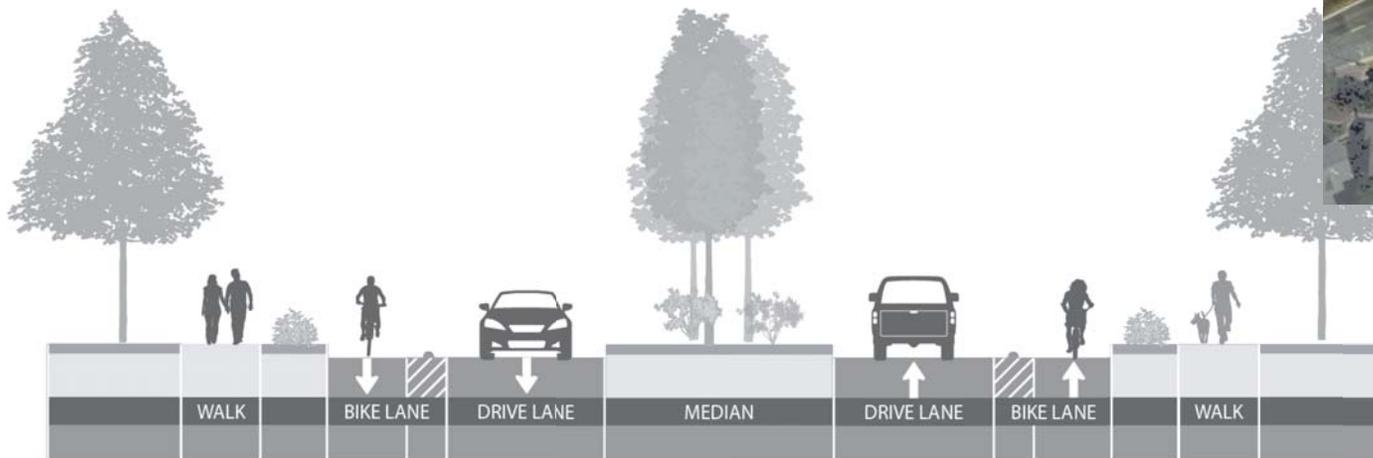
South Boulder Road

- Serves multiple needs
- Short term focus:
 - Pedestrian crossings
 - Congestion and access at SH 42
- Long-term: Study for redesign of the corridor
 - Best allocation of ROW
 - Regional consistency for modes



Via Appia

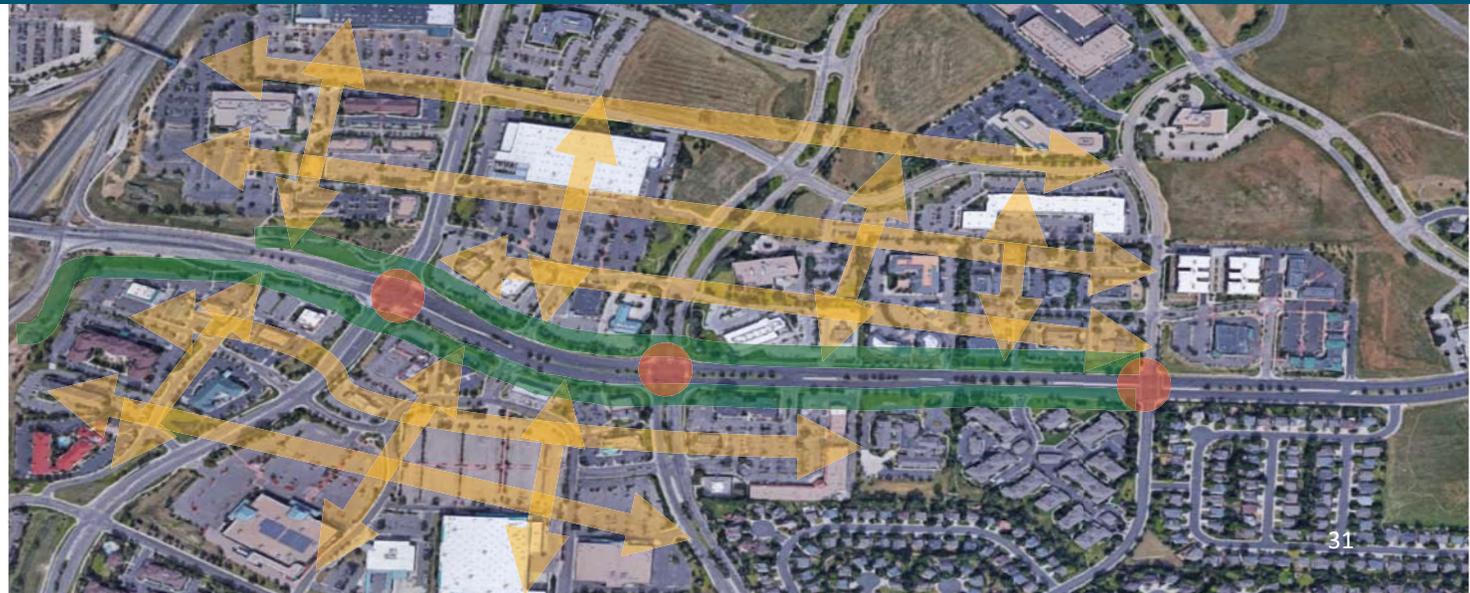
- Reconfigure to prioritize multimodal access
 - Rec Center construction shows no negative impacts with one lane
 - Safety issues at intersections



McCaslin Boulevard

- Overall traffic flows well
- Separate bikes from traffic, especially south of Centennial Pkwy
- Multimodal secondary network in areas of redevelopment

- ↔ Multimodal secondary network grid
- Off-street path
- Intersection enhancements



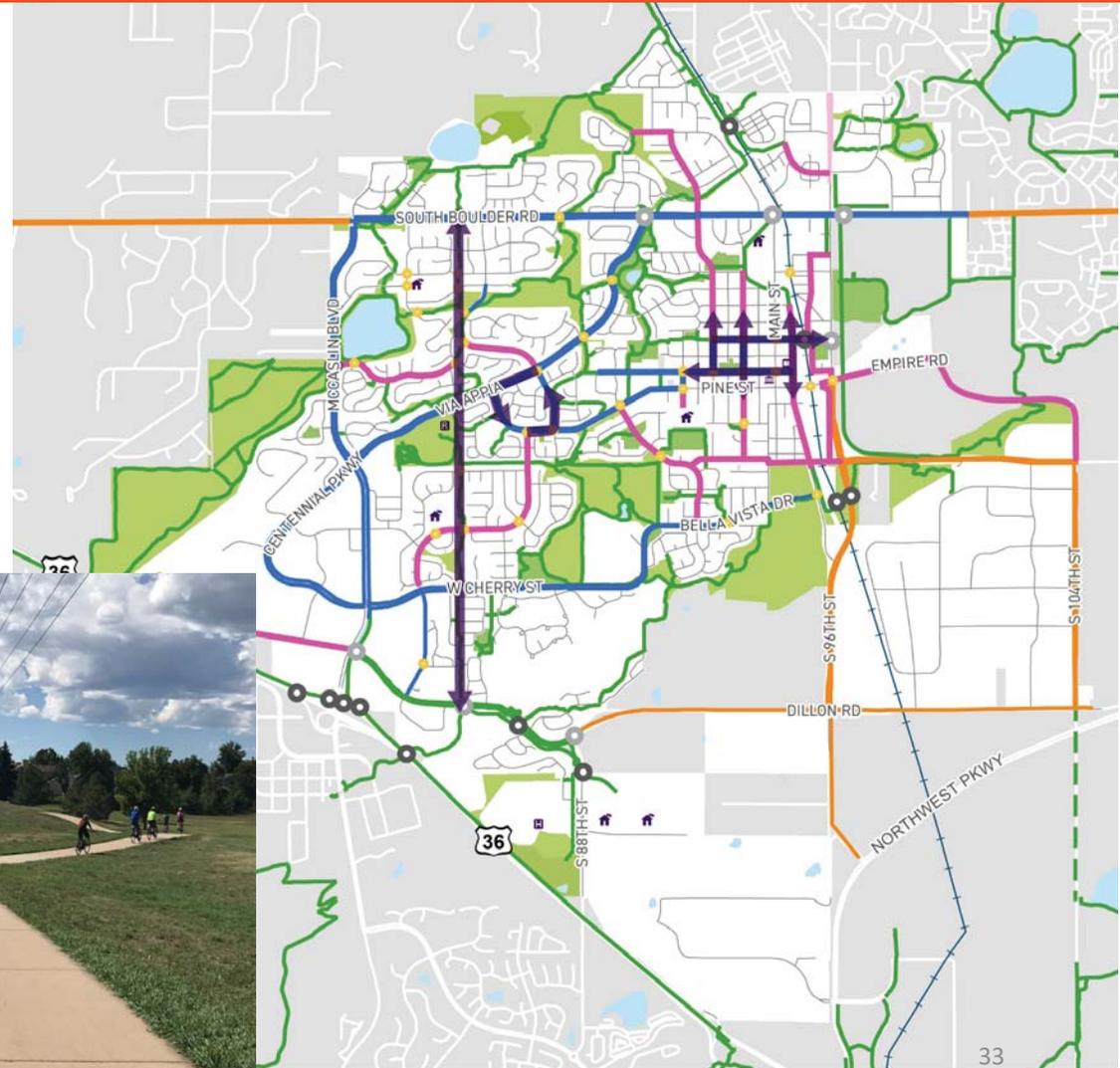
Identify Locations for Walkable Places

- Wide, buffered sidewalks
- Narrow & visible crossings
- Lighting & trees/shade
- Benefits:
 - Attract commercial activity
 - Generate higher retail sales & obtain higher rents
- Walk Score
 - Downtown 82 vs 32 for City overall



Focus Areas

- Powerline Trail
- Downtown linkages to neighborhoods and trails
- Opportunity around Pine and Via Appia to activate the street



Pilot Project

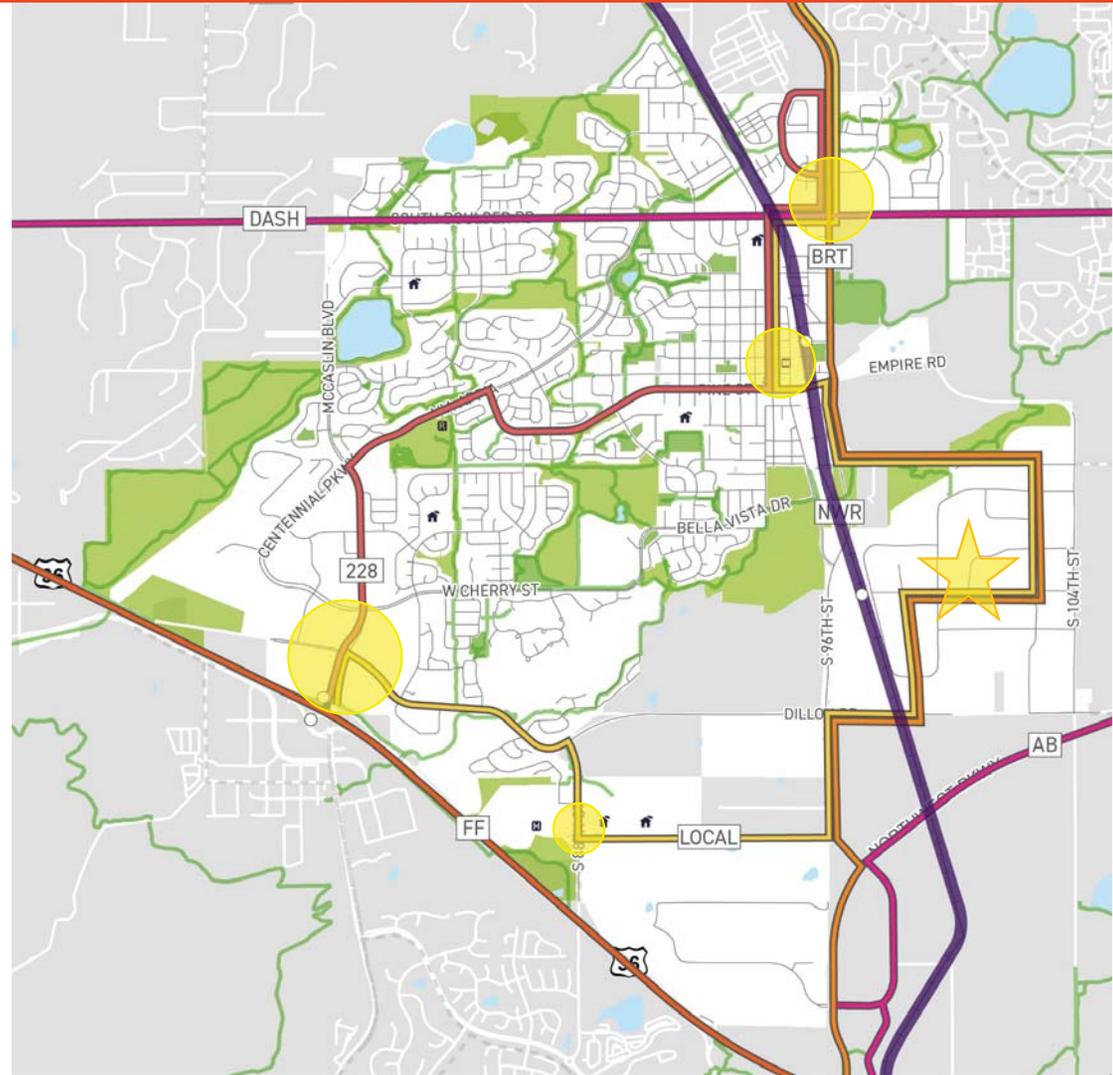
Rec. to Town urban trail

- Link the rec center with the pool, downtown, and ball fields (future)
- Comfortable facility for all ages and abilities
- Incorporate other elements of activity or interest along the trail



Service Enhancements

- Call & Ride service improvements
- Prioritize service to CTC
- First Mile/Last Mile connections to transit
- Improve stops and amenities at key locations
- Restructure local service to reach more destinations
- Faster trips on Dash
- Plan for Rail



Leveraging External Investment to Realize Local Economic Benefit

- Where could Louisville generate the greatest leverage?
 - CTC has more potential for new office space
 - Downtown already successful
- New office development locating within half mile of transit
 - 61% of office development has been within transit areas (since 2005 for Metro Denver)
 - Anticipated to capture 74% of future employment development

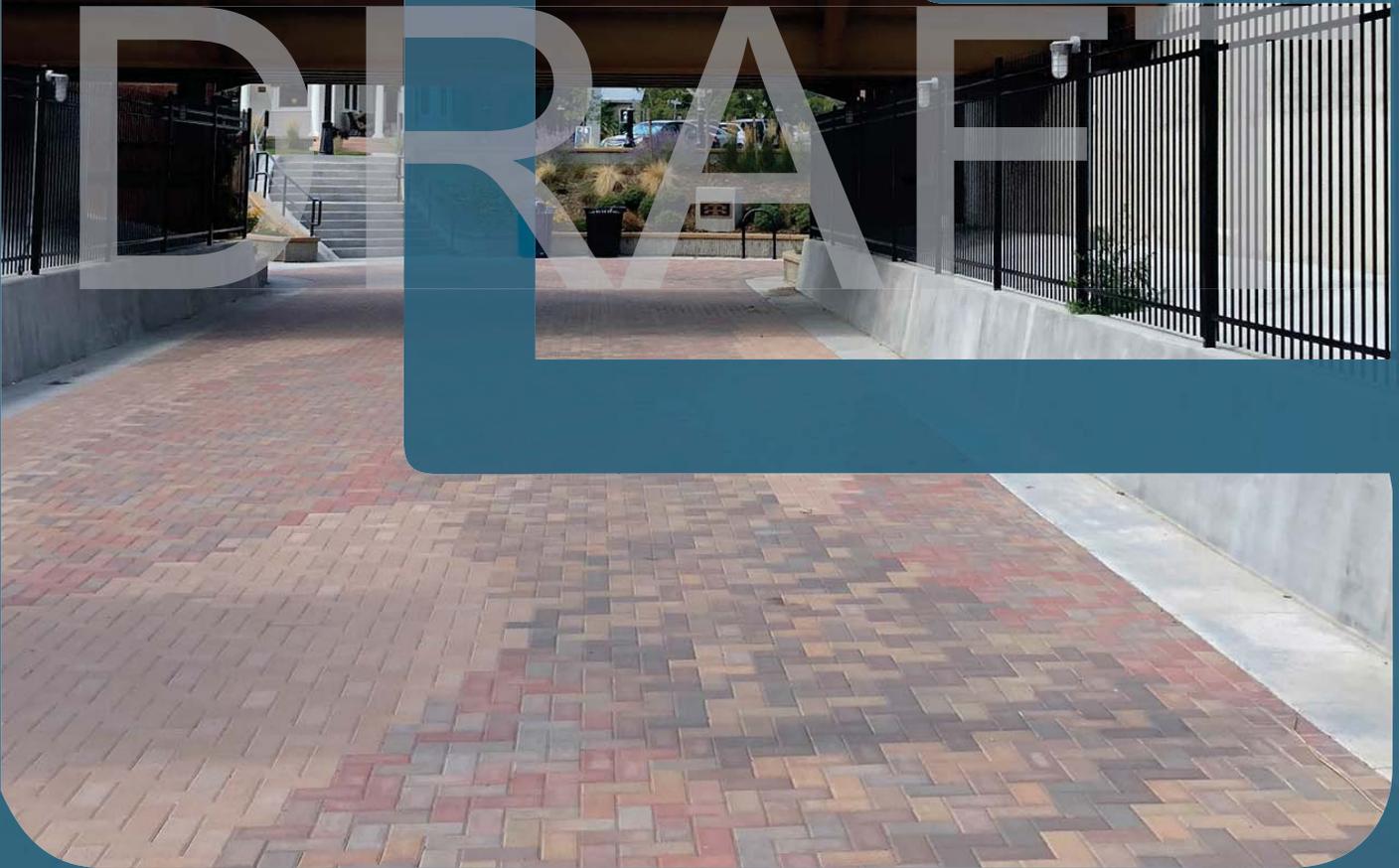


Next Steps

- Develop recommendations from conceptual to draft form
- Prioritize opportunities and investments
- Obtain community input
- Develop Implementation Plan with targets, metrics, cost estimates, and funding opportunities



DATA & TRENDS



TRANSPORTATION DATA & TRENDS

Over the last two decades, Louisville has been consistently ranked as one of the top cities to live in America, one of the best small towns, and one of the best cities in Colorado to raise a family. Residents are highly engaged in the community, reflecting the high rankings seen year after year.

Louisville prides itself on supporting a healthy, outdoor lifestyle with community amenities. This includes extensive bike and walk paths that provide exercise opportunities and contribute to environmental sustainability. Louisville also provides a variety of public services that contribute to residents' quality of life, including the Louisville Public Library, police and fire stations, a community arts center, a recreation and senior center, and more.

ABOUT LOUISVILLE

The City of Louisville has a rich history that dates back to its incorporation in 1882. Originally a mining town, the area has grown and evolved to an active community that is lauded as a great place to live and raise a family. With a range of businesses, an expansive trail system, and community events, Louisville provides a variety of destinations and activities for residents, employees, and visitors.

The City's ability to attract businesses and accommodate community needs is rooted in its ability to manage and respond to pressures of growth and change. Recent growth in Louisville and the broader Denver region has increased the number of residents and businesses in the area. This poses both opportunities and challenges for the City as it strives to maintain its high quality of life and meet the needs of the community.

Transportation Master Plan Purpose

The Transportation Master Plan (TMP) is a tool for the City that will act as a road map for maintaining and improving the transportation network and mobility options over time. This plan represents a collaborative effort between the City and the community to understand current needs and issues and develop a shared vision and priorities for the future.

The TMP is the first effort conducted by the City to look comprehensively at transportation conditions and options throughout Louisville. The TMP is also a holistic look at transportation for all modes and is inclusive of the infrastructure projects, policies, and programs that impact the use and safety of the transportation network. More specifically, the TMP aims to:

- Guide future transportation decision making and facilitate coordination among partnering agencies, jurisdictions, and the community;
- Identify applicable best practices and guidelines for transportation policy and facility design;
- Develop transportation-related goals and integrate them into a prioritized plan of short- and long-term projects; and
- Utilize strategies and metrics paired with measurable outcomes, focusing implementation of the plan on achieving intended goals.

Previous Planning Efforts

Louisville has completed multiple planning efforts that have focused on transportation in a particular part of the community, a specific corridor, or touched on transportation as part of other broader efforts. Many of these efforts have identified goals, strategies, or project recommendations. The TMP takes into account these past plans with a thorough review and analysis to identify applicability of previous goals, strategies, and recommendations. It is important that the planning for the TMP understands community input and recommendations of past efforts in order to identify future applicability of those plans and recommendations. Some recommendations may be validated and further recommended through this planning process, while others may no longer be appropriate based on the overarching goals set through the TMP. The past planning efforts include:

- Sustainability Action Plan 2016
- Comprehensive Plan
- Downtown Parking & Pedestrian Action Plan
- McCaslin Blvd Small Area Plan
- Northwest Area Mobility Study (RTD)
- 42 Gateway Alternative Analysis
- Dillon Road Corridor Study
- 2040 Metro Vision RTP (DRCOG)
- South Boulder Road Small Area Plan
- Trail and Wayfinding Master Plan
- Regional Housing Strategy
- Affordable Rentals (Boulder County)
- US 36 First & Final Mile Study
- SH 7 Planning & Environmental Linkages
- Boulder County Age Well Plan

Overall, the past planning efforts provide insight into previous community efforts and priorities for transportation planning and projects. There are many overlapping themes and goals that relate to transportation from these plans. These will be considered as part of this planning effort and will act as a basis for developing future goals, along with input from the community and the City staff.

Louisville's Comprehensive Plan, developed in 2013 identified the following core value around transportation:

"A Balanced Transportation System...where the City desires to make motorists, transit customers, bicyclists and pedestrians of all ages and abilities partners in mobility, and where the City intends to create and maintain a multimodal transportation system to ensure that each user can move in ways that contribute to the economic prosperity, public health, and exceptional quality of life in the City."

STUDY AREA

The City of Louisville comprises approximately eight square miles. There are several community facilities and amenities in the city, including an expansive trail network. The roadway network consists of major collectors and arterials that connect with local streets. There are three elementary schools, two middle schools, and one high school in the city. The City limits define the study area for the TMP.

Regional Context

Located immediately northeast of the US 36 corridor connecting downtown Denver and downtown Boulder, Louisville is situated in the midst of a rapidly growing multicentered metropolitan region.

Louisville directly borders three other incorporated jurisdictions: the City of Lafayette to the northeast, the City and County of Broomfield to the southeast, and the Town of Superior to the southwest. Unincorporated Boulder county borders Louisville to the west.

The city also lies within a number of larger jurisdictions. It is located in Boulder County, which encompasses nine other cities and towns including Boulder, Lafayette, Erie, and Superior. Louisville, its neighbors, and Boulder County are members of the Denver Regional Council of Governments (DRCOG), the Metropolitan Planning Organization (MPO) responsible for developing coordinated transportation plans and allocating federal transportation funds throughout the nine-county region. The city is located in CDOT Region 4. Louisville also lies in the northwestern sector of Denver's Regional Transportation District (RTD), which runs transit service in Denver, Boulder, and surrounding areas.

Given Louisville's small size and close proximity to other jurisdictions, the transportation networks and travel patterns of Louisville, its neighbors, and the surrounding region are closely intertwined.

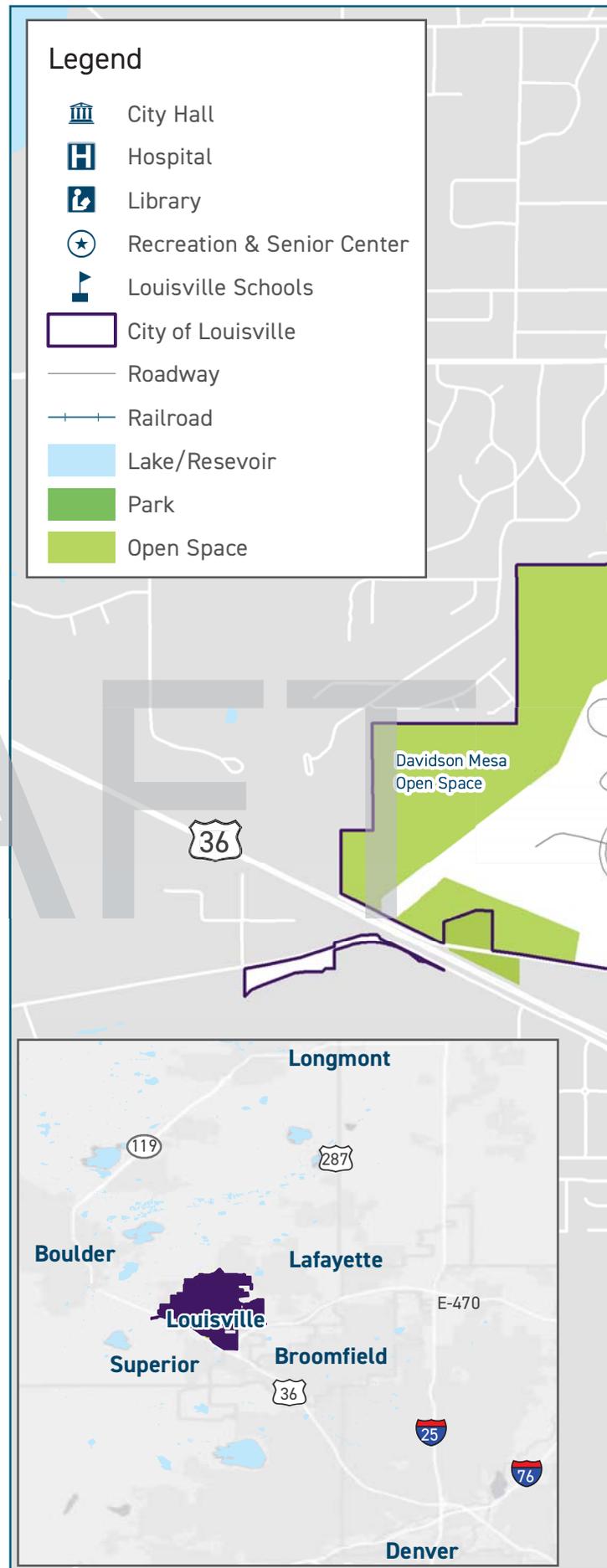
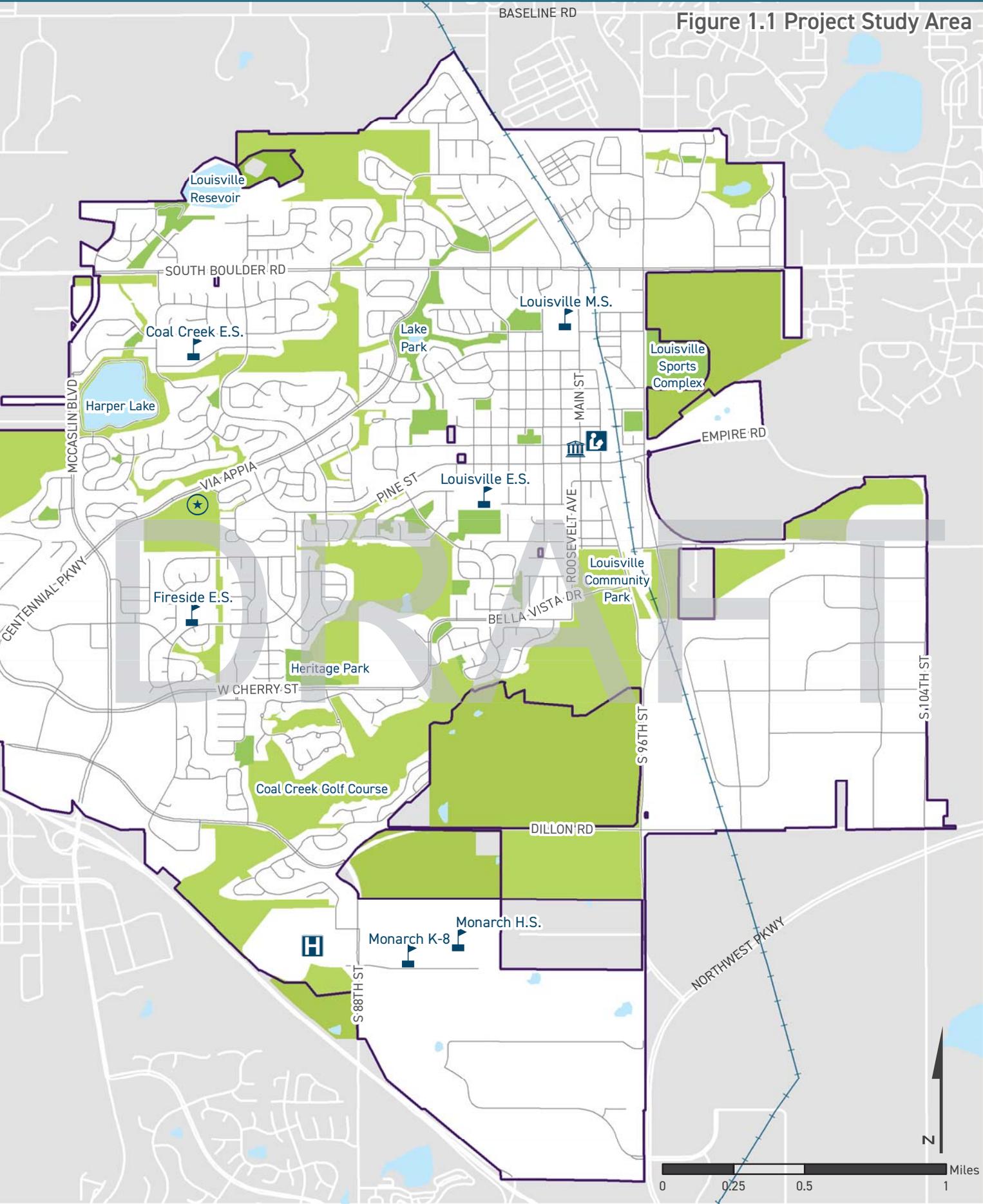


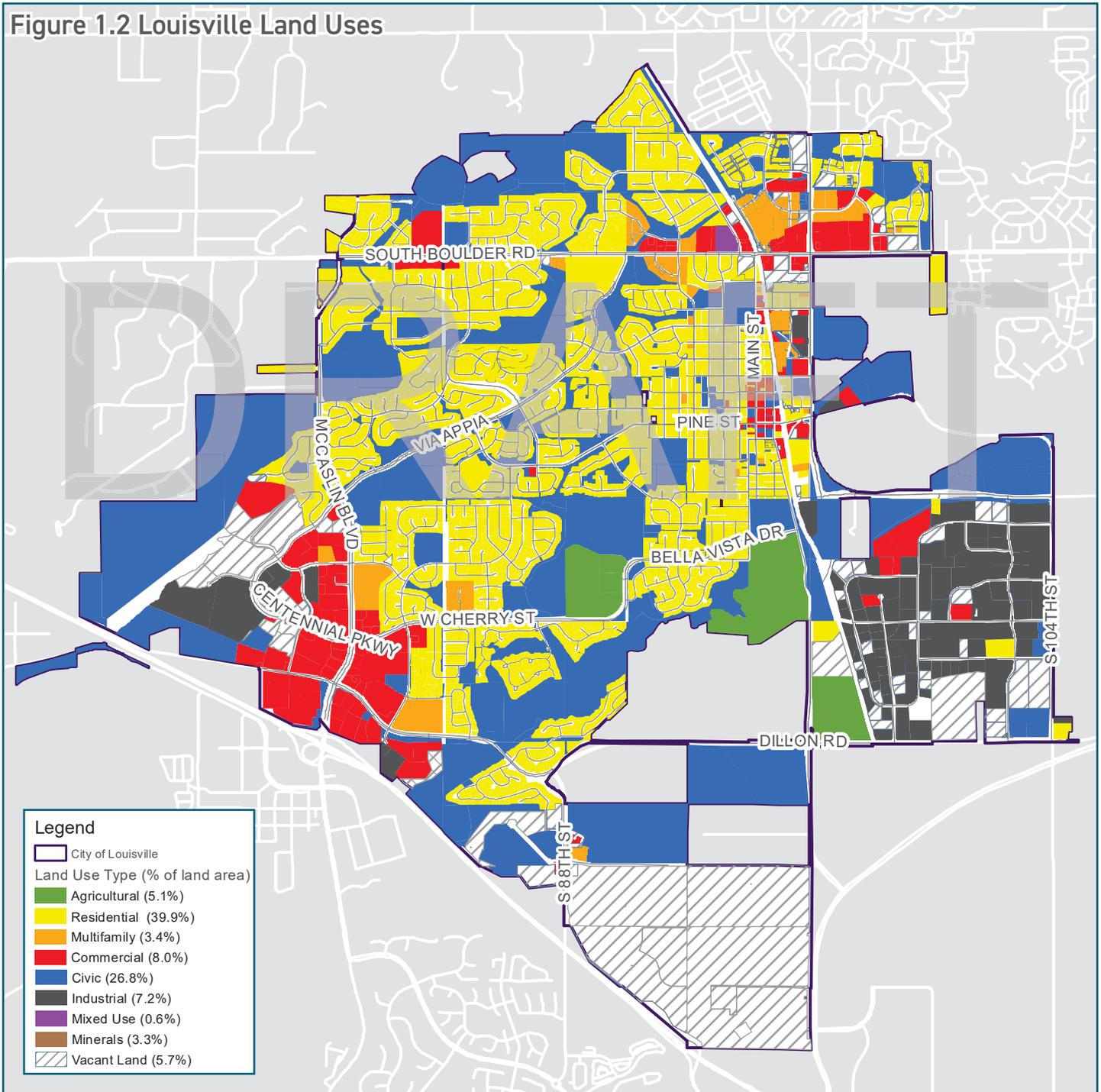
Figure 1.1 Project Study Area



LAND USE

Louisville's primary land uses are residential and civic development, shown in yellow and blue, respectively, in Figure 1.2. Civic land use consists of parks, open space, schools, and other tax-exempt land. Residential land makes up the core of the city, while commercial and retail land uses are located primarily in the southwest and northeast areas of Louisville, including Downtown. A majority of housing is single-family residential, but there is a small percentage of land that has multifamily units, mainly in the areas of South Boulder Road and Highway 42, and near McCaslin Boulevard. The Colorado Tech Center (CTC) is where a majority of industrial uses are located. Louisville does have some vacant land, primarily in the southern part of the city and in the CTC. Since Louisville is largely built out, much of the traffic growth will come from outside the city.

Figure 1.2 Louisville Land Uses



Key Land Use and Market Changes

Office: There is currently 1.66 million square feet of office space in Louisville. Three new office buildings have been added in the City since 2008, totaling nearly 108,000 square feet. Two of these buildings, totaling 91,000 square feet, were completed in 2018. Office vacancy rates have averaged 6% since 2014, while vacancy was 12% in the second quarter of 2018. This is likely higher due to new inventory added during this time.

Retail: There is currently 1.57 million square feet of retail space in Louisville. Six new retail buildings have been constructed in the City since 2008, adding 71,000 square feet to the inventory. Rental rates for retail space have increased by over \$3.00 per square foot over this time, and are currently nearly \$20. Retail vacancy was very high during and after the recession (averaging 19% from 2010-2012), but decreased to between 5-6% in 2016-17. Retail vacancy is currently just over 13%; however 3 new buildings have come online since 2016, likely contributing to this high number.

Industrial/Flex: There is currently 4.3 million square feet of industrial/flex space in Louisville. 17 new industrial/flex buildings have been constructed in the City since 2008, adding 1.1 million square feet of inventory. Most of this new development has come since 2014—in this time 15 new buildings have added 1 million square feet to the City's inventory. The demolition of the former StorageTek facility, now referenced as Conoco Phillips, reduced the City's industrial inventory by 1.7 million square feet—almost half of the total industrial space in Louisville at the time.

Rental rates for industrial/flex space have fluctuated since 2008. Rates are higher for flex space (currently averaging \$12.76 per square foot) than industrial space (currently \$8.13 per square foot), and these rates are close to what they were in 2008. Vacancy in industrial buildings has consistently averaged over 10%, ranging from a low of 10.5% in 2008 to a high of 31.5% in 2011. Flex vacancy was consistently over 10% until 2016, and has averaged 8.7% over the past two years.

Multifamily: The City has seen a significant increase in multifamily housing since 2013. Prior to 2013 there were approximately 500 apartment units (in purpose-built apartment structures) in the City, with no new construction since 1999. Since 2013, nearly 700 new units have been constructed (51% of total housing unit growth). Apartment rents have increased as well over this time, currently averaging just over \$1,500 per unit, or \$1.81 per square foot. Almost all new and existing apartments are in the area along South Boulder Road.

Louisville exhibits small-town charm and character central to its high desirability and quality of life. It is anchored by its Main Street, lined with historic architecture, a variety of small businesses and shops, such as the State Mercantile, and locally-owned restaurants. At the same time, Louisville boasts a growing economy that's a mix of big business and small entrepreneurs, providing a varied economic base.

Housing options range from apartments and condos to charming bungalows and Victorians. Neighborhoods feature streets with sidewalks and trails, with most being an easy walk to a park or open space.

Land Use Characteristics

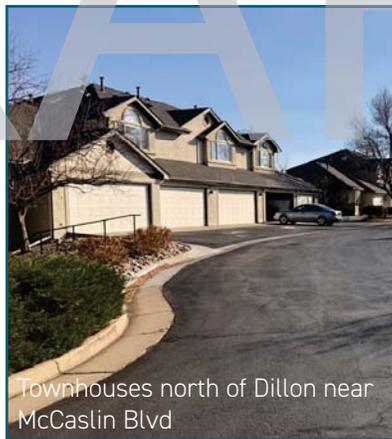
As Louisville is a predominantly residential community with a strong employment base that has grown and changed over time, there are a variety of housing types, industries, office and retail areas within the city. The following images capture examples of each type of land use for illustrative purposes and to highlight the variety of building and land use characteristics within Louisville.



Apartments north of South Boulder Road adjacent to Alfalfa's



Single-family housing north of West Cherry near McCaslin Blvd



Townhouses north of Dillon near McCaslin Blvd



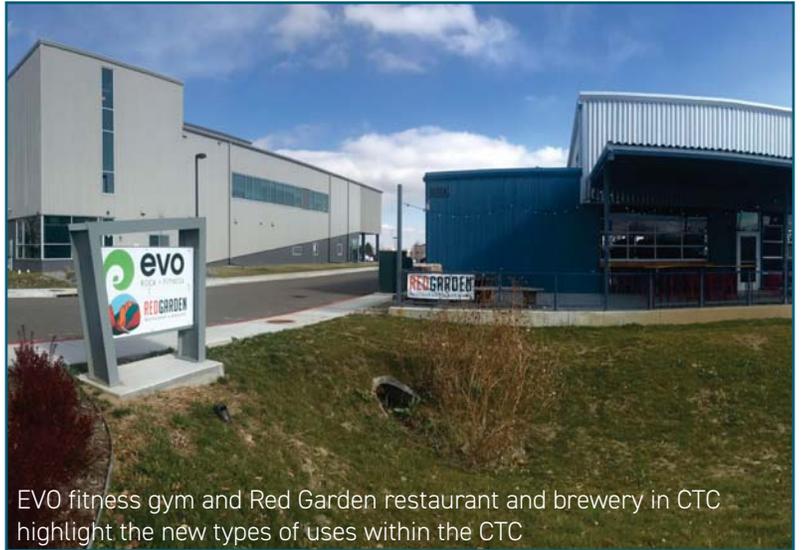
Apartments in DELO



Multi-family housing in Kestrel



Newer building in CTC



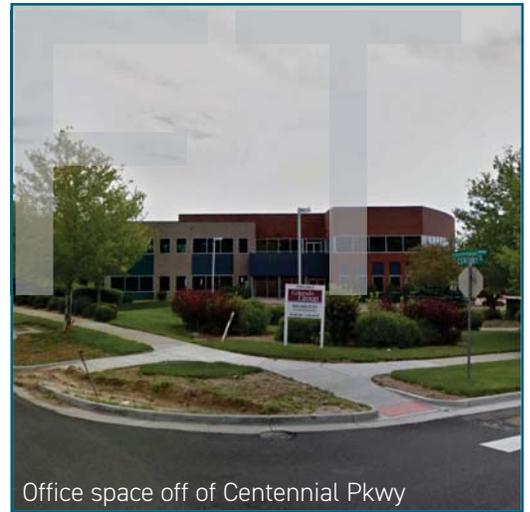
EVO fitness gym and Red Garden restaurant and brewery in CTC highlight the new types of uses within the CTC



Avista Hospital off of S 88th St



Electric charging station in CTC



Office space off of Centennial Pkwy



Downtown buildings along Main Street



Office and flex space in DELO

Activity Centers

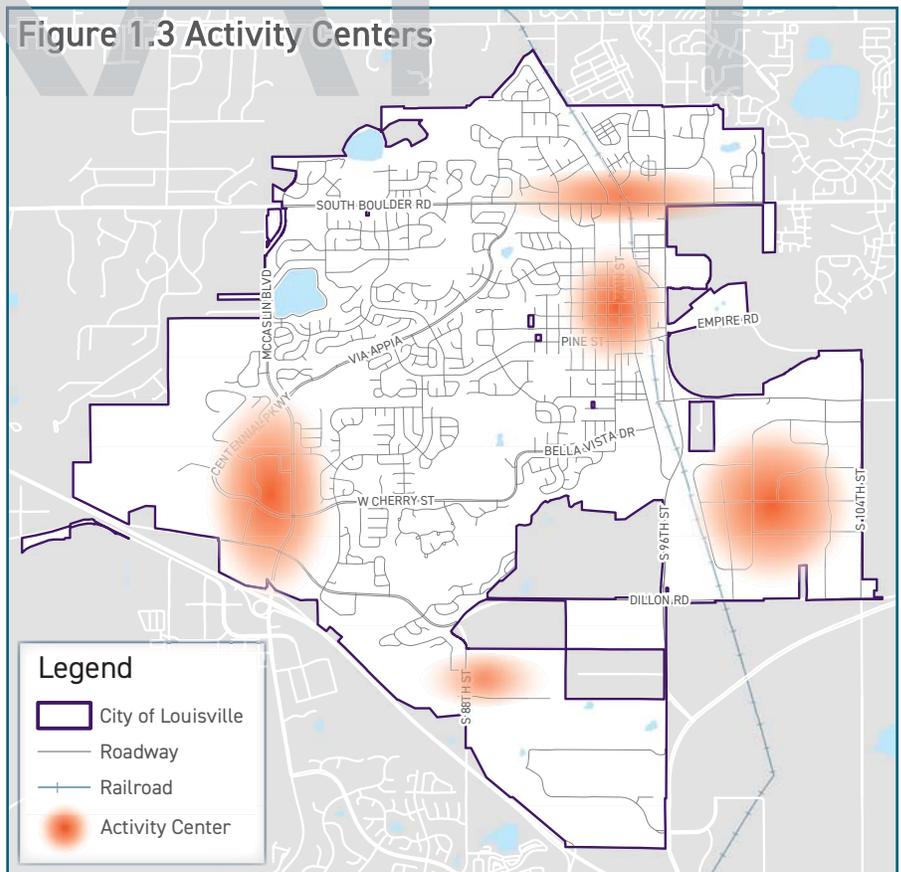
Activity centers are locations that draw a high number of people to them. Typically these areas have higher amounts of office or retail space or have a mix of uses. Figure 1.3 highlights the locations of activity centers in Louisville. These areas fall along major corridors and are employment hubs. These high activity areas accounted for 41% of City employment in 2001, and increased to a capture of 59% of City employment in 2017.

From 2001 to 2007 employment declined in Louisville outside of these areas, while nearly 1,500 jobs were added in the activity centers. Two-thirds of City job growth in this time took place in the Colorado Technology Center (CTC), and another 25% of growth occurred in the McCaslin area. Since 2011, 75% of job growth in Louisville has been in these areas, with total growth of nearly 3,200 jobs. 40% of all City job growth in this time has been in the CTC; 18% in the Health Campus; and almost 12% in Downtown. The CTC now accounts for 28% of all jobs in the City.

Approximately one third of the City's existing office space is located in the activity centers, with most of this space (19% of the City inventory) in the McCaslin area. New office space in these areas since 2010 has only been developed in the CTC, with 8% of new City office development since 2010 (17,000 of 209,000 new square feet). An additional 109,000 square feet of office space is currently proposed for CTC.

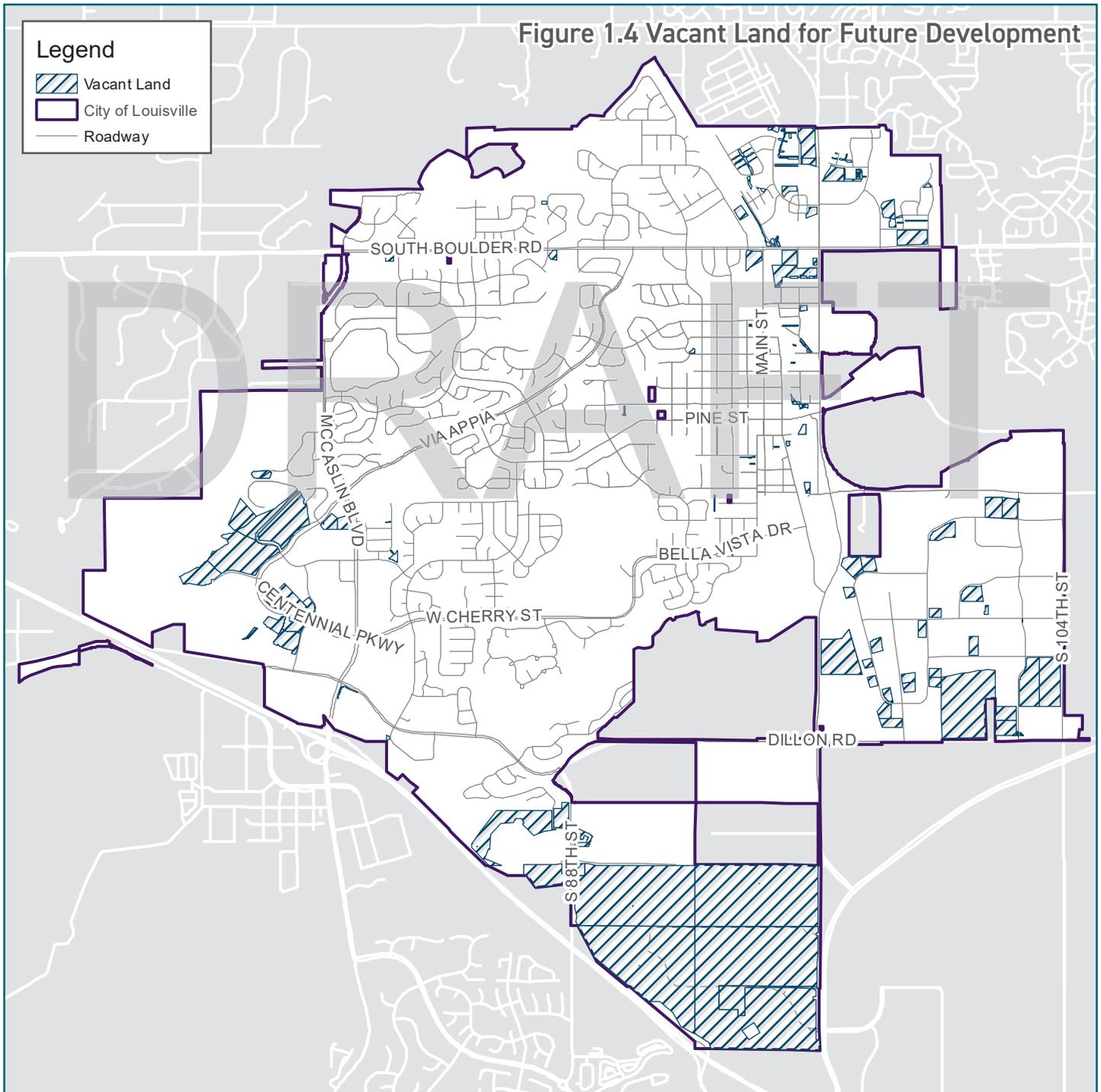
Over half of the City's retail inventory is located in the activity centers, with 26% in the McCaslin area alone. South Boulder Road accounts for another 23% of the City's retail space. 82% of retail space in Louisville was built prior to 2000. Of the space constructed since then, 36% has been built in the McCaslin area and 14% in the South Boulder Road areas.

The CTC is the only Activity Center with industrial-flex space, containing two-thirds of the City's existing inventory. This area also has 78% of industrial-flex space currently under construction in the City, and 500,000 square feet of proposed space (the only proposed industrial-flex space currently in the City).



Future Development Potential

Figure 1.4 identifies where vacant land is located in Louisville. Vacant properties provide the highest development potential, and account for 5.7% of land in the city. This does not include the 3.3% of land that is part of the old Storage Tek campus site between South 88th Street and South 96th Street on the southern side of Louisville. The 432-acre site represents the largest potential for development within Louisville. Development of this parcel could have significant impacts on the transportation network. The multiple vacant parcels within the CTC also provide significant development opportunities for employment. Neither of these districts are accessible by transit, and biking options are limited. Other small parcels throughout Louisville offer additional opportunities for development. They are located near existing transit and biking options and are less likely to significantly impact the transportation network due to their size.



LOUISVILLE COMMUNITY DATA

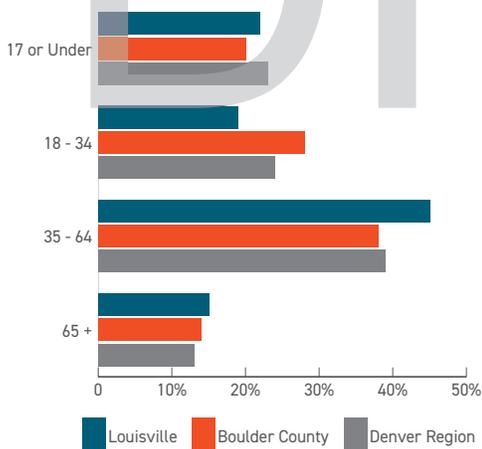
POPULATION & EMPLOYMENT

Identifying characteristics of the population that lives and works in Louisville is an essential piece of understanding travel patterns, community mobility, and demand for transportation facilities. The following sections highlight demographic information about the people that live and work in Louisville.

Louisville Residents

A demographic analysis was conducted for the City of Louisville. The demographics of the city provide a picture of the types of households and individuals living in the City. A total of 21,208 people live in Louisville, comprising 8,681 households. Louisville is an affluent residential community with a median household income of \$94,971 and only 7% of households living in poverty.

Figure 1.5 Age of Residents (2017)



Age of the population can be an indicator for housing and travel preferences or needs. Millennials (born between 1981 and 1996), for example, often prefer living in walkable, higher-density neighborhoods with urban amenities and near activity centers. Baby Boomers (born between 1946 and 1964) are also starting to show preferences towards amenities and lifestyles found in more urban areas, particularly those looking to downsize their homes after their children have grown and moved away. What helps a community become and remain more attractive to seniors is often also what makes it attractive to younger people, such as access to services, transportation choices, parks and activities, for example.

Louisville is a very family-friendly city with good schools and a high amount of trails and recreation opportunities. The city has a higher percentage of adults age 35–64 than Boulder County and the Denver region likely because of the housing types and amenities available. The median age in Louisville is 42.4 years, 5 years older than the Colorado median age of 37.3 years. Since 2000, adults age 55 and older has grown from 12% of the Louisville population to 32%. This trend is anticipated to further increase. On the opposite side, the percentage of children under age 18 has decreased in the same period from 28% to 22%. It is projected that the percent of adults age 55+ will increase at a rate of approximately 3% per year while the population under age 18 will increase at less than 1% per year over the next 30 years.

Louisville is less ethnically and racially diverse than Boulder County and the Denver region. Fully 85% of Louisville residents identify as White and non Hispanic, compared to 78% in Boulder County and 64% in the Denver region.

Figure 1.6 Louisville and Comparison Area Demographic Data

	Louisville	Boulder County	Denver Region*
Total Population	21,208	333,953	3,203,332
Households	8,681	132,801	1,255,009
Average Household Size	2.43	2.43	2.52
Median Household Income	\$94,971	\$76,802	\$72,297
Unemployed	2.5%	3.6%	3.3%
Below Poverty Line (2016)	7%	13%	10%
% Zero auto households (2016)	5%	6%	6%
% Own	75%	64%	62%
% Rent	25%	36%	38%
Vacancy	2%	4%	4%
Single Family Detached (2016)	6,265	79,023	718,711
Single Family Attached (2016)	578	9,597	97,067
Apartment 2 - 9 Units (2016)	435	16,495	116,271
Apartment 10 - 49 Units (2016)	669	14,640	174,978
Apartment 50+ Units (2016)	284	7,519	87,740
Other (2016)	111	3,768	22,099
% Hispanic	8%	14%	23%
% White (non Hispanic)	85%	78%	64%
% Black (non Hispanic)	1%	1%	5%
% Asian (non Hispanic)	4%	4%	4%
% Other (non-Hispanic)	3%	3%	3%
% 17 or Under	22%	20%	23%
% 18 - 34	19%	28%	24%
% 35 - 64	45%	38%	39%
% 65+	15%	14%	13%
% No High School	1%	2%	4%
% Some High School	1%	3%	5%
% High School Graduate	9%	13%	20%
% Some College	12%	15%	19%
% Associate Degree	5%	6%	8%
% College Degree	38%	32%	28%
% Graduate School	35%	29%	17%

Source: 2018 ESRI

*Includes Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson counties

Zero automobile households are typically strongly correlated with transit usage and lower incomes. Millennials have become a component of zero auto household rates as they are increasingly forgoing vehicle ownership as a choice. Whether by choice or not, households with no vehicles are more reliant on public transportation, biking, and walking, and new technologies like care-share or transportation network companies (Uber, Lyft) to access jobs, and services. Louisville only has 5% of households that are without a vehicle, compared to Boulder County and the Denver region at 6% each.

Most households within Louisville that do not own a vehicle have access to local transit. However, these routes are infrequent and may act as a barrier to access to jobs for low income households.

Approximately 75% of homes in Louisville are owner-occupied, while 25% are renter-occupied. This is higher than homeownership rates in Boulder County and the Denver region. Louisville has a very low housing vacancy rate of 2% compared to 4% in Boulder County and the Denver region.

The City has seen a significant increase in multifamily housing since 2013. Prior to 2013 there were approximately 500 apartment units (in purpose-built apartment structures) in the City, with no new construction since 1999; since 2013, nearly 700 new units have been constructed. The Downtown East Louisville (DELO) development located between South Street and Griffith Street on the west side of Hwy 42 is an example that has been recently completed with apartments, townhomes, retail, and office space. Higher density housing, like apartments and townhomes, can be complementary to transit stops and decreasing reliance on automobiles for trips in areas that are walkable with a variety of uses in close proximity.

A lack of affordable and senior housing are issues in Louisville, just as in many other communities in the Denver region. Recently, the Boulder county Housing Authority opened a new housing development in Louisville, the Kestrel neighborhood. The community is income-restricted and includes 129 townhouses for individuals and families and 71 apartments for seniors ages 55 and older. Kestrel is located East of Highway 42 and just north of South Boulder Road. For lower-income individuals and families, transportation is an important issue. Access to a vehicle is not always possible, so mobility choices and connections to transit and biking are important. The Kestrel development has access to bike trails, commercial and retail services, and transit along South Boulder Road and within the development along Hecla Drive.

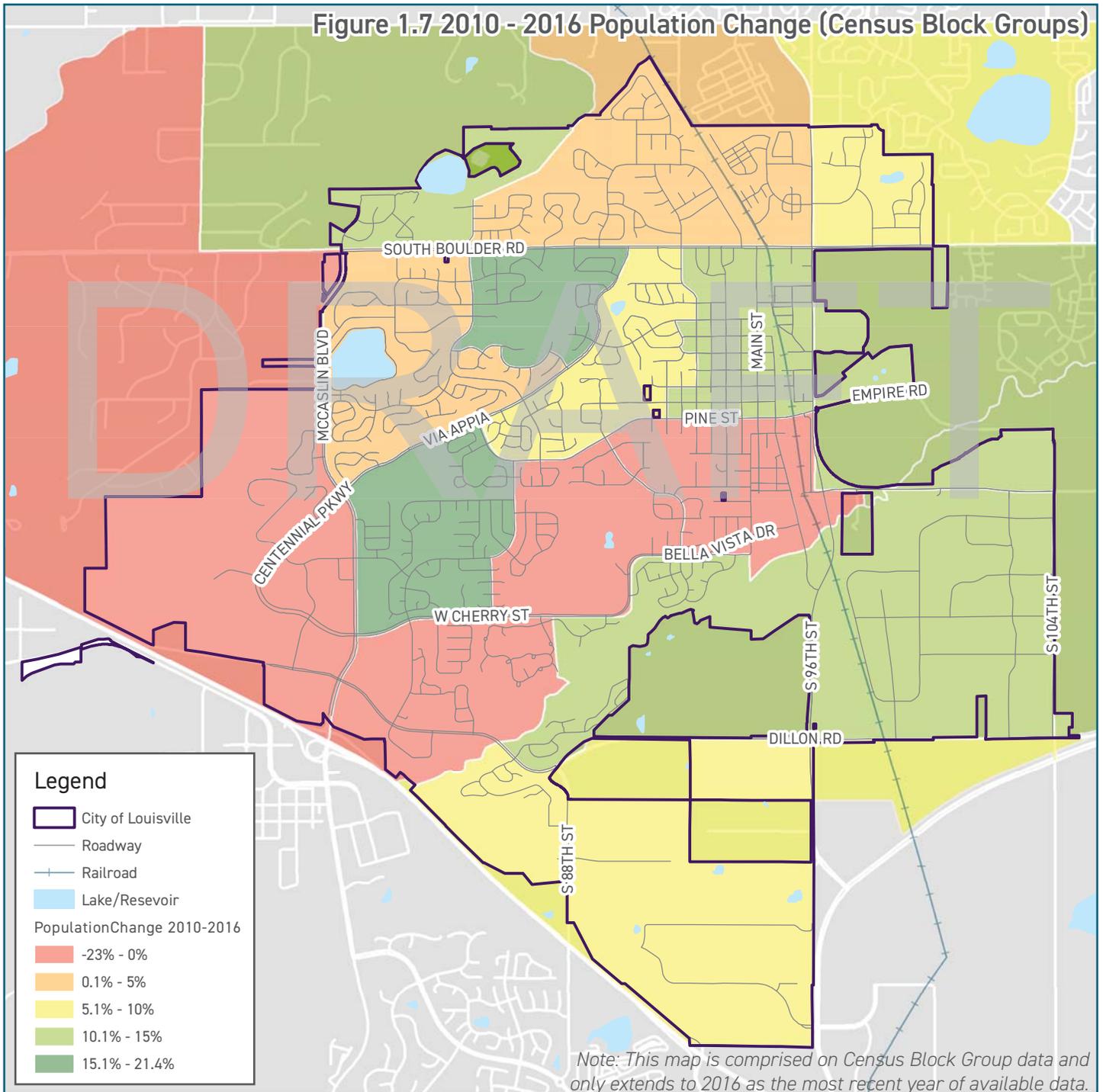


New development, Downtown East Louisville (DELO), connected to Downtown Louisville by a pedestrian and bicycle underpass.

Recent Population Changes

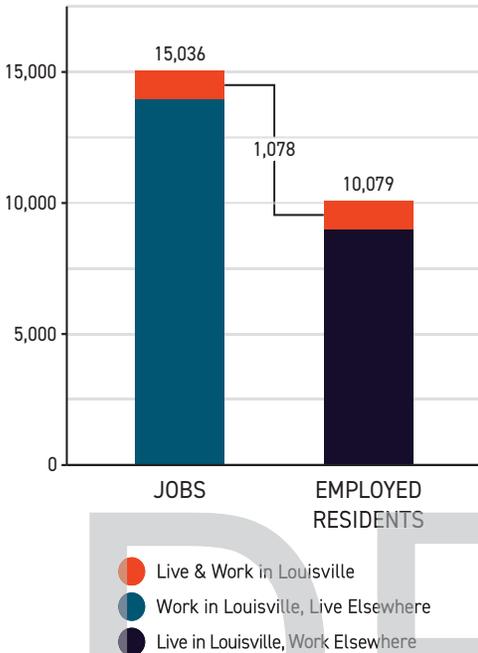
Louisville's current population is 21,208. Since 2010, the City has grown by 2,800 residents, representing 15% overall growth or 1.8% growth per year. This is much stronger growth than was seen between 2000 to 2010, where the city declined 4% in population and saw only 2% growth in households. The location of this recent growth within the City is shown in Figure 1.7.

Similar to population growth, the City has had much stronger housing growth in the past eight years than from 2000 to 2010. Since 2010, housing stock has increased by 12%, or almost 1,000 new housing units. The areas of population and household growth are near major corridors and place added demand on the transportation network.



Louisville Employment

Figure 1.8 Inflow and Outflow of Residents and Employees



Louisville employs just over 15,000 people across a range of industries. Jobs outnumber employed residents by 50%, meaning that more people commute into Louisville for work than commute from Louisville to elsewhere in the region. As Figure 1.8 illustrates, a large majority (93%) of people who work in Louisville commute into the city, just as most Louisville residents work elsewhere. However, more than 1,000 people—11% of Louisville’s employed residents and 7% of its workers—both live and work in Louisville. Commuting patterns place added stress and congestion on the transportation network, particularly during peak periods, i.e. the morning and afternoon.

Louisville has a healthy employment sector, providing a variety of jobs to people living in the city as well as the region. Louisville has many competitive advantages, including its proximity to Boulder, Bus Rapid Transit (BRT) service along US 36, and high overall quality of life that allow it to continue to attract business. The neighborhoods and workforce are largely single-family, affluent, and educated in Louisville and adjacent areas. This provides a desirable workforce within a small area that supports growing employment. Access to surrounding cities and the overall region is important for businesses and employees within Louisville.

Employment Growth and Changes

Louisville has experienced significant changes in employment and the types of industries in recent decades. The city added 4,700 jobs between 2001 and 2017, a 44% increase. Nearly all of this employment growth, 4,200 jobs, has come since 2011.

This recent growth has created a more diversified and balanced employment base. In 2001, five industries accounted for 77% of jobs in Louisville, with the manufacturing sector accounting for 40% of employment. By 2017, those same 5 industries accounted for 71% of Louisville employment, but jobs were more evenly distributed among manufacturing (21%), professional, scientific & technical services (14%), retail trade (9%), and health care (16%).

The overall employment characteristics have diversified and changed in Louisville since 2001, but the overall composition has remained similar. While it still makes up the largest sector of Louisville’s employment, manufacturing jobs declined significantly from 2001 to 2011, while jobs in professional, scientific & technical services more than tripled. From 2007 to 2011, most industries lost employment with the exception of information and accommodation & food services, which grew by more than 100 jobs.

Wages

Louisville has a larger share of jobs that pay over \$3,333 per month than Boulder County or the Denver Region. The average wage in Louisville in 2017, across all employment industries, was \$68,000. Jobs in information had the highest average wage (nearly \$105,000), followed by professional, scientific & technical services (\$103,400) and manufacturing (\$92,800). The lowest-paying jobs in the City are in accommodation & food services, with average wages of \$20,400 per year.

Regional Employment Comparison

Industry employment in Louisville has had a similar composition to the Boulder/Broomfield area, with a few notable exceptions. Louisville has consistently had a higher share of jobs in manufacturing and health care than the region, and in 2017 also had a higher share of jobs in construction. At the same time, the city has consistently had a lower share of jobs in education than the region overall.

While Louisville is a small city, it is a strong component of regional employment. Louisville experienced stronger employment growth than the Denver Metro Area (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson Counties) overall from 2001 to 2007, with the city seeing 2.0% average annual employment growth compared to 0.1% annually for the Metro Area. While Louisville was hit harder during the recession, experiencing a 1.9% average annual decrease in employment (compared to 0.6% annual decrease across the Metro Area), the city's growth since 2011 has outpaced the strong growth across the region, with 5.6% average annual employment growth in Louisville, compared to 3.1% annually in the Metro Area.

Figure 1.9 Largest Employment Sectors for Growth (2011-2017)

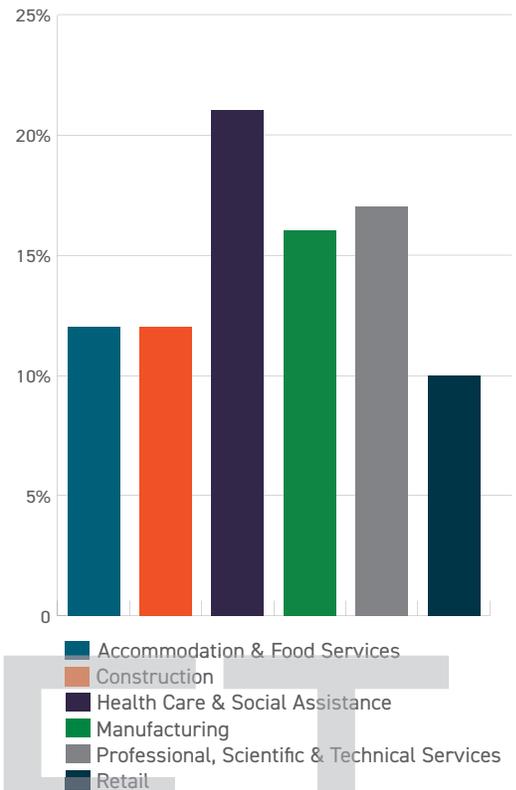


Figure 1.10 Wage and Employment Data

	City of Louisville	Boulder County	Denver Region*
Total Jobs	15,036	163,040	1,561,979
\$1,250 or less per month	14.4%	19.7%	20.3%
\$1,251-\$3,333 per month	27.7%	29.5%	31.1%
More than \$3,333 per month	57.9%	50.8%	48.7%
Manufacturing	25.2%	11.8%	5.8%
Health Care & Social Assistance	13.8%	12.2%	12.3%
Professional, Scientific, & Technical Services	13.0%	16.5%	10.1%
Retail Trade	8.5%	9.6%	10.3%
Information	7.8%	5.1%	3.7%
Accommodation & Food Services	7.1%	9.5%	9.2%
Construction	5.8%	3.1%	5.4%
Wholesale Trade	4.1%	3.7%	5.2%
Finance & Insurance	3.2%	2.5%	5.2%
Administration & Support, Waste Management	3.0%	4.3%	6.5%
Other Sector	8.6%	21.7%	26.4%

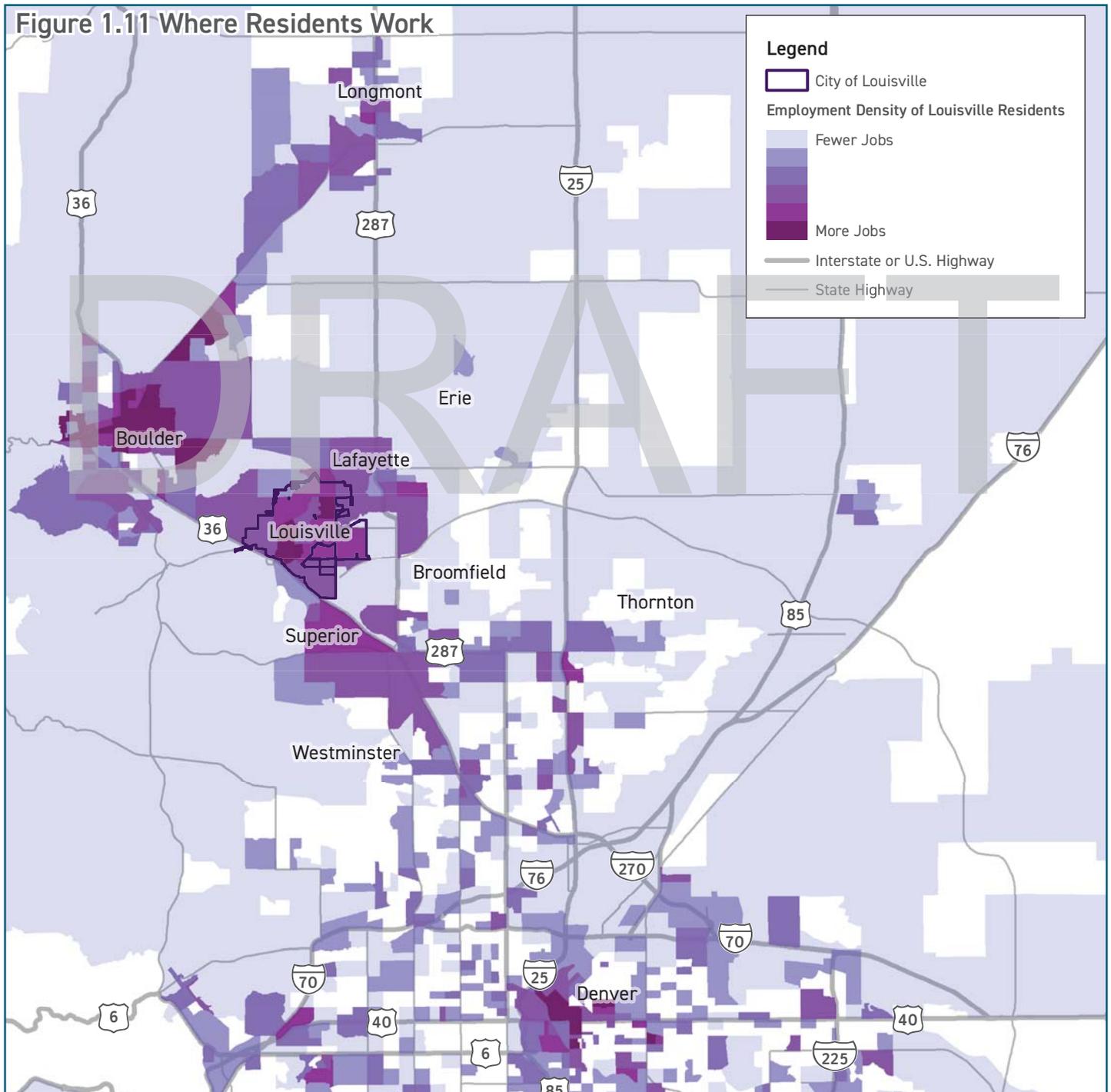
Source: 2015 LEHD Origin-Destination Employment Statistics

*Includes Adams, Arapahoe, Boulder, Broomfield, Clear Creek, Denver, Douglas, Gilpin, and Jefferson counties

Where Louisville Residents Work

To better understand the travel patterns of residents within the study area, an analysis of where residents work was conducted and is summarized in Figure 1.11. Longitudinal Employer-Household Dynamics (LEHD) data from the US Census was used and Journey to Work flows were based on the density of residents working in each Block Group. Areas with a darker color have a larger density of residents working in that area.

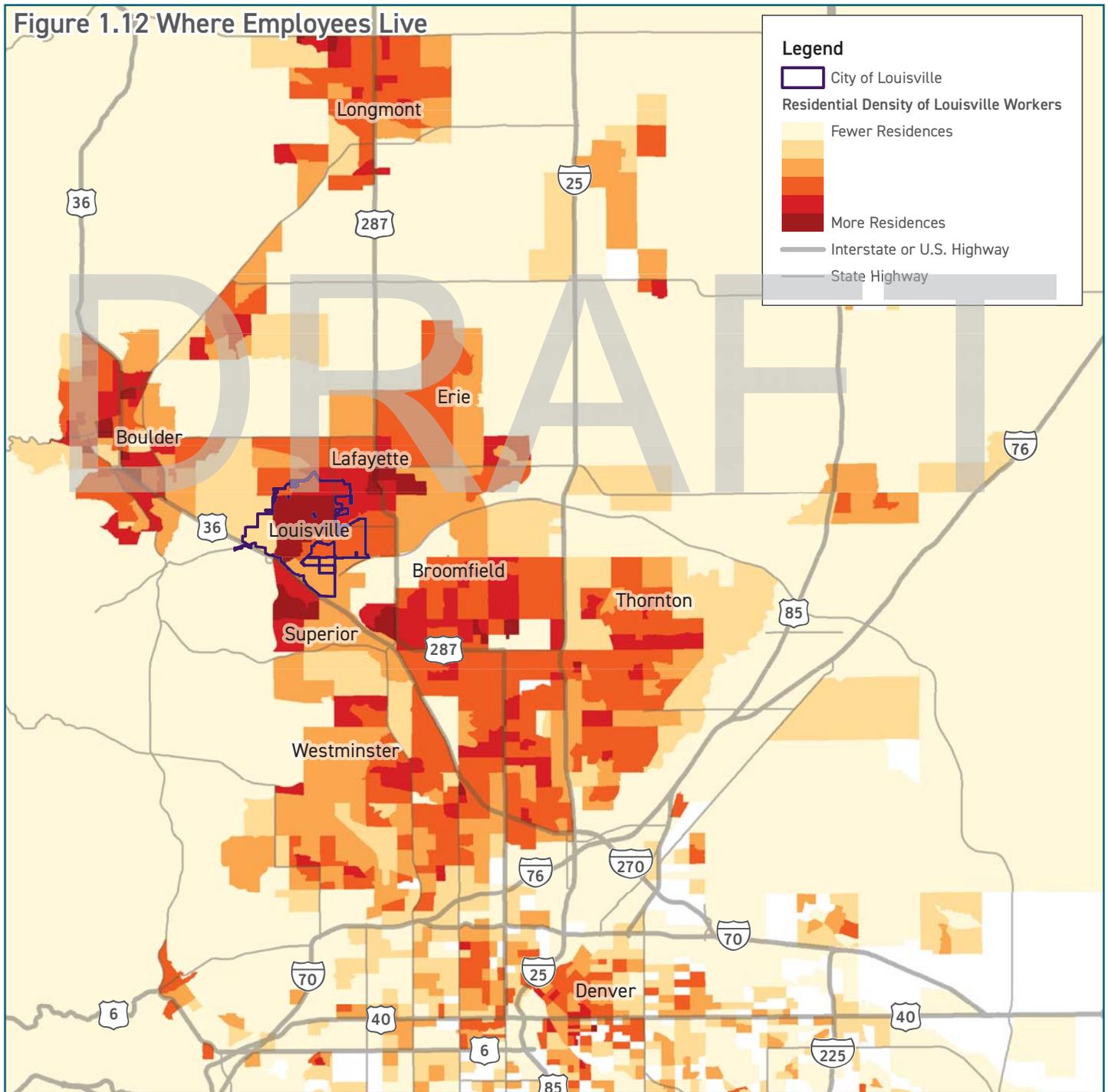
The majority of residents work within Boulder County, with a high number also working in Denver and lesser amounts spread throughout the region. The highest areas of employment for Louisville residents are in the Cities of Boulder (28%) and Denver (14%). Approximately 89% of employed residents work outside of Louisville. This data helps identify key commuting corridors such as US 36, US 287, and Highway 119.



Where Louisville Employees Live

Figure 1.12 maps the location of where Louisville employees working in Louisville live. Employees in Louisville live in cities across the region. Approximately 7% of workers live in each of Denver, Broomfield, Boulder, Louisville, and Westminster, and another 6% of workers live in each of Thornton and Lafayette. Strong regional corridors and connections allow Louisville to attract employees who live in other locations throughout the Denver region. Direct access through Northwest Parkway, US 36, US 287, and Highway 7 provide key connections to Louisville. Approximately 93% of employees live outside of Louisville.

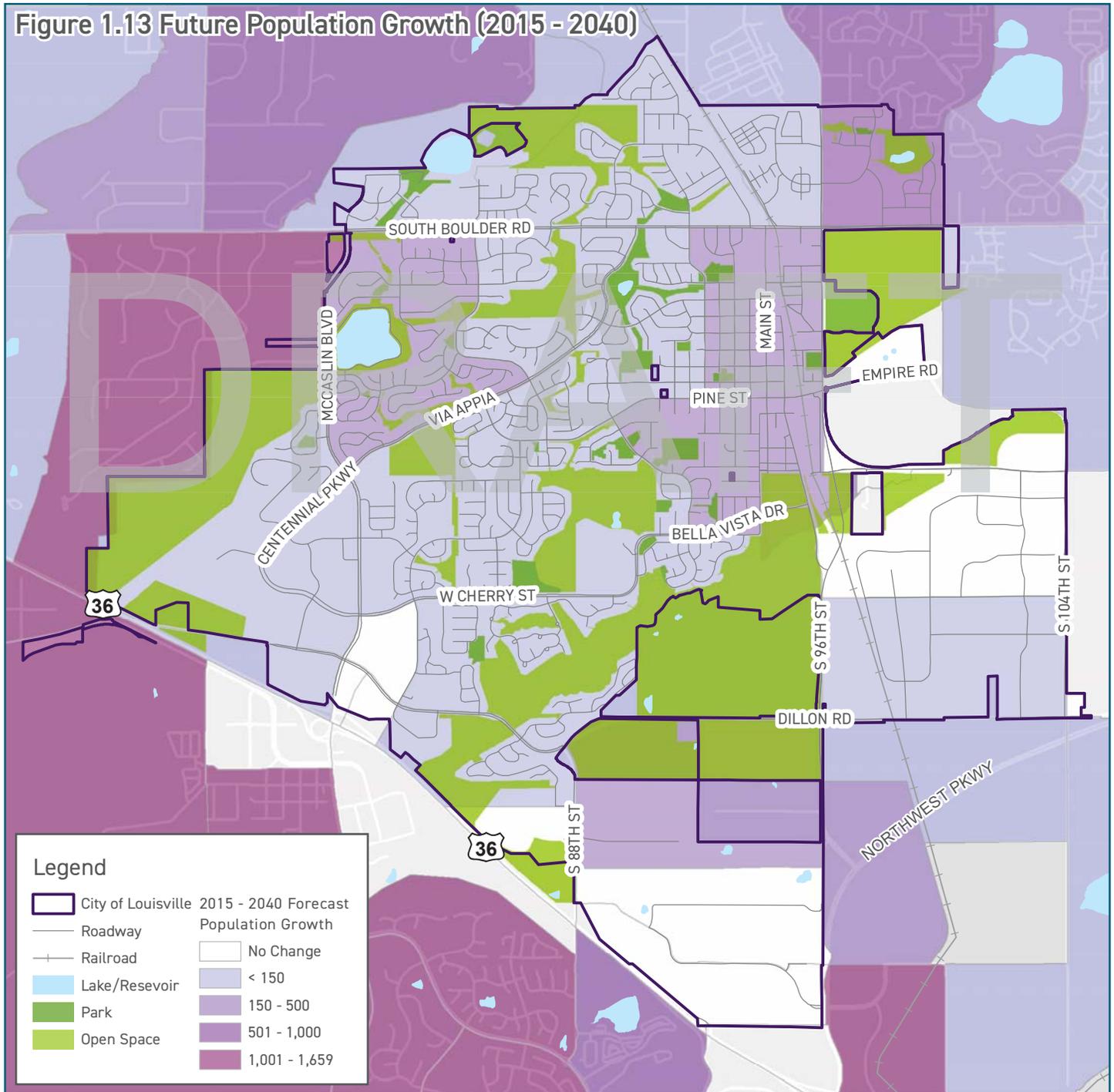
Figures 1.11 and 1.12 depict the daily inflow and outflow of jobs within Louisville. While employment is strong in Louisville, it is overall a residential community. This mismatch between jobs available within the city and residents who live there places added stress on the transportation network and increases in commuting.



Area Population Growth

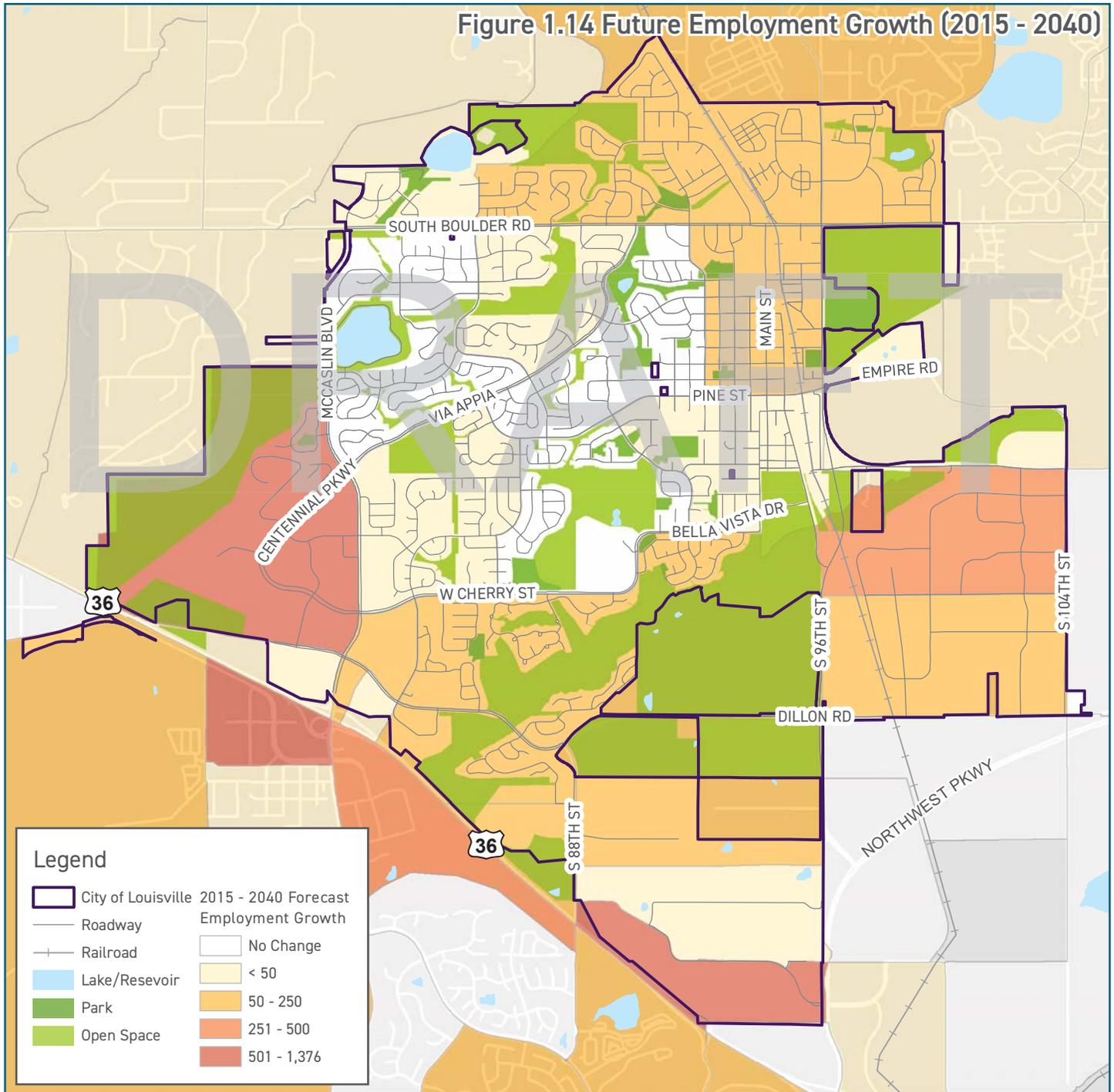
The Denver Regional Council of Governments (DRCOG) uses modeling to estimate future growth in population and employment. Modeling is used to provide insight in where growth could occur based on existing zoning and development information, potential impacts it will have on the transportation network, and improvements that may best accommodate the changes. Between 2015 and 2040, Louisville is forecast to add 2,500 new residents in 1,300 households. This was an overall growth of 12-15% for the City. Figure 1.13 identifies where that growth is likely to occur in and around Louisville. Areas of growth are anticipated to be in the downtown area, the northeast, and southern parts of the city. More significant growth is projected to occur in the areas around Louisville, particularly to the west and south in unincorporated Boulder County and Superior. This growth outside of the city will likely impact key travel corridors for people coming into and through Louisville.

Figure 1.13 Future Population Growth (2015 - 2040)



Area Employment Growth

While many parts of Louisville are not anticipated to have significant housing growth, the city will see greater levels of employment growth. Louisville is forecast to capture 0.63% of employment growth in the Denver Region to 2040, adding 4,100 jobs. This represents a 28% increase over 2015 employment levels. Moderate areas of employment growth are predicted largely in the northern and downtown parts of the city, as well as south of West Cherry Street. The highest growth is anticipated west of McCaslin Boulevard, in the Colorado Tech Center and in the very southern portion of the City between US 36 and Northwest Parkway. This growth, along with employment growth south of Louisville in Superior will likely spur additional trips to and within Louisville and place additional commuting stress on the network.



HOW PEOPLE MOVE IN LOUISVILLE

What is a Travel Demand Model?

The Denver Regional Council of Governments (DRCOG) develops a travel demand model (TDM) that estimates trip types, origins and destinations, modes, and trip lengths for all trips occurring in the region. This information is based on population, employment and development patterns, and multiple surveys estimate travel patterns. The TDM is a useful tool to help understand current and future demand and impacts on the transportation network.

Linking Trips and Land Use

Many factors impact the transportation network and the how people make trips. As housing costs continue to rise, more growth is occurring further out in the region, resulting in increased commuting. Local and regional trends show people traveling further to get to work and other destinations. This places additional stress on the transportation network leading to increased congestion. Trends counteracting this involve changes in development patterns that include mixed-use and higher density that is supportive of transit service. Mixed use and transit areas are able to accommodate a variety of trips without the need for driving, therefore reducing stress on the transportation network

TRAVEL DEMAND ANALYSIS

This section uses Census data paired with TDM data from DRCOG to identify trip types and modes for travel occurring within Louisville.

Trips in Louisville

The TDM separates travel into two key types based on the origin and destination and are then divided into work-based and nonwork-based trips. The TDM is an activity based model that factors in all trips made between an origin and destination. For example a trip that begins at home, stops for coffee, and goes to a school before traveling to work would ultimately be counted as a work-based trip. A trip that begins at home, goes to the gym, goes to the grocery store, then back home would be classified as a nonwork-based trip.

Currently, only 40.1% of all trips made within, to, or from Louisville are work related. While the number of work trips is expected to increase by 2040, the overall share of work related trips is projected to generally stay the same at 39.5%. This leaves a significant portion of trips occurring on the network not related to commuting to work.

Transportation planning is often is focused on commute trip needs. But, to adequately plan for other types of trips, it is important to address the variety of trip types as well as take into account trips that vary in distance. Commuting trips are some of the longest trips that people make on a regular basis, and are therefore more likely to be completed by car than by walking or biking. Nonwork-based trips, however are typically much shorter. Focusing on these shorter trips for improving mobility options and expanding mode share, particularly walking and biking, can be key to maintaining mobility levels for the future as the number of trips grow on the transportation network.

Short Trips

Short trips are most able to be made by a mode other than driving. Shifting short trips out of cars by providing high-quality choices for using other modes can reduce the demand on existing roadways and ease congestion. Adequate infrastructure that feels safe and attractive to a broad range of people will support walking and biking.

Currently, 31% of trips within, to, or from Louisville are 3 miles or less in distance. Three miles equates to an approximate 15 minute bike ride at average speed. 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.

Mode Share

The table below lists the percentage of workers in Louisville and nearby geographies who commute via different modes. The single-occupant vehicle is the predominant mode of commuting in Louisville, and the share of Louisville-based commuters driving alone to work is comparable to that of the regional workforce.

Although driving alone is the most common mode of commuting, a significant portion of Louisville-based workers reach their job via other modes. Roughly one in ten workers commute via transit, biking, or walking—a larger share than in the Denver region more broadly. However, other communities achieve a much greater share of people walking and biking to work than Louisville. In the City of Boulder, for example, one in every five workers walks or bikes to work, compared to only one of every 25 workers in Louisville. The high rates of active transportation in Boulder County suggest that Louisville has the potential to increase the share of trips made by walking and biking through investments in pedestrian and bicycle infrastructure.

While the census estimates provide a useful starting point for understanding how communities rely on different modes of transportation, it tends to overestimate the share of all trips made by car relative to other modes. This is due to the reporting only of primary modes for commute trips and not identifying all modes used, or how people get to destinations other than work. The DRCOG TDM provides an estimate of trips by walking, biking, and riding transit that is for all trips, not just commuting. The TDM estimates that 4.7% of people walk, 1.1% ride transit, and only 0.9% bicycle for transportation trips in Louisville. Based on transportation conditions, trip types, and planned infrastructure improvements, the number of people using these alternative modes in 2040 is expected to remain relatively consistent. Changes in the transportation network and providing realistic mobility options will be key to increasing the overall mode share within the city.

What is a Mode?

A mode of transportation is most simply a term that distinguishes the various ways that people make trips. For purposes of this report, a mode is defined as driving, walking, bicycling, or riding public transit (includes bus, rail and ferries). Walking, biking, and riding public transit are sometimes referred to as alternative modes as they do not make up the majority of trips historically in most cities. Driving traditionally the primary mode of most communities.

What is Mode Share?

Mode Share is the percentage of trips that are taken by each mode. Increasing mode share means diversifying the modes used for trips in a community and increasing the share of alternative modes in relation to driving.

Figure 1.15 Louisville and Comparison Area Commute Mode Share

	 Drive Alone	 Carpool	 Transit	 Bike	 Walk	 Work at Home	 Other
City of Louisville	72.3%	4.7%	5.9%	2.3%	1.7%	12.7%	0.5%
City of Boulder	51.3%	4.9%	8.3%	10.3%	11.4%	12.5%	1.2%
Boulder County	65.2%	7.6%	5.0%	4.4%	5.3%	11.3%	1.3%
Denver Region	74.8%	8.5%	4.4%	1.2%	2.5%	7.5%	1.0%

Source: 2012-2016 American Community Survey 5-Year Estimates

What are Key Corridors?

The main backbone of any transportation network is the major corridors. These corridors provide the connectivity and access to neighborhoods, businesses, recreation, and more. The design and surrounding context of corridors impacts the demand on the corridor and travel modes that people utilize.

KEY CORRIDORS

This section highlights primary travel corridors in Louisville, designed uses, surrounding context, and connectivity.

Corridor Characteristics & Context

South Boulder Road is a four lane divided boulevard that is the major east-west roadway in northern Louisville. The roadway has high traffic volumes, local transit service, on street bike lanes, and a number of foot traffic generators, including parks, retail and neighborhoods. Some challenges along the corridor are drivers speeding downhill, limited pedestrian crossings, a freight line, and cut-through traffic from Boulder and Lafayette.

McCaslin Boulevard is the busiest corridor in Louisville. It has upwards of 30,000 vehicles per day at the southern end, where there is retail activity and access to US 36. There is a bike lane along the entirety of the corridor within Louisville, and some wide sidewalks along the southern segment.

Via Appia Way is a central roadway that connects many neighborhoods to South Boulder Road, McCaslin Boulevard and Downtown via Pine Street. There are two vehicle lanes, and a bike lane in each direction of the very wide roadway. The roadway is served by both the Dash and 228. Travel speeds are high given the surrounding context of mostly single-family homes and the Rec Center.

Centennial Parkway is a continuation of Via Appia Way west of McCaslin Boulevard loops back to form W Cherry east of McCaslin. The surrounding land use along the corridor is mostly commercial. There are bike lanes, as well as rarely used on-street parking.

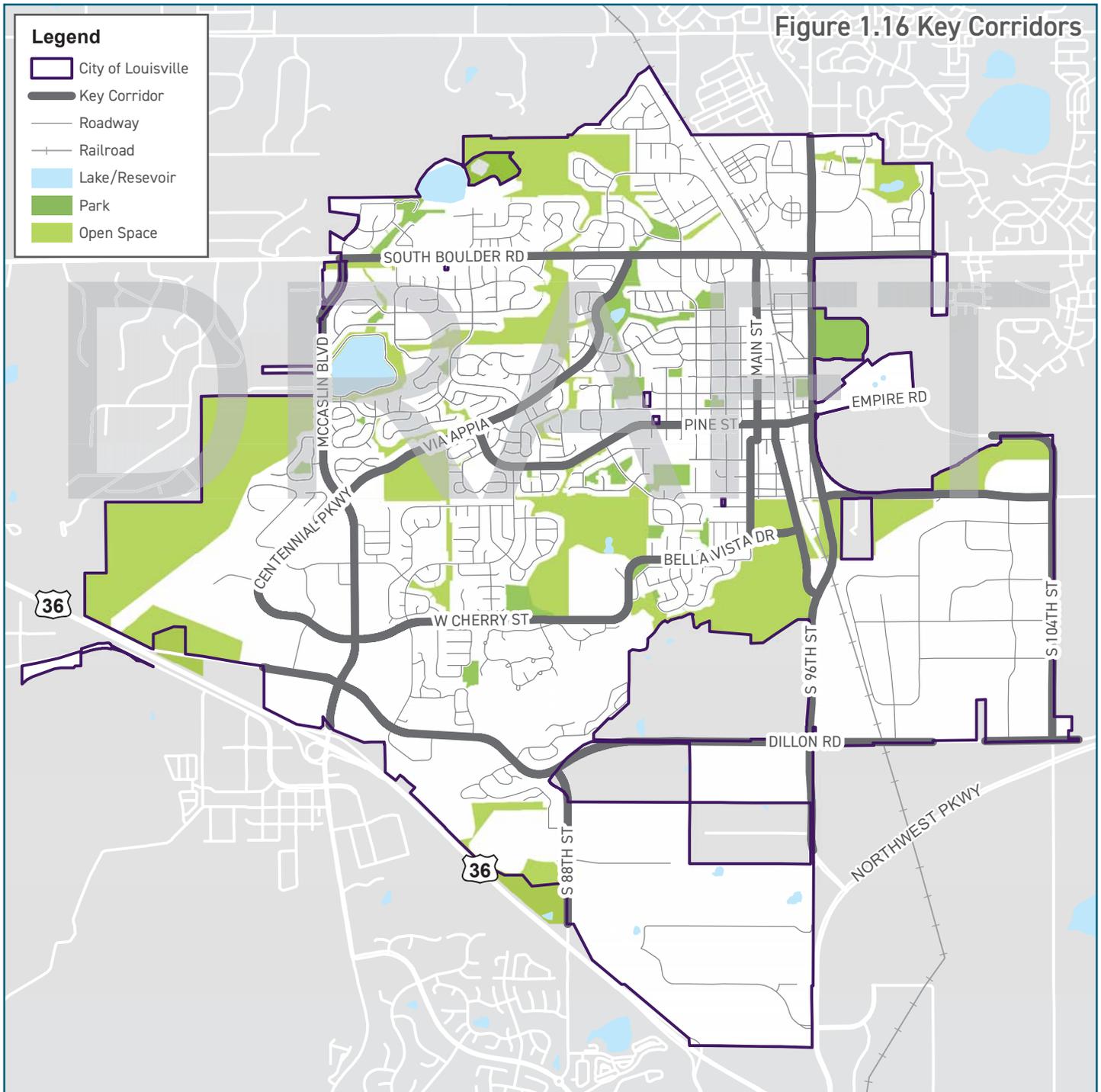
W Cherry Street/Bella Vista Drive is an east-west roadway that runs from McCaslin Boulevard to County Road on east side of town. There is an ever-changing cross-section with two- and three-lane portions, bike lanes or shared bikeways, some on street parking, some discontinuous sidewalks, and a wide-ranging right-of-way. While much of the adjacent property is single family homes, there is some retail in the McCaslin area, as well as parks and other open space.

Dillon Road is a busy street throughout Louisville, serving retail near McCaslin Boulevard, Monarch High School and the Hospital off of S 88th Street, and both Highway 287 and Northwest Parkway to the east. There are wide, bikeable sidewalks through the residential areas near the school, and shoulders in the more rural portion to the east.

Pine Street is a connection to neighborhoods and into southern Downtown from both Via Appia Way and SH 42. The wide two-lane roadway is served by the Dash, but does not have a dedicated bike facility. There are pedestrian refuges near downtown, where there is also a school zone.

SH 42 is a two-lane state facility, with varying shoulder widths, that is a regional north-south connection on the east edge of town. Traffic volumes cause delays in the Downtown area, especially at the South Boulder Road signal. There are open space and parks to the east, but they are difficult to reach on foot and by bike due to a lack of crossings.

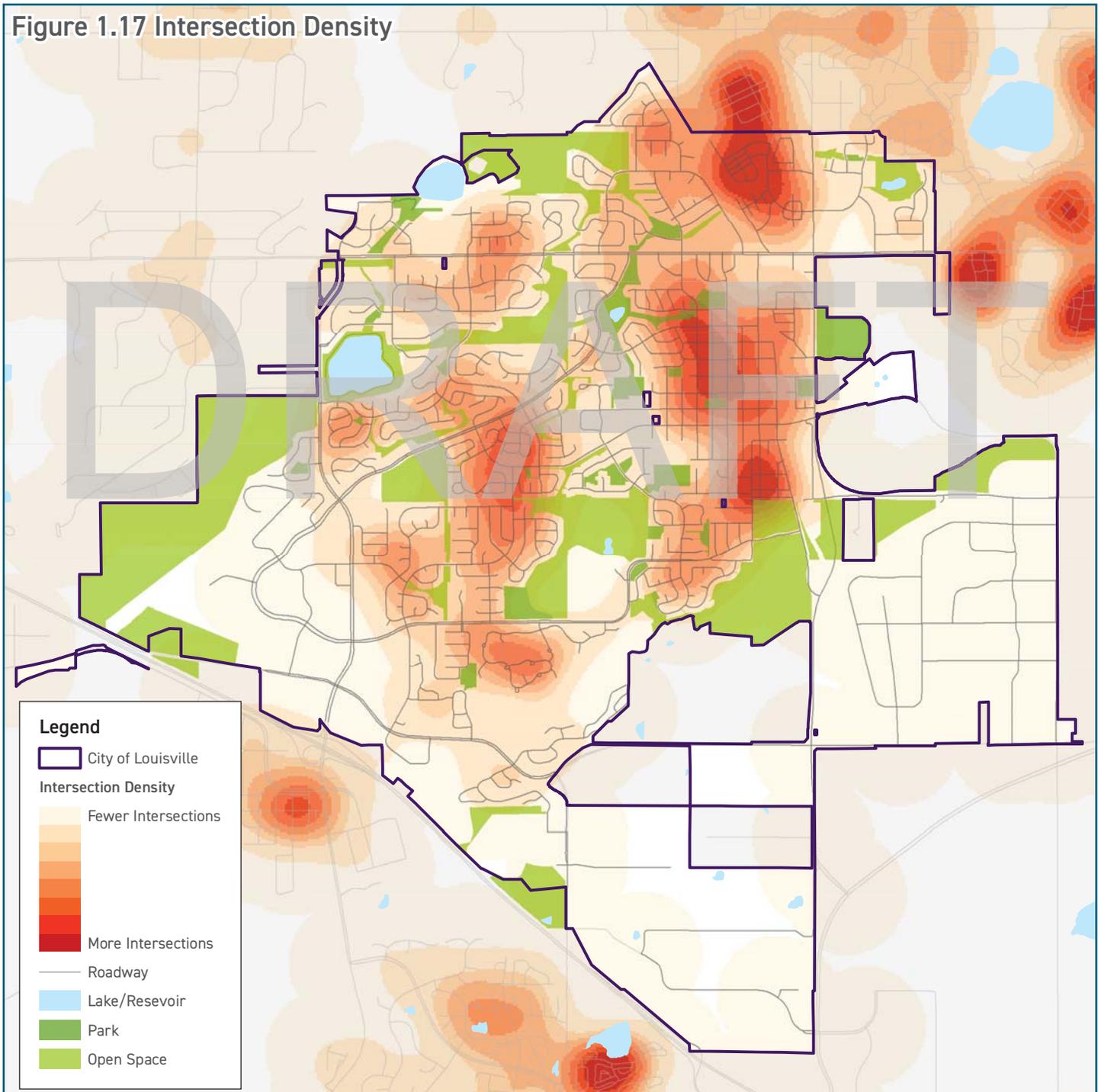
Main Street is a busy two-lane road that is central to Downtown and connects to South Boulder Road. Main Street is lined with retail and parking in Downtown and provides direct access to Louisville Middle School.



Corridor Connectivity

Intersection density is a useful indicator of the degree of street connectivity in an area. Neighborhoods with greater intersection density tend to have more interconnected and duplicative street networks, which provide multiple routes to travel between any two points. Places where parallel streets connect to the same sets of destinations present opportunities to prioritize different modes of transportation on different corridors. As the map below shows, Downtown and the recent Steel Ranch development are the neighborhoods with the greatest intersection density in Louisville.

Figure 1.17 Intersection Density



CORRIDOR TRAVEL

As vehicle travel is the primary means of transportation in Louisville, analysis of traffic volumes and delay along key corridors was conducted. These analyses help to identify issues impacting operation of the corridors and locations that may be most impactful to focus on for potential improvements.

Growth and changes in travel patterns impact the use of different corridors over time. However, as Louisville has only a few major corridors, it will be difficult to shift travel patterns to lesser-traveled corridors that could help handle additional future capacity if needed. Ensuring that the corridors can operate efficiently and move people to, from, and within the city will be important as growth continues within the region. Intersection improvements and using technology to improve operation of corridors are key strategies that can make meaningful impacts without significant costs or adding capacity to corridors.

The following analyses of traffic volumes, existing level of service, and observed delay will provide a basis for identifying future improvements for Louisville to ensure access and mobility is at an acceptable level.

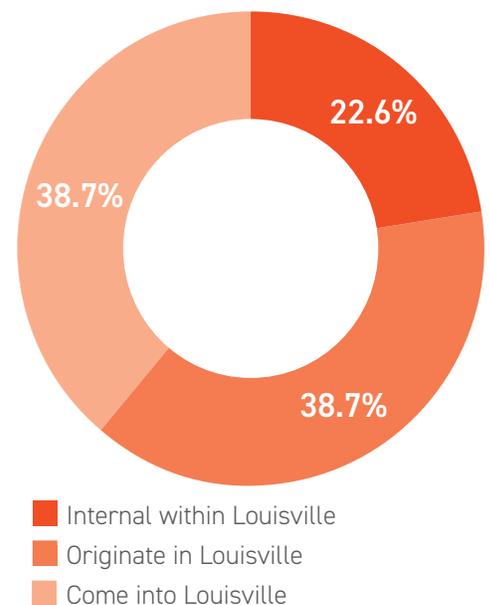
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Trips on Louisville Roadways:

Currently, only 22.6% of transportation trips stay within Louisville. A majority of trips either begin in Louisville with a destination outside of the city (38.8%) or enter into Louisville from another point of origin (38.7%). These trips are most likely using the major corridors, placing regional travel pressures on the Louisville roadway network.

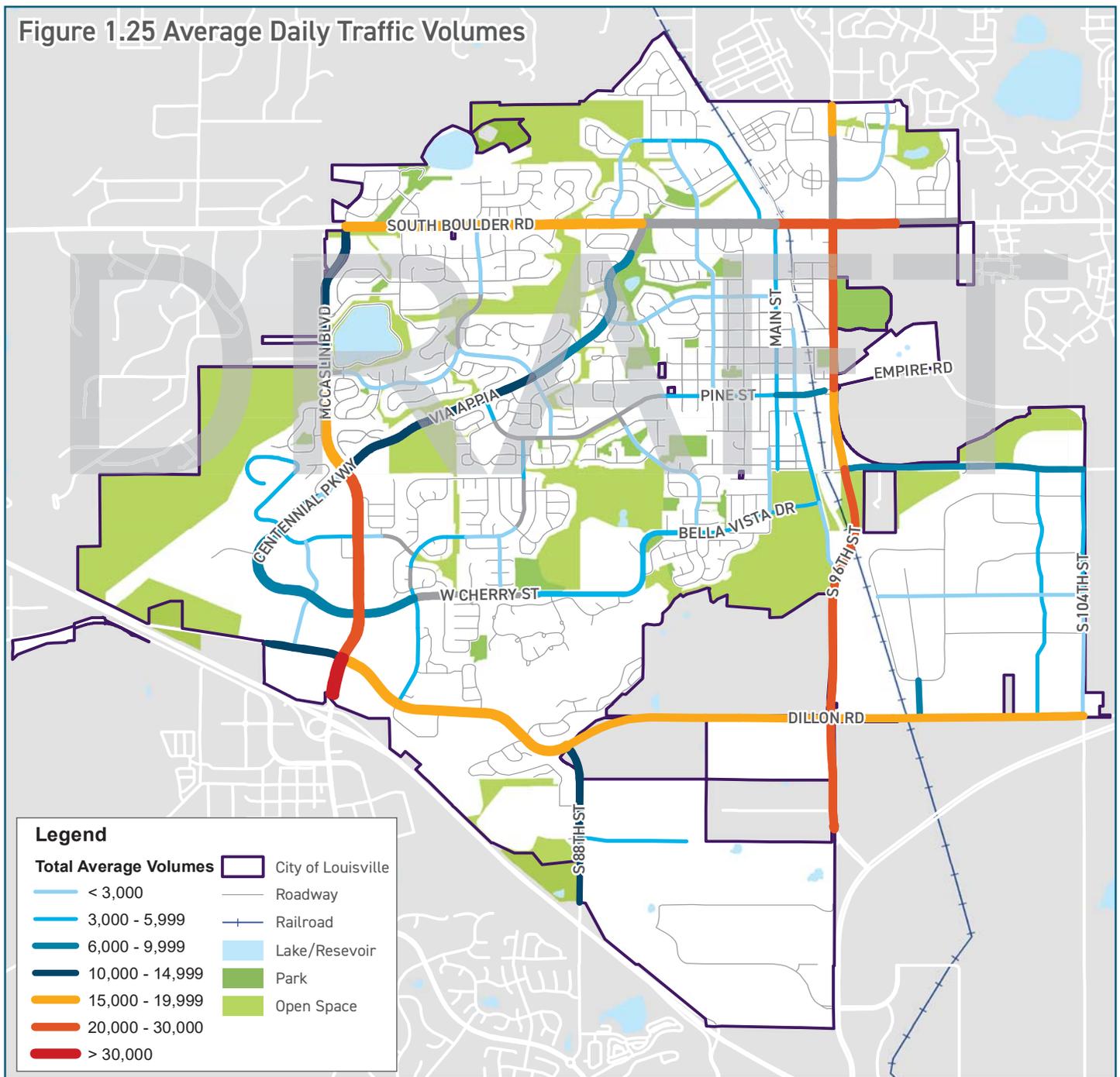
Figure 1.24 Trips Made in Louisville



Source: 2015 Trips from DRCOG TDM

Corridor Traffic Volumes

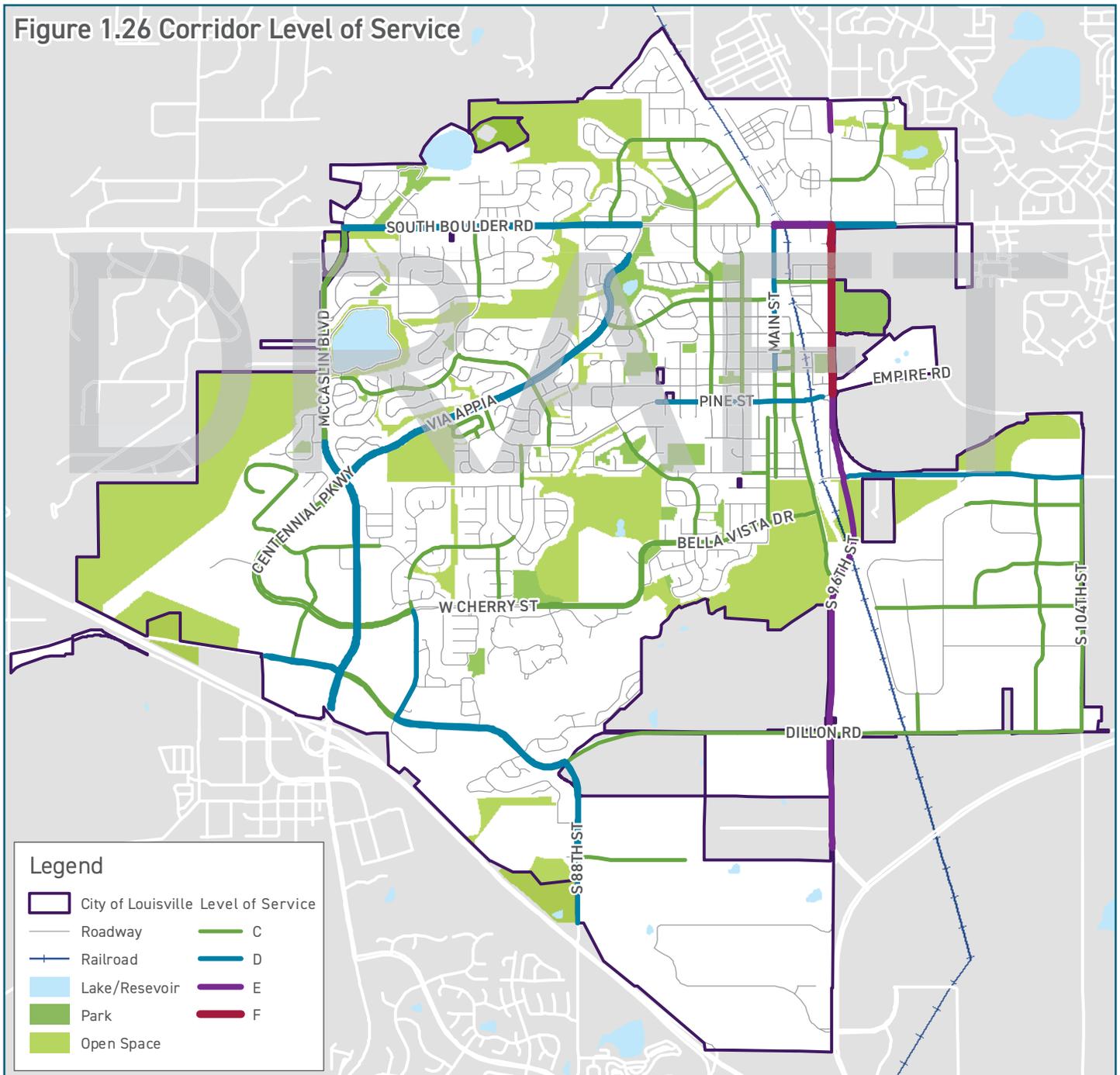
Figures 1.25 and 1.26 highlight the demand placed on major corridors and collector streets in Louisville, and how those corridors perform in accommodating the traffic volumes (Level of Service or LOS). Overall, there are four key corridors that incur the greatest amount of travel within the city: McCaslin Boulevard, South Boulder Road, Dillon Road, and Hwy 42/S 96th Street. These are the two primary east-west corridors and two primary north-south corridors that provide access to activity centers in Louisville and surrounding jurisdictions. Traffic volumes shown on the map are the average daily volumes for both travel directions combined. Traffic volumes are not uniform in both directions all day, however. South Boulder Road in particular experiences greater traffic volumes traveling west in the morning and east in the evening peak periods as it is a key travel corridor for accessing Boulder.



Corridor Level of Service

Corridor Level of Service (LOS) is a classification system which uses the letters A, B, C, D, E, and F to convey vehicle capacity, and describe how well traffic flows in the transportation network. The LOS analysis used factors pertinent to each corridor including the number of travel lanes, corridor speed limits and observed speeds, traffic volumes, and the surrounding context of the street. The methodology estimates flow on the corridors, however, further study of turning movements and signal timing may give a more accurate operations of individual intersections. LOS A represents free flowing traffic, while LOS F considerable congestion that significantly increases travel time. Most of Louisville is estimated to operate at a LOS of C or D, with some delays during peak travel times. South Boulder Road west of Highway 42 to Main Street operates at a LOS E, South 96th Street is a LOS E, and Highway 42 near DELO is estimated to be LOS F, with significant travel time delay in the peak periods. LOS C or D is reasonable for an urban/suburban area. A low LOS can indicate that a road is overbuilt for the demand.

Figure 1.26 Corridor Level of Service



Peak Period Delay

Travel time runs were conducted to understand how the roadway network is impacted during peak hours. All data were collected on the same day, a Monday while Boulder Valley Schools were in session. The corridors chosen were among those believed to see the most rush hour impacts and are McCaslin Boulevard from US36 to South Boulder Road, South Boulder Road from McCaslin Boulevard to SH 42, and SH 42/S 9th Street from South Boulder Road to Northwest Parkway. A total of three runs were conducted in each direction for a Midday (1PM to 2PM) baseline, while five runs were conducted in each direction during the AM Peak (7AM to 9AM) and PM Peak (4PM to 6PM). Data was collected in a series of clockwise and counterclockwise loops that included all three segments measured.

Figures 1.30 and 1.31 show a relatively similar travel time for the midday time-frame, but demonstrate the variation experienced due to turning vehicles and traffic signal delays. Both the AM Peak (Figures 1.28 and 1.29) and PM Peak (Figures 1.32 and 1.33) confirm that delay and maximum travel times are experienced during these periods.

While more traffic was clearly observed on McCaslin Boulevard in peak hours, the delays experienced were minimal, under 60 seconds for both directions in both peaks. On South Boulder Road, delays were also minimal, with the exception of eastbound PM. Those runs had a median delay of 1 min 7 sec, and were observed to be most impacted between Main Street and SH 42. By far the greatest delays measured were on SH 42/S 96th Street. There was a modest delay in the AM peak for northbound travel. PM peak travel was delayed for both directions with a median delay of 1 min 29 sec for northbound, and 3 min 27 sec delay for southbound runs. Figure 1.27 identifies the observed delays.

What is a Travel Time Run?

Travel time runs are where a particular route is driven along a corridor with GPS technology that collects speed and travel distance data for each second. This provides consistent data that is able to be analyzed based on how long it takes to go specific distances along the route.

Conducting travel time runs is a useful way to identify how long it takes to travel along a corridor and the level of travel delay that is experienced compared to the base travel time. The empirical data and observations are able to highlight key intersections where travel delay is occurring, how significant the delay is, and how long it lasts. Travel time runs also help to identify where key improvements may be best utilized to help alleviate excessive travel delay.

Figure 1.27 Travel Time Delay by Corridor

Corridor	Direction	AM*	Midday*	PM*	AM Delay	PM Delay
McCaslin Blvd	NB	04:24	04:02	04:26	22 sec	24 sec
McCaslin Blvd	SB	04:15	03:41	04:00	34 sec	19 sec
South Boulder Rd	EB	03:17	04:08	05:15	none	1 min 7 sec
South Boulder Rd	WB	03:54	03:39	03:49	15 sec	10 sec
SH 42	NB	05:29	04:46	06:15	43 sec	1 min 29 sec
SH 42	SB	04:24	04:52	08:19	none	3 min 27 sec

* This is the median travel time for all travel runs for the given time period.

Route 1 consisted of a clockwise route beginning at Hwy 36 and McCaslin Boulevard, traveling north to South Boulder Road, proceeding east to SH 42, then traveling south and continuing on South 96th Street to Northwest Parkway.

Route 2 consisted of a counter-clockwise route beginning at Northwest Parkway and South 96th Street, continuing on SH 42 to South Boulder Road, proceeding west to McCaslin Boulevard, then traveling south to Hwy 36.

Figure 1.28 AM Peak Route 1

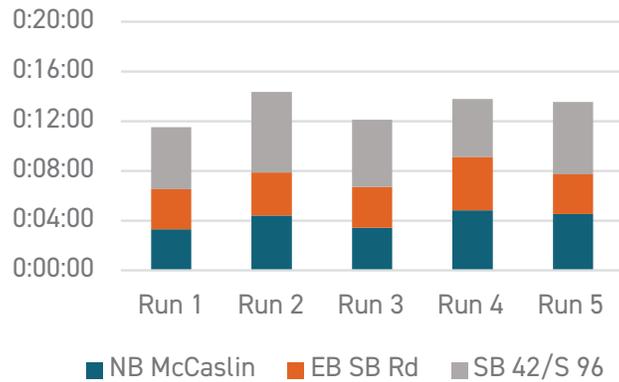


Figure 1.29 AM Peak Route 2

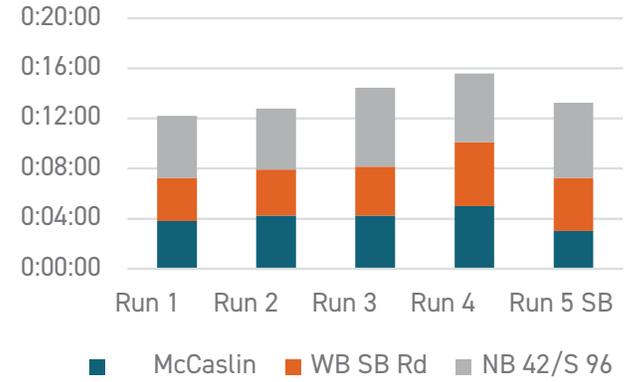


Figure 1.30 Midday Route 1

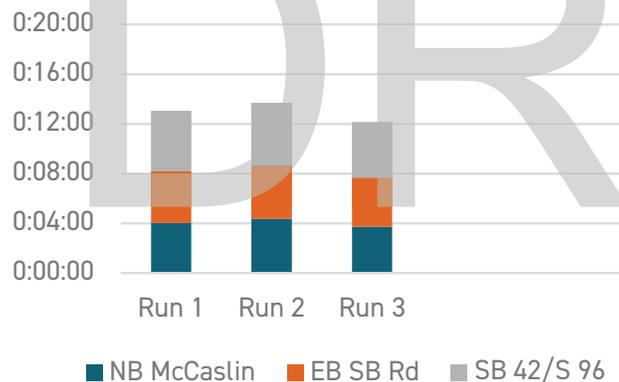


Figure 1.31 Midday Route 2

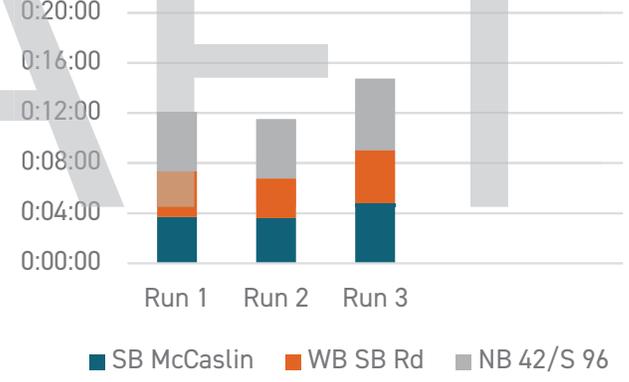


Figure 1.32 PM Peak Route 1

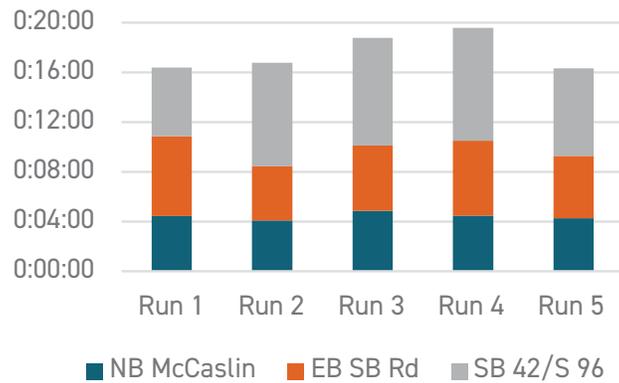


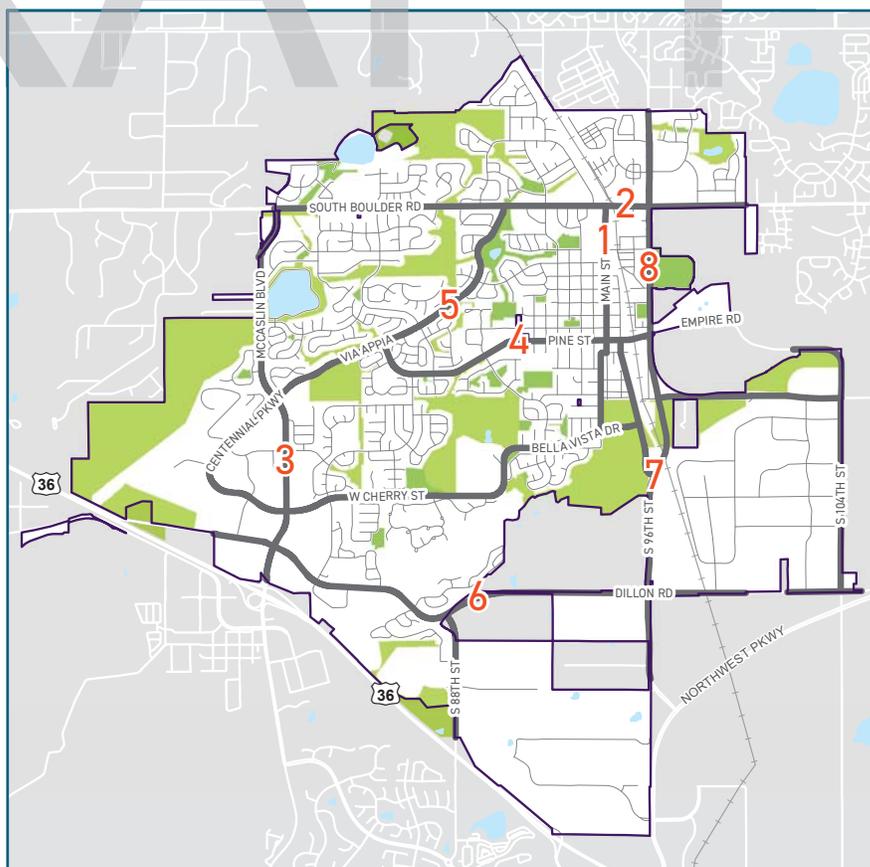
Figure 1.33 PM Peak Route 2



KEY FINDINGS ON MAJOR CORRIDORS

Based on the traffic volumes, speed data, LOS analysis, and travel time runs, several key findings regarding the major corridors in Louisville were developed and are identified below.

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. 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.
3. McCaslin Boulevard is the busiest corridor in Louisville with 15,000 vehicles per day on the north end by South Boulder Road, and upwards of 35,000 by US 36 on the south end. Travel time delays were observed in the peaks, but were not significant. Speeding is most prevalent for southbound vehicles as they approach US 36.
4. Pine Street has considerably more vehicular traffic than parallel east-west corridors into Downtown.
5. Via Appia Way has approximately 10,000 vehicles a day and with two lanes is capable of moving the current traffic volumes. Speeding cars have been documented throughout the corridor, but are most common near Tyler Ave.
6. Dillon Road has nearly 20,000 vehicles per day along the corridor and operates at an acceptable LOS. Most vehicles near McCaslin travel under the speed limit, likely due to the number of driveways. Volumes near South 88th Street peak more than anywhere else in the city because of the high school travel patterns. Mobility is somewhat constricted on the east portion of the roadway, as it narrows to two lanes.
7. The speed limit on South 96th Street is 40 mph, however most cars travel well over that. Vehicles tend to slow down north of Empire, as they continue on SH 42.
8. SH 42 is signed for 45 mph, however the number of vehicles and turning movements often limit travel speeds to less than the posted speed limit. With only two lanes, turning vehicles often cause delays, and with over 20,000 vehicles, the highway operates at LOS F according to the Highway Capacity Manual. Travel times along S 96th and SH 42 between South Boulder Road and Northwest Parkway were measured. Both AM and PM peaks were considerably delayed. Southbound PM travel times were nearly double that of the midday base, with nearly all of the delay observed near DELO.



SAFETY

Safety is a major concern within the City of Louisville, and is an important factor for transportation planning and infrastructure investments. Traffic crashes have a significant impact on the health and mobility of a community. Intersections in particular are key areas where there are a significant number of conflicts between people and vehicles. Whether an intersection or corridor has a documented record of crashes, or there is a perception of safety problems by the community, the desire to use the corridor diminishes and mobility, particularly for those who are not driving, can decrease.

Safety in relation to schools is also a key factor in mobility and health. Safe Routes to School programs aim to make it safer for students to walk and bike to school and encourage more walking and biking where safety is not a barrier. Most schools within Louisville have trails and sidewalks to connect schools to the surrounding neighborhoods and provide safe options for children. Louisville Middle School is located in an area with a significant amount of travel for multiple purposes and exhibits a higher amount of crashes in the surrounding area than most schools. Monarch K-8 and High Schools, while accessible with trails and sidewalks, are located along corridors with higher travel speeds and volumes posing potential risks.

Within Louisville, the hierarchical road network funnels traffic onto a select number of corridors designed to carry a large volume of vehicles relatively quickly. Crashes are prevalent along faster, busier roads and intersections. Figure 1.34 shows the most recent three years of available crash data for all modes to highlight areas of higher safety concern.



Pedestrian Crossing at Campus Dr and S 88th St.

Wide intersection and crossings with blind spots along Via Appia Way at Pine St



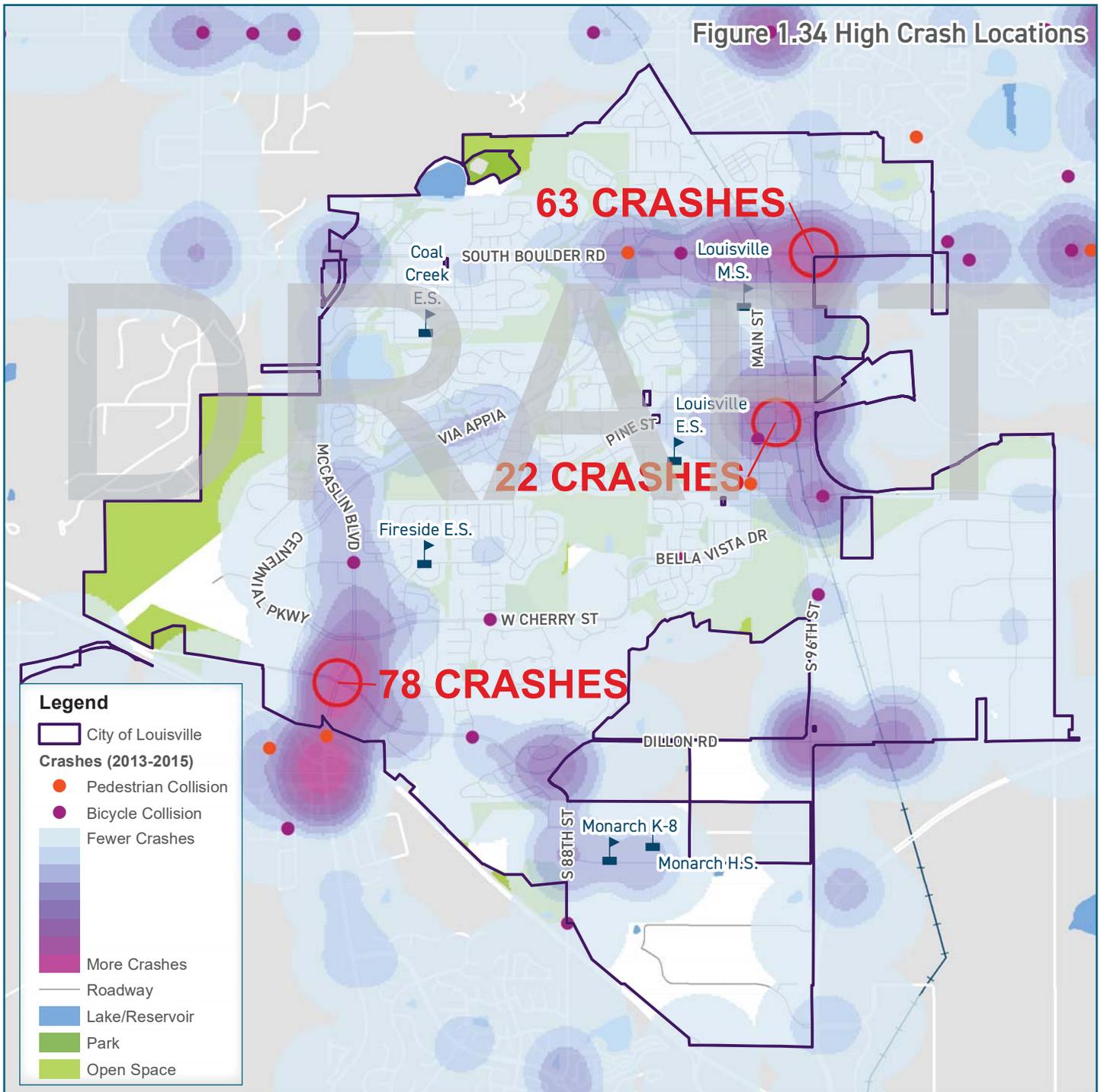
Traffic calming neck-downs by Fireside Elementary



Medians with pedestrian refuges along Pine St

Crash Hotspots

The map below shows the concentration of crashes over a span of three years. The areas around the intersection of McCaslin Boulevard and Dillon Road, the intersection of South Boulder Road and Highway 42, and the intersection of Front Street and Main Street stand out for their especially high concentration of crashes. Notably, the crash hotspots correspond with the three urban centers identified in the Comprehensive Plan, which were classified as such due in part to their high traffic volumes and associated retail potential. The intersection of McCaslin Boulevard and Marshall Road in Superior also experiences a high volume of crashes. Although beyond the Louisville city limits, this intersection plays a key role in how residents and visitors enter Louisville and access key destinations such as the US 36 and McCaslin Station.



THE MULTIMODAL NETWORK

The needs of all citizens, employees, and visitors are essential to consider to improve the Louisville transportation network. A sustainable and equitable system must serve all people, regardless of age, physical ability or income. A complete transportation network will also afford people the option to make trips using a variety of modes, whether it is driving, walking, bicycling or riding transit.

To better understand the transportation options available, the network it has been broken down by mode of travel. A glance at each individual network shows the key corridors, busiest areas, reveals gaps in the network, and begins to identify areas of opportunity. A strong understanding of each modal network is important before assessing the performance of transportation in Louisville as a whole. While considering all modes, there will be areas where different modes of transportation are competing for resources, such as space within the right-of-way or priority at intersections and other crossings. This is where tradeoffs will have to be considered, and some give and take will be needed to best accomplish the goals of the TMP.

Benefits to multimodal transportation options extend beyond increased access and vehicle emission reduction. Community health is benefited in multiple ways by a high-quality and accessible multimodal network. From reduced risks of asthma, heart disease, obesity, and more, studies consistently show that active transportation options are a key component of healthy communities.

The Center for Disease Control and Prevention (CDC) recommends promoting physical activity by implementing a combination of transportation and land use strategies that include street design and connectivity, walking and biking infrastructure, mixed land uses, transit access, increased density, parks and recreational areas, and more.

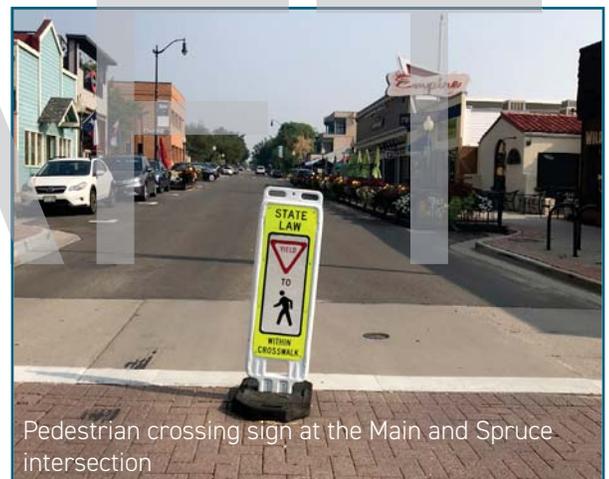


Pedestrian walking along McCaslin Boulevard. There are three vehicle lanes and one 5-foot bike lane along this section.

WALKABILITY

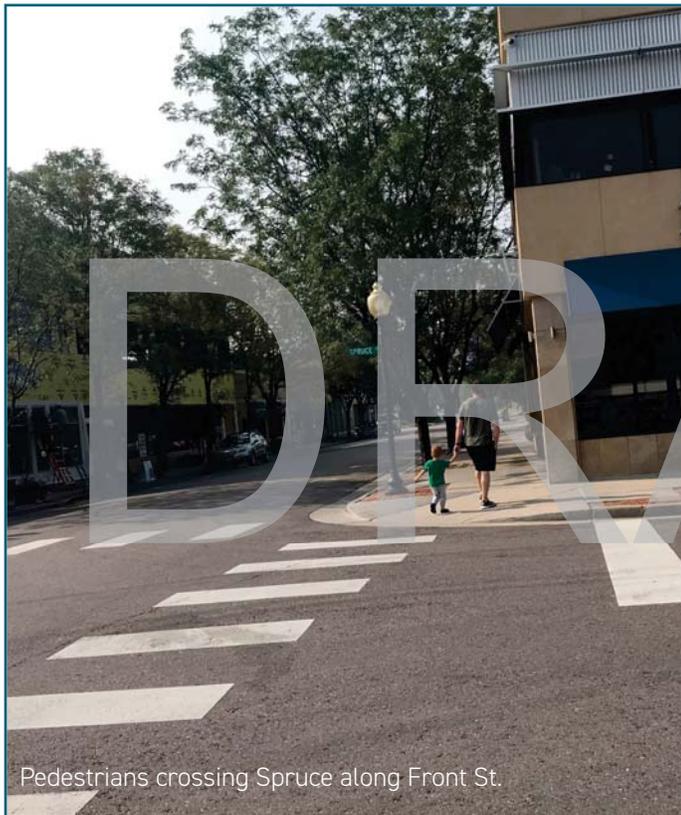
The walkability of an area is heavily influenced by the quality of the pedestrian environment. To ensure sidewalks are accessible for all, they should be a minimum of five-feet in width and six-feet along arterials. Other considerations, such as buffering the sidewalk from the edge of the street, lighting to enhance visibility, seating, trash cans, and the presence of shade trees and other landscaping can improve safety and make walking for comfortable for all users. Scale, setback, and orientation of buildings in relation to pedestrian can also impact the pedestrian experience. Overall, much of Louisville is walkable, however facility conditions vary and direct access to destinations can be difficult in some locations where roadways are wider and traffic is moving faster. Consistent, high-comfort facilities help make walking a safe possibility for people of all ages and abilities.

While many of the roadways within Louisville are lined with sidewalks on both sides, there are areas with substandard corridors and segments. Much of the older sidewalks are narrow and many of them have no buffer between the sidewalk and the street. Curb ramps are generally consistent at intersections, which improves the overall accessibility for people walking or using mobility devices such as wheel chairs. Walking directly to destinations in some parts of Louisville, such as around McCaslin Boulevard requires crossing wide roadways and large parking lots to reach destinations. However, areas like Downtown Louisville have narrower streets and pedestrian-friendly buildings with parking on the street or in adjacent small lots. Many intersections and crossings in Louisville have signage and striping aimed to increase the visibility of pedestrians.



One measure of an area's walkability is the Walk Score, an online tool that measures walkability of an area. The methodology analyzes many walking routes between a variety of locations, while also weighing destinations, population, and roadway factors. The City of Louisville as a whole has a score of 38 out of 100, which carries the description of "car dependent," meaning most errands require a car. However, there are wide variations throughout the city.

The heart of Downtown Louisville has a score of 82 and is considered "very walkable" and that most errands can be accomplished on foot, while the McCaslin Station area has a score of 47 and is considered "car dependent." The area around Polk Avenue and Pine Street in the center of Louisville has a score of 20, primarily because there are few destinations within a walkable distance beyond parks and schools. Access to destinations is a primary driver of walkability and areas with a variety of land uses are naturally considered more walkable due to the variety of activities available within a short distance. Figure 1.18 highlights this factor for multiple locations within Louisville.



Pedestrians crossing Spruce along Front St.



Crossing along Washington



Curb ramp near Downtown



New curb ramps at Short and Front Streets.



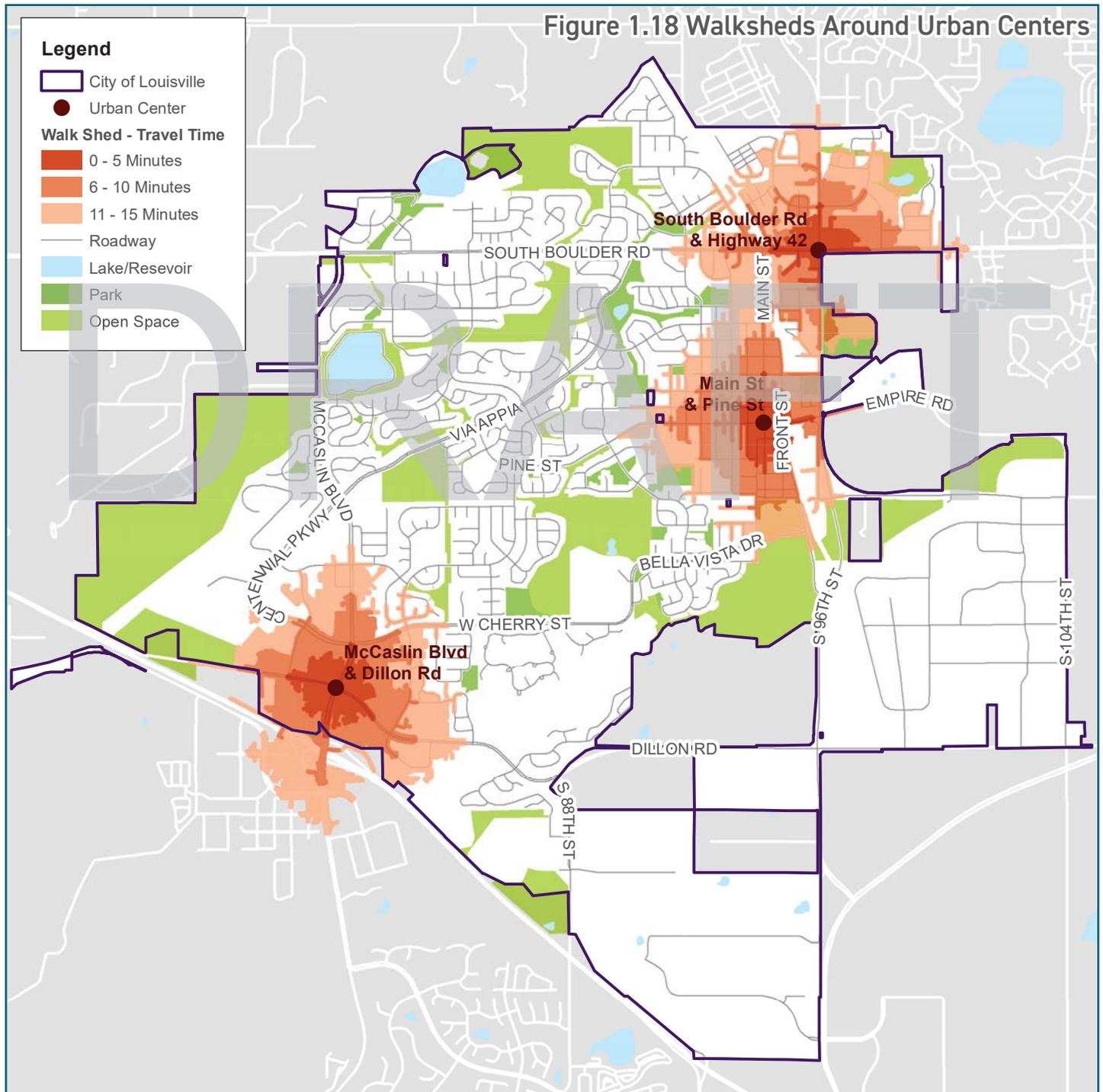
Curb ramp and sidewalk near downtown



Pedestrians crossing Main St. at Spruce St.

Walksheds

The map below shows the area within a five-, ten-, and fifteen-minute walk of key nodes in each of the urban centers identified in the Comprehensive Plan. The walk sheds indicate the zones where people are most likely to reach the central destination by foot, especially in the presence of mixed-use development patterns and a strong pedestrian realm. Many of Louisville's neighborhoods are well beyond walking distance of these urban centers, and will likely travel to and from these destinations via other modes.



BIKING

For Louisville to have a bicycle network with broader appeal and a diverse set of users, it not only needs to reach all parts of the city, but also needs to feel safe for riders of all abilities. A bikeway that feels safe for an experienced rider may not feel comfortable to a child riding to school, or a family riding together. Expanding the bicycle network with safe facilities will not only reach more destinations, but also serve more people.

A comprehensive look at the bicycle network requires looking at each segment and the type of bicycle facility in place, such as bike routes, bike lanes, or shared paths. Each type of facility provides different protections for the cyclists, whether it is paint delineating space for bikes, a physical separation like a curb or bollard, or a path that completely separates the cyclist from vehicular traffic.

The type of facility, however is not the only factor that determines how comfortable a bikeway is. For example, while South Boulder Road has a dedicated on-street bike lane, it runs along a very busy roadway with vehicles traveling at high speeds. This environment feels threatening for many potential riders. On the other hand, a signed neighborhood bike route with nothing more than occasional wayfinding signs and pavement marking may appeal to larger share of potential riders if it has very few vehicles and they are traveling at slow speeds. To best assess existing and potential bikeways an understanding of both facility type and context is needed. A look at these factors results in a bikeway Level Of Comfort (LOC), with LOC 1 being most comfortable and LOC 4 the least. This scoring system indicates the likely appeal of a facility to a broad set of riders.

LOC 1 – Typically a bike route on a calm neighborhood street, a wide bike lane with low vehicle volumes, or a wide path without too many roadway crossings.

LOC 2 – Similar to an LOC 1 facility, but with more or faster moving vehicles for on-street facilities, or more frequent crossings for a trail.

LOC 3 – An on street facility with less dedicated bike space, often on a roadway with more lanes, vehicles, and higher travel speeds, or a narrow off-street facility with many crossings.

LOC 4 – On-street facility with considerable parallel traffic and crossings, or an off-street path with many challenging crossings.

What is a network for “all ages and abilities?”

NACTO (National Association of City Transportation Officials) has developed best practice design guidelines for developing a bicycle network that is aimed at being safe, comfortable, and an equitable mode. Bikeways are encouraged to be designed with potential users in the surrounding community in mind, including children, seniors, women, low-income riders, people with disabilities, and more.

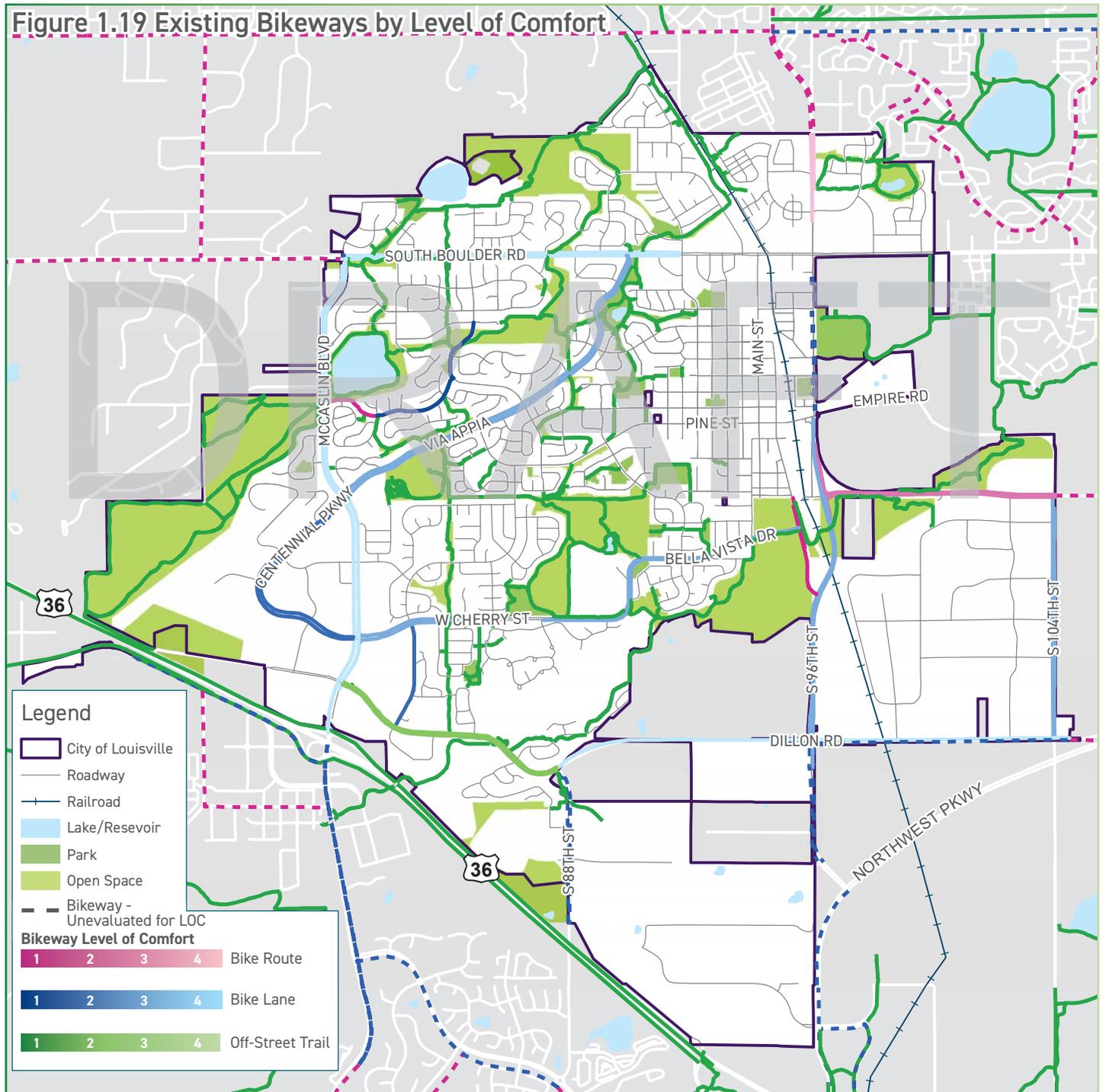
Best practices are utilized to provide options for bicycling within a community that encourages and facilitates active transportation options.



Coyote Run Trail at Via Appia Way

Existing Bike Network

Figure 1.19 shows the existing bike network with Level of Comfort shown for the multiple bikeway types. Louisville has a strong trail system that connects many parts of the city and on-street bikeways along many major corridors. However, bike connectivity is missing or is low comfort in many of the City's activity centers, such as Downtown Louisville, the CTC, along South Boulder Road, and the McCaslin Station area. Bicycling to or within these areas may be perceived as difficult or less safe for people who are uncomfortable riding on the street or around vehicles traveling at higher speeds. Many of the on-street bike lanes are low comfort. Additionally, there are few recognized, high-comfort bike routes within the City. Bicycle route designation along low-speed and low-volume corridors can help people of all ages and abilities access destinations in a way that feels safe and comfortable.



The images presented here highlight the various bicycle facilities within Louisville.



US 36 bike trail with access to McCaslin Station



Bicyclist riding along Main Street



Powerline Trail



Bicyclist riding in the bike lane along W Cherry St



Bike lane along Washington St



Lake to Lake Trail along Davidson Mesa



Shared roadway signage along Bella Vista Dr



Bikes parked at Fireside Elementary along the Powerline Trail



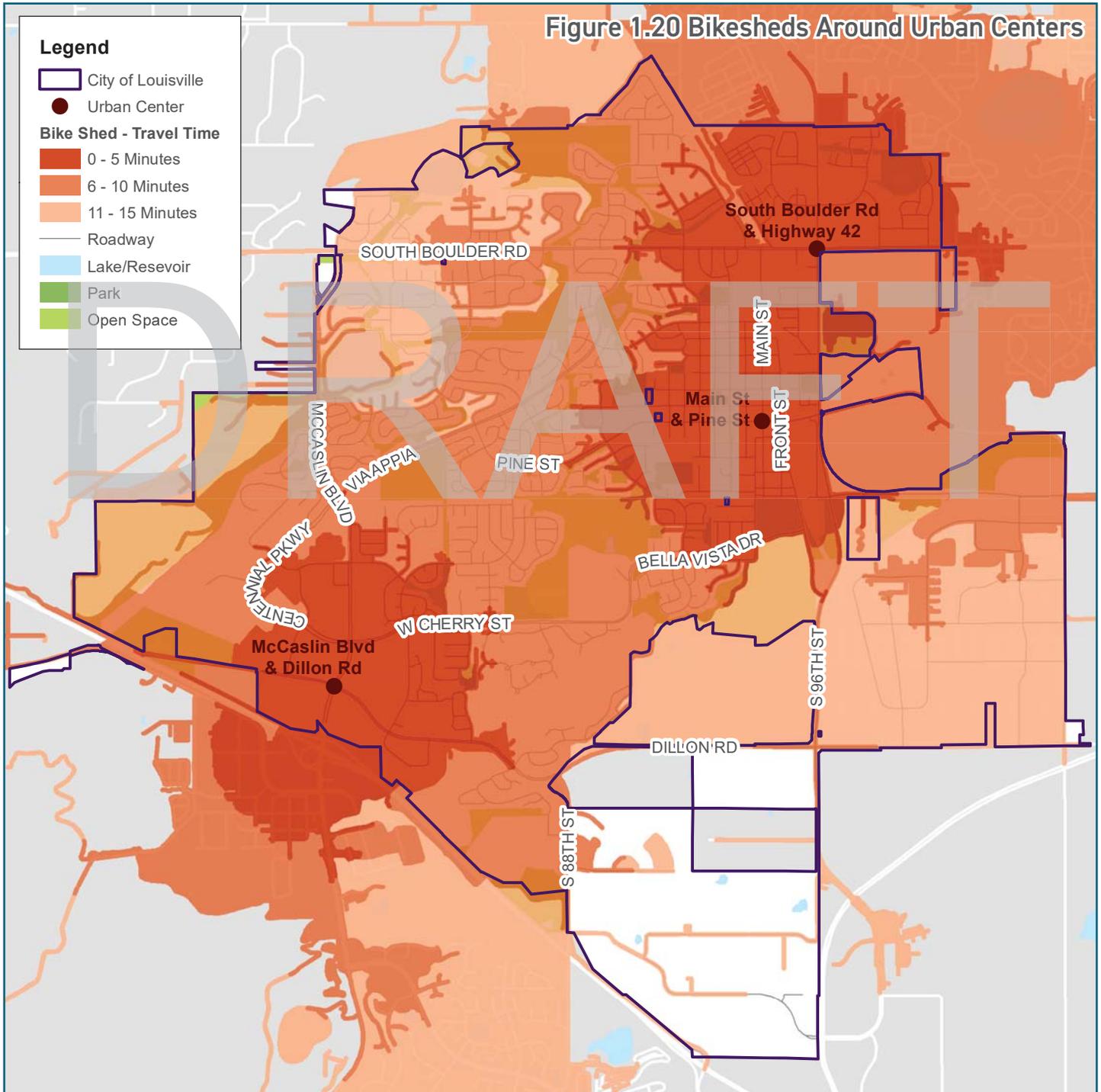
Bikeway on shoulder along Dillon Rd



New bike lane with parking to the right side along Centennial Pkwy

Biking Access Shed

Figure 1.20 shows the areas within a five-, ten-, and fifteen-minute bike ride of key nodes in each of the urban centers identified in the Comprehensive Plan. Although very few neighborhoods are within walking distance of these nodes, the vast majority of Louisville (along with parts of neighboring jurisdictions) is within a short bike ride of at least one urban center. 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.



TRANSIT

Louisville is inside the service area of the Denver Regional Transportation District (RTD), which runs a variety of rail, bus, and paratransit service in Denver, Boulder, and nearby cities. Transit in Louisville takes two predominant forms: Bus Rapid Transit (BRT) and fixed-route local bus service.

Bus Rapid Transit

The **Flatiron Flyer** operates along US 36 between downtown Boulder and downtown Denver. The route's frequent service and fast travel times make it a convenient option for traveling along the US 36 corridor. Buses arrive at the McCaslin station every 5-15 minutes, depending on the time of day. Buses may travel on the shoulder of the highway (exclusive to buses), allowing the buses to maintain high speeds and avoid traffic congestion. The Flatiron Flyer reaches downtown Boulder in approximately 20 minutes and Denver's Union Station in about 30 minutes.

Local Bus Routes

Two local bus routes operate through Louisville: the **228 Broomfield/Louisville** route and the **DASH Boulder/Lafayette via Louisville** route. Route 228 runs from its northern terminus at South Boulder Road and Garfield Street along Via Appia Way and McCaslin Boulevard before continuing southeast through Superior and Broomfield. The DASH runs along South Boulder Road for approximately seven miles between Boulder and Lafayette, but deviates from the roadway to circulate through Louisville along Via Appia Way, Pine Street, and Main Street.

The local bus routes in Louisville arrive much less frequently than the BRT. The DASH arrives every 15 minutes at peak commuting times and every 30 minutes throughout the day, while the 228 arrives every 30 minutes at peak times and hourly throughout the day.

Planned Transit Projects

Transit is a need that has been recognized within Boulder County in multiple previous planning efforts. Most specifically, the Northwest Area Mobility Study (NAMS) identified several needs and priorities for future transit service that could provide additional or enhanced service to Louisville. These priorities and potential projects include:

Northwest Rail Line from Denver to Boulder to Longmont with a station near Downtown Louisville

US 287 BRT from Longmont to Broomfield

South Boulder Road transit improvements from Lafayette to Boulder

Arapahoe Rd/Hwy7 transit improvements from I-25 to Boulder

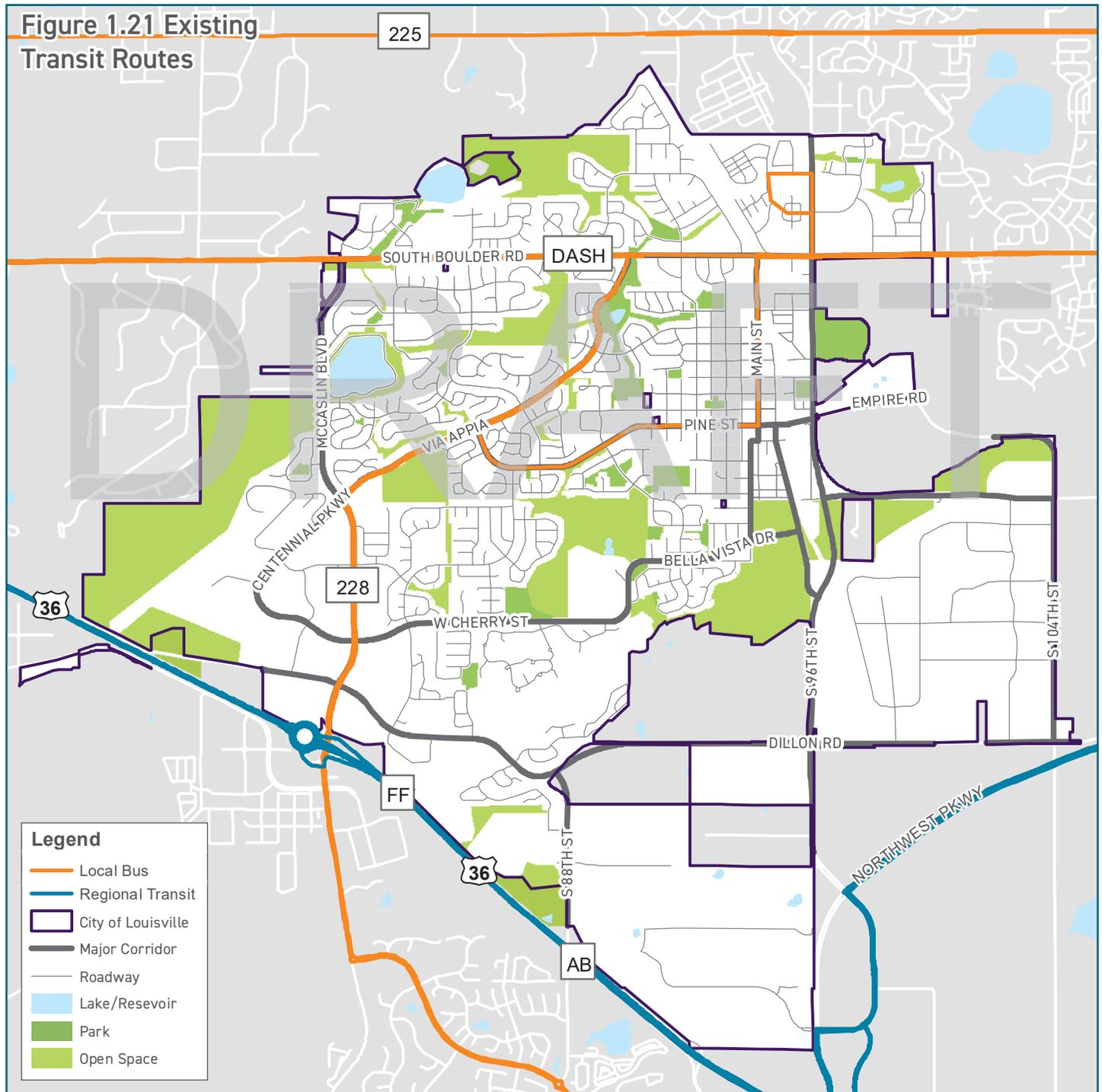
Hwy 42 new service from Broomfield to Arapahoe



McCaslin Station shelter with amenities

Transit Service

Transit service is an important component of a multimodal network, particularly for certain populations including people with no automobiles, low-income households, children, elderly, and disabled residents. Most people who ride the Flatiron Flyer from the McCaslin Station drive to the station, with some accessing the station by bike. However, those who ride the local 228 and DASH routes typically walk or bike to the bus stop. The bus routes cover some of the major corridors within Louisville and connect some of the activity centers. Transit service is missing, however from the CTC and the area south of Dillon Road that connects to the hospital and schools. Additionally, an hourly or better bus route, AB, connects Denver International Airport to Louisville's McCaslin Station.



FlexRide & VIA

Additional services are available to supplement the traditional, fixed route service in Louisville. FlexRide service is a call and ride service that allows riders to reserve a trip online or by mobile device. The service has an advance reservation time of approximately 10 minutes, and costs the same as a local fare. It helps serve areas with less direct fixed service, and connect them to the rest of the network

Via is a non-profit organization that provides a range of transportation services for older adults, people with disabilities, and other mobility limitations. Via helps improve the quality of life for users, by providing responsive and direct transportation services.

Stop Amenities

McCaslin Station has multiple amenities including shelters, bike parking, next bus arrival information, and a pedestrian bridge over US 36 that connects to the eastbound stop in Superior with similar amenities. However, the local bus routes throughout Louisville are typically marked with a bus stop sign and no other amenities, such as shelters or benches, and sometimes do not meet ADA requirements. With the lower frequency of the local routes, waiting for the bus can become uncomfortable. The images below show the conditions of bus stops within the study area.



Bus stop along Main St north of Short St



Bus stop with no pad or shelter on McCaslin Blvd north of Dillon Rd



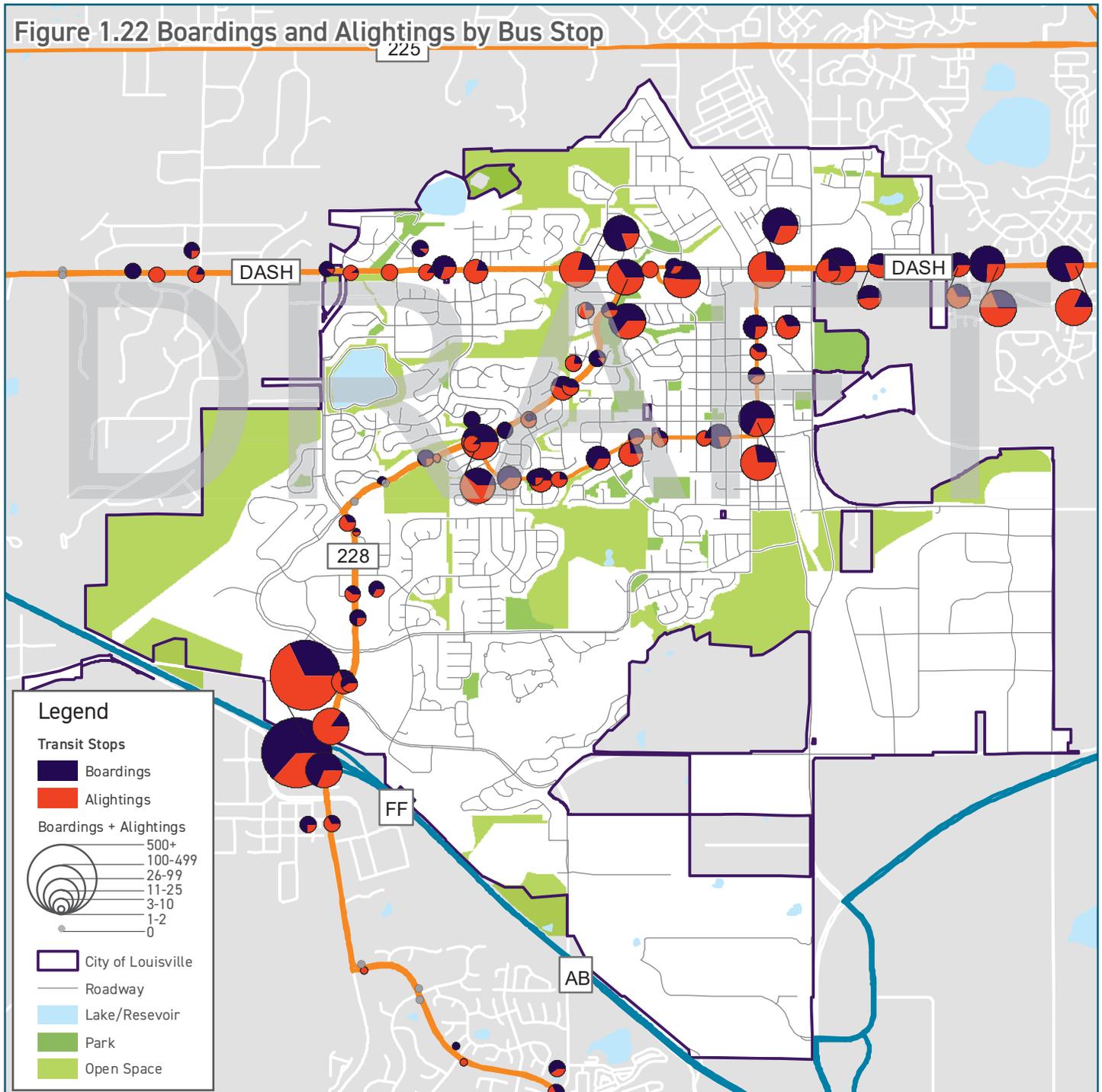
Vehicle and bike parking at McCaslin Station



Bus stop on Main St at Spruce St in Downtown

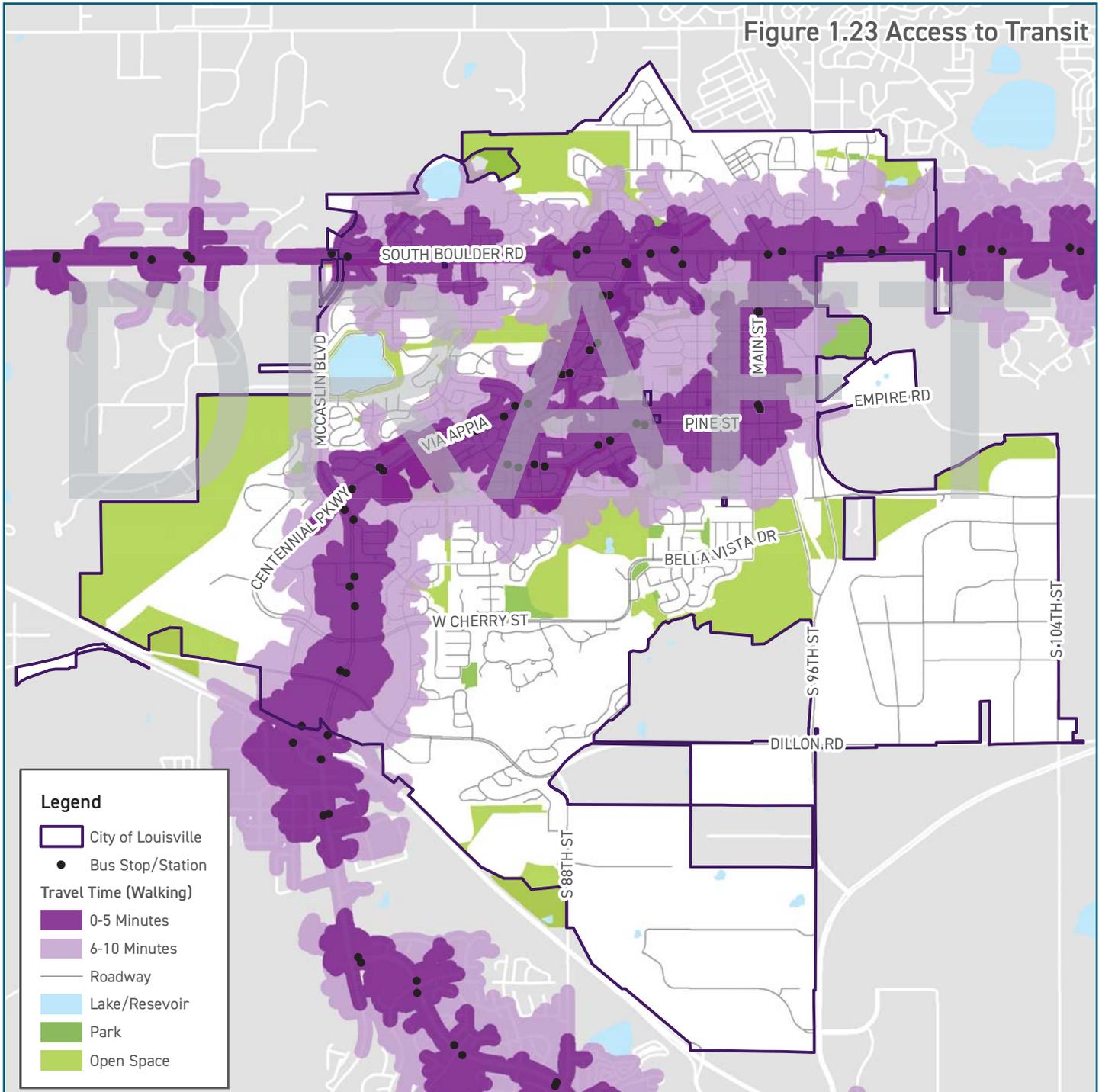
Transit Use

The RTD's Flatiron Flyer—a Bus Rapid Transit (BRT) service that connects Denver, Boulder, and other cities along the US 36 corridor—is by far the most utilized transit service in Louisville. The US 36 and McCaslin station experiences more than 1,600 boardings and alightings on a typical weekday—69% more transit activity than occurs at all other bus stops in Louisville combined. Apart from the BRT station, transit boardings and alightings concentrate in downtown and near the intersection of Via Appia Way and South Boulder Road. Overall, the local bus routes have low ridership numbers, but provide important connections to regional destinations. In Downtown, there are approximately 58 boardings and alightings per day at Main Street and Pine Street. Boardings on South Boulder Road near Via Appia Way have just over 50 boardings and alightings per day.



Access to Transit

Figure 1.23 depicts the areas within a five- and ten-minute walk of RTD bus stops in and around Louisville. It can be seen that much of the residential areas in Louisville are able to access a bus stop within a ten-minute walk. One of the City's largest employment areas, the CTC, however is wholly inaccessible to transit as is the hospital and schools around South 88th Street. Connections to transit from these areas could be of significant benefit to students, those with medical needs, and employees. In addition to walking, First and Last Mile access to transit can be accomplished through bicycling, ride share apps, and FlexRide.



SUBJECT: RESOLUTION NO. 4, SERIES 2019 – A RESOLUTION APPROVING A FINAL SUBDIVISION PLAT TO ADJUST THE LOT LINES FOR LOT 1A AND 2A, VACATE TRACT Q TAKODA SUBDIVISION, AND CREATE OUTLOT A TO BE CONVEYED TO THE CITY OF LOUISVILLE FOR THE PURPOSE OF CONSTRUCTING AN UNDERPASS

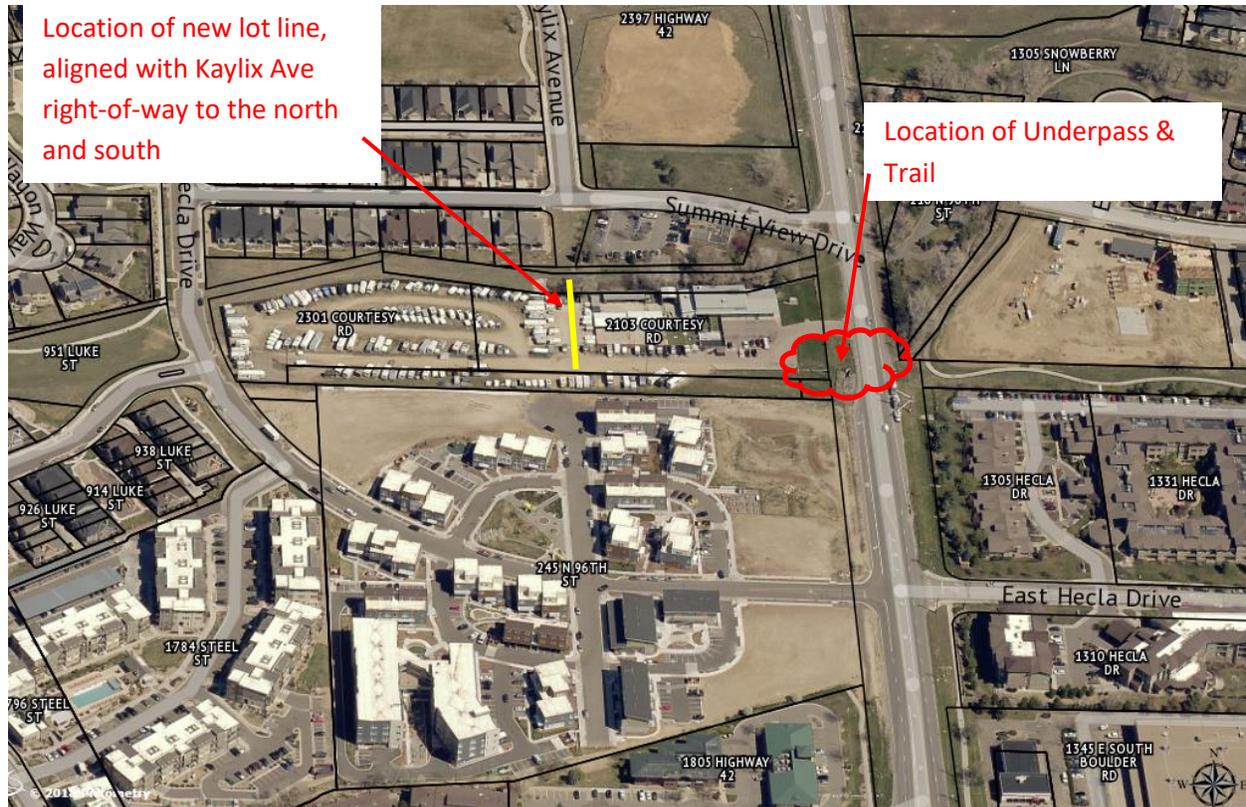
DATE: JANUARY 22, 2019

PRESENTED BY: LISA RITCHIE, SENIOR PLANNER
PLANNING AND BUILDING SAFETY DEPARTMENT



SUMMARY:

The City of Louisville is in the process of designing a non-vehicular underpass on SH 42/96th Street between Summit View Drive and Hecla Dr. To construct the underpass, the City must purchase a portion of Davidson Highline Replat, Lot 1. The owner of Davidson Highline Replat, Lot 1, RCL Land Company, LLC, has agreed to sell 3,530 square feet (0.08 ac) to the City to facilitate construction of the trail and underpass. For the purpose of this conveyance, the plat creates a new Outlot A.



Along with this plat, the property owner requests that the interior lot line between Lot 1A and Lot 1B be moved approximately 175 feet to the east. The proposed location for this property line will be in alignment with the eastern boundary of the Kaylix Ave. Right-of-Way (ROW) to the north and to the south. Thus, future redevelopment of the subject properties will be better able to facilitate connecting the Kaylix Ave. ROW between the proposed Lots 1A and 1B. Also, the plat dedicates an approximately 51-foot wide area along the eastern property line which is reserved for SH 42 ROW.

BACKGROUND:

The original Davidson Highline subdivision plat was recorded September 28, 1990 under Reception No. 1066697. The plat created Lots 1 and 2, and Outlots A and B. Davidson Highline Replat was recorded June 5, 2008 under Reception No. 20211816. This replat subdivided Lot 2 and thus created Lots 1A, 2A, and 3A. Lot 3A was then incorporated into Outlot 2 of the Steel Ranch South plat recorded August 16, 2012 under Reception No. 3244727 and the Hecla Dr. ROW created under that plat. Tract Q was created upon the recordation of the Takoda subdivision recorded October 6, 2010 under Reception No. 3103584. The owner of Lots 1A and 2A, Davidson Highline Replat, RCL Land Company, LLC, also owns Tract Q, Takoda.

The original Davidson Highline subdivision plat and the replat include an approximately 51-foot wide State Highway 42 ROW reservation for future dedication to CDOT along the east side of Lot 1A. With the proposed plat, this reservation area is now being dedicated as CDOT ROW. Additionally, Tract Q, Takoda is proposed to be incorporated into Lots 1A and 2A of this Replat 2.

RCL Land Company, LLC operates an RV storage facility on Lots 1A and 2A Davidson Highline Replat, and Tract Q, Takoda. A pet grooming and boarding business operates on Lot 1A.

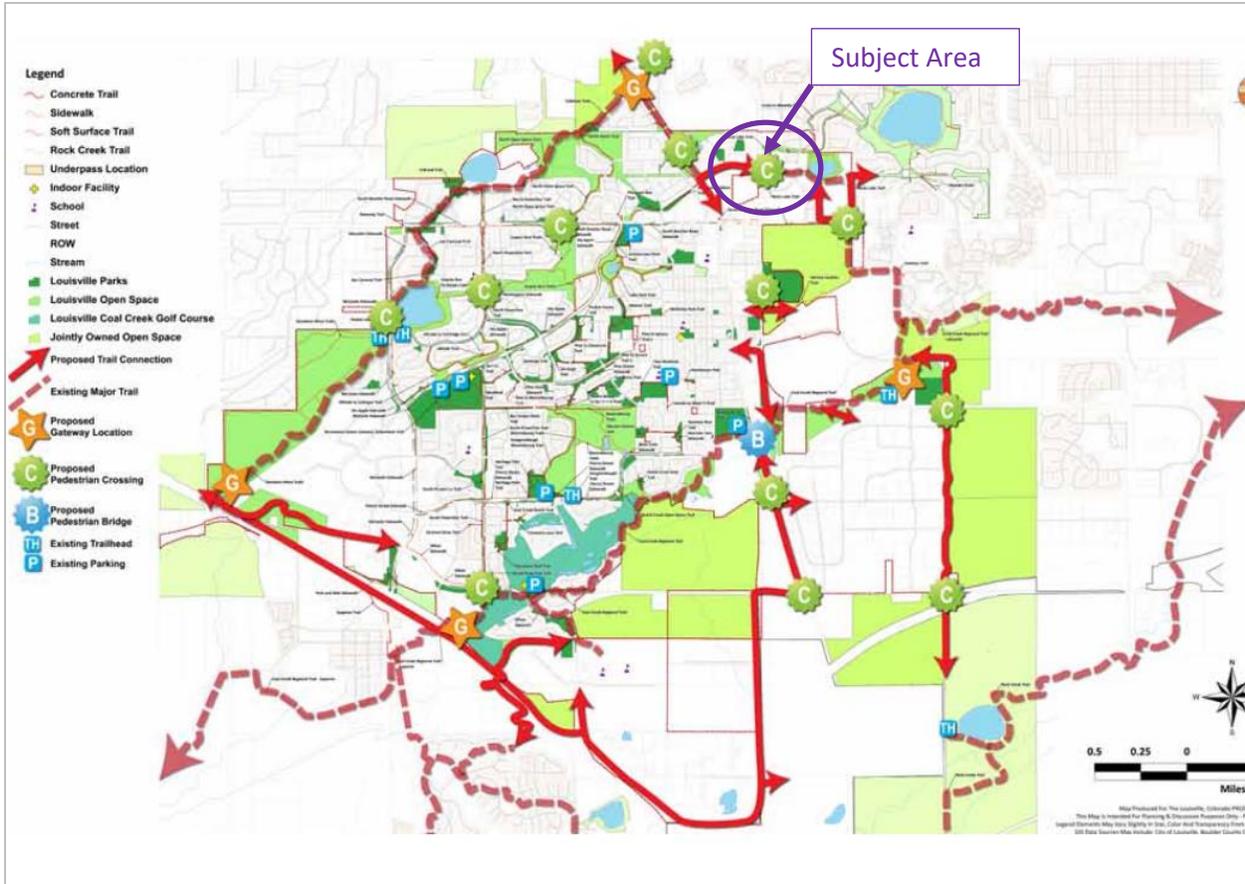
Existing Property Boundaries



ANALYSIS:

The Comprehensive Plan identifies a trail connection and pedestrian crossing to the south of the properties that are the subject of the plat. With the Kestrel subdivision plat, Outlots 1 and 2 were dedicated to the City for the purpose of constructing the planned trail connection and Highway 42 crossing. This connection will link an established pedestrian trail system from Steel Ranch to the trail system on the east side of Highway 42. The Comprehensive Plan also calls for the continuation of Kaylix Avenue through this property. Relocating the lot line assists in the facilitation of this street connection in the future.

Comprehensive Plan – Regional Trail Improvement Plan



The properties are zoned P-C and are subject to The North Louisville General Development Plan (GDP) recorded January 16, 1990 under Reception No. 1023295. The Davidson Highline properties and Tract Q, Takoda are located in Parcels K and I of the GDP which addresses allowed uses and development standards such as setbacks. Specifically, the GDP states that setbacks must be in conformance with the CN, CB, CC, & O Zones. Staff is reviewing this application for compliance with the CB zone district, which is most consistent with how the property is used currently. If the property redevelops, the most appropriate yard and bulk standards may change based on the proposal.

Lot 1A includes an existing one story block building, and five metal sheds. With the shifting of the property line separating Lots 1A and 2A, the one story block building will still be approximately 55-feet from the proposed CDOT ROW, which complies with the 20-foot front setback. All structures comply with the side setbacks. The proposed location for the interior rear lot line results in one of the metal sheds being 5-feet from this property line, which does not comply with the 10-foot rear setback for accessory structures, requiring approval of a subdivision modification for this application.

Compliance with Subdivision Criteria

Compliance with 16.12.075 – Action on Preliminary and Final Plats

The replat is subject to the following standards in Section 16.12.075 of the Louisville Municipal Code.

1. *Whether the plat conforms to all of the requirements of this title;*
 - The application for Davidson Highline Replat 2 conforms in all respects to the requirements of Title 16 of the Louisville Municipal Code.

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;*
 - Staff finds this application is consistent with the city’s comprehensive plan because it facilitates the construction of a regional trail connection and underpass. This replat also facilitates plans for a future continuation of the Kaylix Avenue right-of-way by relocating the lot line between Lots 1A and 2A. The replat does not fully comply with the zoning requirements, therefore requires a modification to the rear setback standard for a structure on Lot 1A. The analysis for this request is included below. While the request requires a modification at this time, it results in a more logical lot configuration to facilitate a future extension of Kaylix Avenue. Extension of Kaylix Avenue is desired to improve multi-modal connections and business access between South Boulder Road and Paschal Drive.

3. *Whether the proposed subdivision will promote the purposes set forth in section 16.04.020 of this Code and comply with the standards set forth in chapter 16.16 of this Code and this title.*
 - The replat promotes the purposes set forth in the LMC, 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, pedestrians and bikeways, and provides appropriate regulation of the use of land in the city. The replat also meets the standards set forth in chapter 16.16 of the LMC.

Compliance with 16.24.030 – Modification Review Criteria

The application requires a modification because Lot 1A will have an open shed with a nonconforming accessory rear setback, resulting in noncompliance with a provision in Title 17. In granting any modification for a subdivision plat that is not processed concurrently with a PUD, the request shall meet the following criteria:

1. That there are unique physical circumstances or conditions such as irregularity, narrowness or shallowness of the property, or exceptional topographical conditions, or other physical conditions peculiar to the affected property;

- Staff finds that the unique physical circumstance peculiar to this property is the location of Kaylix Avenue right-of-way to the north and south of this property. The location of this right-of-way and the desire to provide for the extension of Kaylix Avenue, as called for in the City's Comprehensive Plan is a unique circumstance. Staff finds that a unique physical condition does not have to be located within the property, but that a circumstance adjacent to or in close proximity can be a circumstance that affects the property.
2. That because of such physical circumstances or conditions, the property cannot be reasonably developed in conformity with the provisions of title 16 and title 17 resulting in a hardship;
 - The modification allows reasonable continued use of the property with the existing site layout, which includes allowing the property owner to maintain the current location of the shed. In addition, if Kaylix Avenue were extended without adjusting the lot boundaries, it would bisect Lot 1A and result in a non-logical lot configuration that could not reasonably be developed. The resulting remnant of Lot 1A would be shallower than what is typically platted for commercial development. Should either property redevelop, a PUD is required and all new structures will need to be in conformance with the zoning regulations in effect at the time of application.
 3. That such hardship has not been created by the applicant;
 - While the city ultimately established the location of Kaylix Avenue to the north and south, these actions occurred without the intention of creating a future nonconformity requiring this request for a modification. Additionally, the owner of the open shed that will encroach did not anticipate the City's plans to extend the street when locating the shed. The shed complies with setbacks based on the current lot configuration.
 4. That the modification, if granted, will not alter the essential character of the neighborhood or district in which the property is located, nor substantially or permanently impair the appropriate use or development of adjacent property;
 - The granting of the modification will not alter the essential character of the neighborhood or district in which the property is located. There are currently two commercial properties platted and this action will continue to maintain two similarly oriented lots. The inclusion of Tract Q, Takoda into the developable lots will increase the developable area of these lots. However, the current businesses are already using Tract Q and the additional land area will have a negligible impact on the intensity of any future development. Future development of the property will be through a PUD, ensuring development meets minimum City standards.

5. That there are no reasonable alternatives that would remove the need for the requested modification or would reduce the amount of the modification.
 - The proposed location of the lot line is the most reasonable given the location of Kaylix Avenue to the north and south. There are no reasonable alternatives that would reduce the amount of the modification.
6. That no additional dwelling units shall result from approval of the modification beyond what the underlying zoning would otherwise allow.
 - This application will not result in any dwelling units.

FISCAL IMPACT:

The City of Louisville is funding the cost of preparing the plat, and other associated expenses with the construction of the underpass. These costs are included in the entire project cost.

PLANNING COMMISSION:

The Planning Commission reviewed the application on January 10, 2019 and voted 4-2 to recommend approval of the plat. The two dissenting votes supported the plat for the purpose of creating a tract to facilitate the underpass, but did not support the modification request based on a determination that the off-site condition of right-of-way orientation did not constitute a unique circumstance. The minutes are not complete for this hearing, however the video of the discussion can be found at this [link](#).

PUBLIC COMMENTS:

To date, no public comments have been received for this application.

STAFF RECOMMENDATION:

Staff recommends approval of the application and requested modification, and finds it complies with the criteria for approval in the Louisville Municipal Code and recommends the following condition:

- Concurrent with the recordation of the plat, deeds shall be recorded which reflect the revised legal description of each affected property.

ATTACHMENT(S):

1. Resolution No. 4, Series 2019
2. Application Materials
3. Plat
4. Presentation

**RESOLUTION NO. 4
SERIES 2019**

A RESOLUTION APPROVING A FINAL SUBDIVISION PLAT TO ADJUST THE LOT LINES FOR LOT 1A AND 2A, VACATE TRACT Q, TAKODA SUBDIVISION, AND CREATE OUTLOT A TO BE CONVEYED TO THE CITY OF LOUISVILLE FOR THE PURPOSE OF CONSTRUCTING AN UNDERPASS

WHEREAS, there has been submitted to the Louisville Planning Commission an application requesting approval of a final subdivision plat to move adjust the lot lines for Lots 1A and 2A, vacate Tract Q, Takoda Subdivision, and create Outlot A to be conveyed to the City of Louisville for the purpose of constructing an underpass; and

WHEREAS, the City Staff has reviewed the information submitted and found that the application complies with the Louisville zoning and subdivision regulations, with approval of a modification, and other applicable sections of the Louisville Municipal Code; and

WHEREAS, after a duly noticed public hearing on January 10, 2019, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated January 10, 2019, the Planning Commission recommended approval the Final Plat, with one condition; and

WHEREAS, City Council has reviewed the application, including the recommendation of the Planning Commission and finds that said Final Plat, with one condition, should be approved.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Louisville, Colorado does hereby approve an application requesting approval of a final subdivision plat to move adjust the lot lines for Lots 1A and 2A, vacate Tract Q, Takoda Subdivision, and create Outlot A to be conveyed to the City of Louisville for the purpose of constructing an underpass.

PASSED AND ADOPTED this 22nd day of January, 2019.

By: _____
Robert P. Muckle, Mayor

Attest: _____
Meredyth Muth, City Clerk

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: City of Louisville

Contact: Joliette Woodson, Public Works

Address: 749 Main St.
Louisville, CO 80027

Mailing Address: Same as above

Telephone: 303-335-4603

Fax: 303-335-4550

Email: joliettew@louisvilleco.gov

OWNER INFORMATION

Firm: RCL Land Company, LLC

Contact: Rob Lathrop

Address: 601 Johnson St.
Louisville, CO 80027

Mailing Address: P.O. Box 715
Louisville, CO 80027

Telephone: 303-666-6199

Fax: _____

Email: rentcent@comcast.net

REPRESENTATIVE INFORMATION

Firm: _____

Contact: _____

Address: _____

Mailing Address: _____

Telephone: _____

Fax: _____

Email: _____

PROPERTY INFORMATION

Common Address: 2103 N. Courtesy Road

Legal Description: Lot 1A, 2A Blk _____

Subdivision Davidson Highline

Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

Annexation

Zoning

Preliminary Subdivision Plat

Final Subdivision Plat

Minor Subdivision Plat

Preliminary Planned Unit Development (PUD)

Final PUD

Amended PUD

Administrative PUD Amendment

Special Review Use (SRU)

SRU Amendment

SRU Administrative Review

Temporary Use Permit: _____

CMRS Facility: _____

Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

PROJECT INFORMATION

Summary: Replat 2 of Outlot A
Davidson Highline PUD Lots 1A, 2A

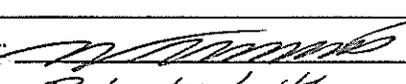
Davidson Highline Subdivision Replat and
Tract Q, Takoda

Current zoning: _____ Proposed zoning: _____

SIGNATURES & DATE

Applicant: _____

Print: _____

Owner: 

Print: Robert Lathrop 10/8/14

Representative: _____

Print: _____

CITY STAFF USE ONLY

Fee paid: _____

Check number: _____

Date Received: _____

LAND USE APPLICATION

TO Kristen Dean – City of Louisville Planning
FROM Joliette Woodson – City of Louisville Public Works
DATE October 9, 2018
PROJECT # 201528-660067
PAGE 1 of 1
SUBJECT Re-plat of Outlot A Davidson Highline PUD Lots 1A, 2A
Davidson Highline Subdivision Re-plat and Tract Q Takoda
Department of Planning and Building Safety Land Use Application

INTRODUCTION

Loris and Associates, Inc. has been retained by the City of Louisville to provide engineering design and construction phase services for the construction of an underpass on SH 42 between Summit View Drive and Hecla Drive. To construct the trail coming from Hecla Drive to the west, the City must purchase a portion of the property located at 2103 N. Courtesy Road. A re-plat of the property is necessary to separate the land to be purchased. The following is attached as part of the Land Use Application:

1. Right of Way Ownership Map depicting proposed underpass.
2. Re-Plat
3. Land Use Application
4. Land Title
5. PDF of Submittal (Provided by Email)

If any additional information is needed please contact me at joliettw@louisvilleco.com or (303) 355-4603.

Joliette Woodson
City of Louisville
Public Works Department

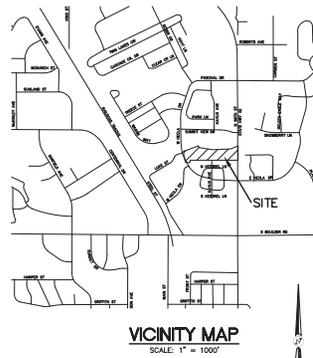
DAVIDSON HIGHLINE SUBDIVISION REPLAT 2
A REPLAT OF LOTS 1A, 2A
DAVIDSON HIGHLINE SUBDIVISION REPLAT AND TRACT Q, TAKODA
SE 1/4 SECTION 5, T1S, R69W OF THE 6TH P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

LEGEND

- ⊕ PUBLIC LAND CORNER FOUND
- FOUND MONUMENT AS NOTED
- FOUND ON SET (Ø REBAR WITH 1" RED PLASTIC CAP STAMPED SCOTT COX ASS PLS 24302 (P&C) (UNLESS NOTED)
- △ CONTROL POINT
- (R) RECORD COURSE PER LEGAL DESCRIPTION
- (M) MEASURED COURSE PER THIS SURVEY
- (S54°18'29"W 0.08') RECORD OR CALCULATED POSITION TO FOUND MONUMENT

NOTES

1. THE BASIS OF BEARINGS IS THE NORTHERLY LINE OF KESTREL SUBDIVISION BETWEEN THE FOUND MONUMENTS SHOWN HEREON AND BEARS N89°50'52"W PER KESTREL SUBDIVISION.
2. THE SIZE AND TYPE OF MONUMENTS FOUND ARE SHOWN HEREON.
3. NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED ON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVERED SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON. CFS-13-80-105 (2/04)
4. THIS PROPERTY LIES WITHIN ZONE X AS SHOWN ON FLOOD INSURANCE RATE MAP, BOULDER COUNTY, MAP NUMBER 080130582, A MAP REVISED: DECEMBER 18, 2012.
5. LAND TITLE GUARANTEE COMPANY, INFORMATION BINDER NO. AB270578986 DATED 07-14-18, WAS SOLELY REPLIED UPON FOR RECORDED RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS PLAT.
6. THE PURPOSE OF OUTLOT A IS TO CONVEY THIS PROPERTY TO THE CITY OF LOUISVILLE.



DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING THE OWNER OF A TRACT OF LAND LOCATED IN SECTION 5, TOWNSHIP 1 SOUTH, RANGE 69 WEST, OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, BOULDER COUNTY, STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE SOUTHEAST ¼ OF SECTION 5, TOWNSHIP 1 SOUTH, RANGE 69 WEST, OF THE 6TH P.M., COUNTY OF BOULDER, STATE OF COLORADO, DESCRIBED AS FOLLOWS:
 LOT 1A, DAVIDSON HIGHLINE SUBDIVISION REPLAT, COUNTY OF BOULDER, STATE OF COLORADO

LOT 2A, DAVIDSON HIGHLINE SUBDIVISION REPLAT, COUNTY OF BOULDER, STATE OF COLORADO

TRACT Q, TAKODA, COUNTY OF BOULDER, STATE OF COLORADO

AREA=4.986 ACRES

HAS LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER DRAWING HEREON CONTAINED UNDER THE NAME AND STYLE OF DAVIDSON HIGHLINE SUBDIVISION REPLAT 2, A SUBDIVISION OF A PART OF THE CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, AND BY THESE PRESENTS DOES HEREBY DEDICATE TO THE CITY OF LOUISVILLE AND THE PUBLIC, THE STREETS AND RIGHTS-OF-WAY AS SHOWN ON THE ACCOMPANYING PLAT FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE CITY OF LOUISVILLE AND ALL MUNICIPALLY OWNED AND/OR FRANCHISED UTILITIES AND SERVICES THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS ACCESS EASEMENTS, AND DESIGNATED AS UTILITY EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT FOR ALL SERVICES, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, TELEPHONE AND ELECTRIC LINES, WORKS, POLES AND UNDERGROUND CABLES, GAS PIPELINES, WATER PIPELINES, SANITARY SEWER LINES, STREET LIGHTS, CULVERTS, HYDRANTS, DRAINAGE DITCHES AND DRAINS AND ALL APPURTENANCES THERETO, IT BEING EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTING AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, STORM SEWERS AND DRAINS, STREET LIGHTING, GRADING AND LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER OR ARRANGEMENTS MADE BY THE SUBDIVIDER THEREOF WHICH ARE APPROVED BY THE CITY OF LOUISVILLE, COLORADO, AND SUCH SAME SHALL NOT BE PAID BY THE CITY OF LOUISVILLE, COLORADO, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE CITY OF LOUISVILLE, COLORADO, SHALL BECOME THE SOLE PROPERTY OF SAID CITY OF LOUISVILLE, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT ITEMS OWNED BY MUNICIPALLY FRANCHISED UTILITIES AND/OR U.S. CENTURY LINK, INC. WHICH WHEN CONSTRUCTED OR INSTALLED, SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL NOT BECOME THE PROPERTY OF THE CITY OF LOUISVILLE, COLORADO.

OWNERS CERTIFICATE

ROL LAND COMPANY, LLC, A COLORADO LIMITED LIABILITY COMPANY

BY _____ DATE _____

ACKNOWLEDGEMENT

STATE OF COLORADO)
) SS.
 COUNTY OF BOULDER)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20____ BY _____

WITNESS MY HAND AND SEAL.
 MY COMMISSION EXPIRES: _____

[SEAL]

NOTARY PUBLIC

SURVEYING CERTIFICATE

I, A. JOHN BURI, DO HEREBY CERTIFY THAT I AM A DULY REGISTERED PROFESSIONAL LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE OF COLORADO, THAT THIS PLAT IS A TRUE, CORRECT AND COMPLETE PLAT OF DAVIDSON HIGHLINE SUBDIVISION REPLAT 2 AS LAID OUT, PLATTED, DEDICATED AND SHOWN HEREON, THAT SUCH PLAT WAS MADE FROM AN ACCURATE SURVEY OF SAID PROPERTY BY ME AND UNDER MY DIRECT RESPONSIBILITY, SUPERVISION AND CHECKING AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE TRACTS STAKED UPON THE GROUND IN COMPLIANCE WITH ARTICLES 50-53 OF TITLE 38, COLORADO REVISED STATUTES GOVERNING THE SUBDIVISION OF LAND.

IN WITNESS WHEREOF, I HAVE SET MY HAND AND SEAL THIS _____ DAY OF _____, 20____ A.D.

A. JOHN BURI, P.L.S.
 COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR NO. 24302
 FOR AND ON BEHALF OF SCOTT, COX & ASSOCIATES, INC.

MORTGAGE INTEREST HOLDER CONSENT TO DEDICATION

MORTGAGEE CONSENTS TO DEDICATION, THE UNDERSIGNED HOLDERS OF MORTGAGE INTERESTS AND LINES AGAINST THE PROPERTY OFFERED FOR DEDICATION AND TRANSFER TO THE PUBLIC AND CITY OF LOUISVILLE HEREBY CONSENTS TO AND APPROVES OF SUCH DEDICATION AND TRANSFER AND HEREBY SUBORDINATES AND RELEASES ITS INTEREST TO SUCH DEDICATED AND TRANSFERRED PROPERTY.

IN WITNESS WHEREOF, WE DO HERETO SET OUR HANDS AND SEALS THIS _____ DAY OF _____

STATE OF _____)
) SS.
 COUNTY OF _____)
 WITNESS MY HAND AND SEAL.

PLANNING COMMISSION CERTIFICATE

RECOMMENDED APPROVAL THIS _____ DAY OF _____, 20____ BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO, RESOLUTION NO. _____ SERIES _____

CITY COUNCIL CERTIFICATE

APPROVED THIS _____ DAY OF _____, 20____ BY THE CITY COUNCIL OF CITY OF LOUISVILLE, COLORADO, RESOLUTION NO. _____ SERIES _____

MAYOR _____ CITY CLERK _____

CLERK & RECORDER'S CERTIFICATE

STATE OF COLORADO)
) SS.
 COUNTY OF BOULDER)

I HEREBY CERTIFY THAT THIS PLAT WAS FILED IN MY OFFICE AT _____ O'CLOCK _____ M., THIS _____ DAY OF _____, 20____, AND IS RECORDED UNDER RECEPTION # _____

COUNTY CLERK AND RECORDER _____ DEPUTY _____

		SCOTT, COX & ASSOCIATES, INC.	
consulting engineers		surveyors	
1530 55th Street		Boulder, Colorado 80303	
(303) 444-3081			
Designed by	AJB	Date	01/15/19
Drawn by	JAS	AS SHOWN	17285A-1
Checked by	AJB	Revision	Description
		Date	
			17285C

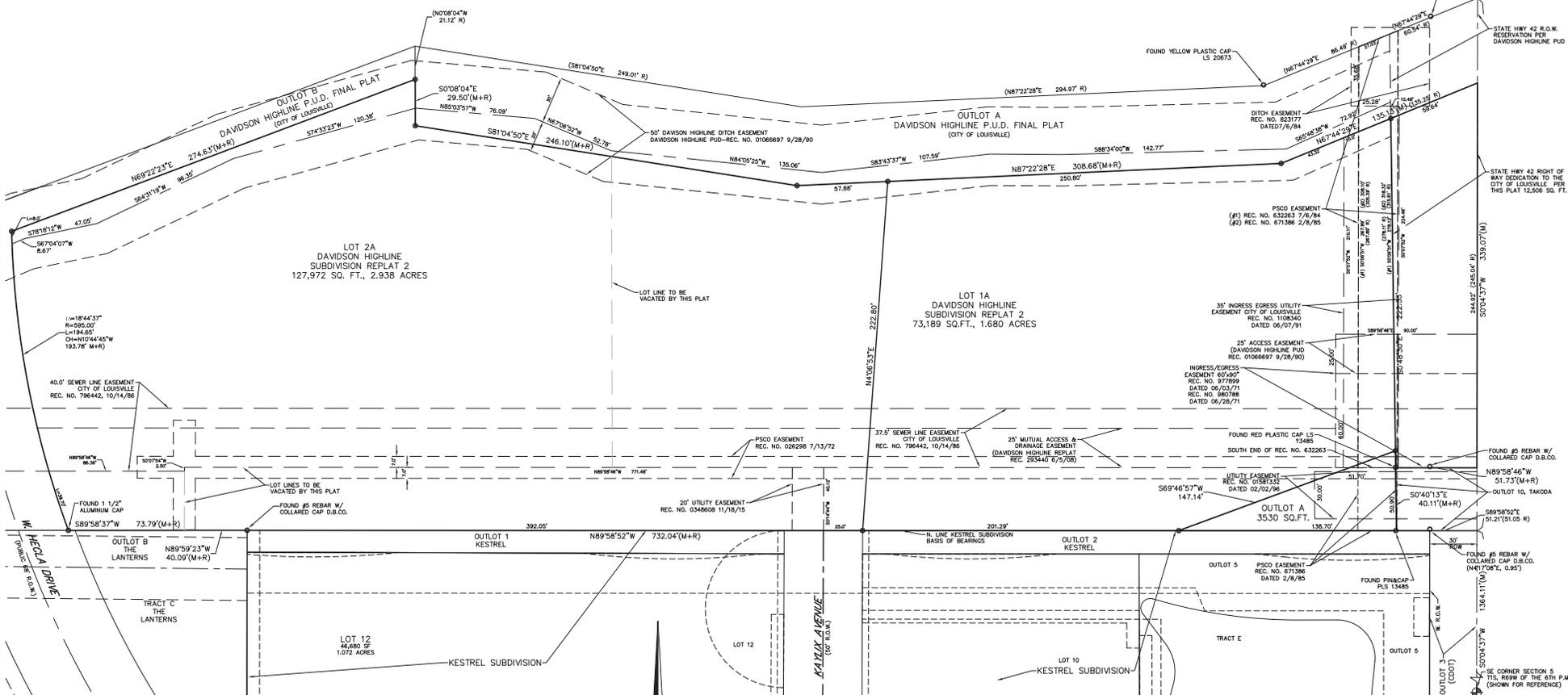
DAVIDSON HIGHLINE SUBDIVISION REPLAT 2
A REPLAT OF LOTS 1A, 2A
DAVIDSON HIGHLINE SUBDIVISION REPLAT AND TRACT Q, TAKODA
SE 1/4 SECTION 5, T1S, R69W OF THE 6TH P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

E 1/4, SECTION 5
T1S, R69W OF THE 6TH P.M.
FOUND 2 1/2" ALUM. CAP.
LS 2149, ILLIBLEGIBLE IN RANGE BOX

STATE HWY 42
N 96TH STREET

STATE HWY 42 R.O.W.
RESERVATION PER
DAVIDSON HIGHLINE PUD

STATE HWY 42 RIGHT OF
WAY DEDICATION TO THE
CITY OF LOUISVILLE PER
THIS PLAT 12,506 SQ. FT.



Scale: 1" = 30'
U.S. SURVEY FEET

		SCOTT, COX & ASSOCIATES, INC. consulting engineers • surveyors 1530 55th Street • Boulder, Colorado 80303 (303) 444-3081	
Designed by	AJB	Date	01/15/19
Scale	1" = 30'	Drawing no.	17285A-1
Drawn by	JAS	Revision	
Checked by	AJB	Description	
		Date	
		Project no.	17285C
		Sheet	2

City Council Public Hearing

January 22, 2019

Davidson Highline Subdivision Replat 2

Approval of Resolution No. 4, Series 2019, approving a request for the Davidson Highline Replat 2 subdivision

Public Notice Certification:

Published in the Boulder Daily Camera – December 23, 2018

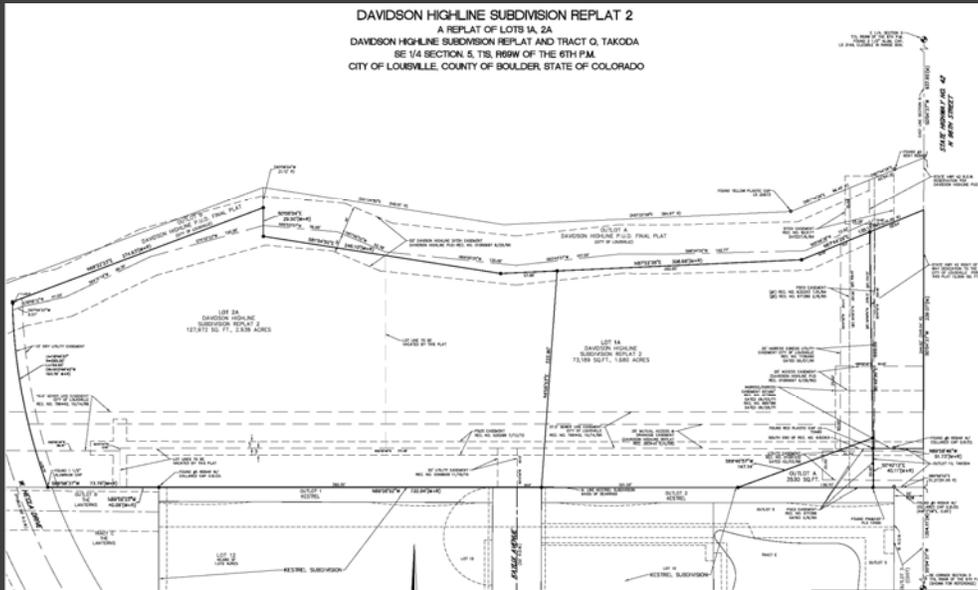
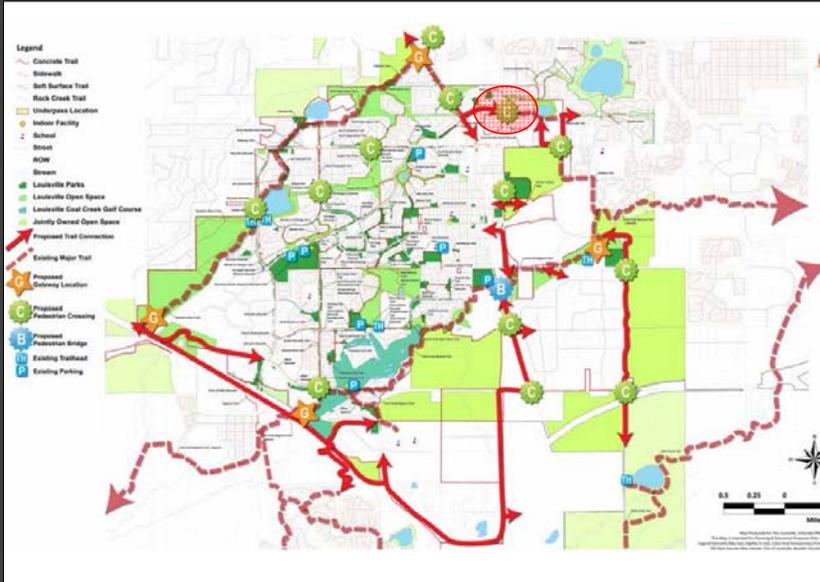
Posted in Required Locations, Property Posted and Mailing Notice – December 21, 2018

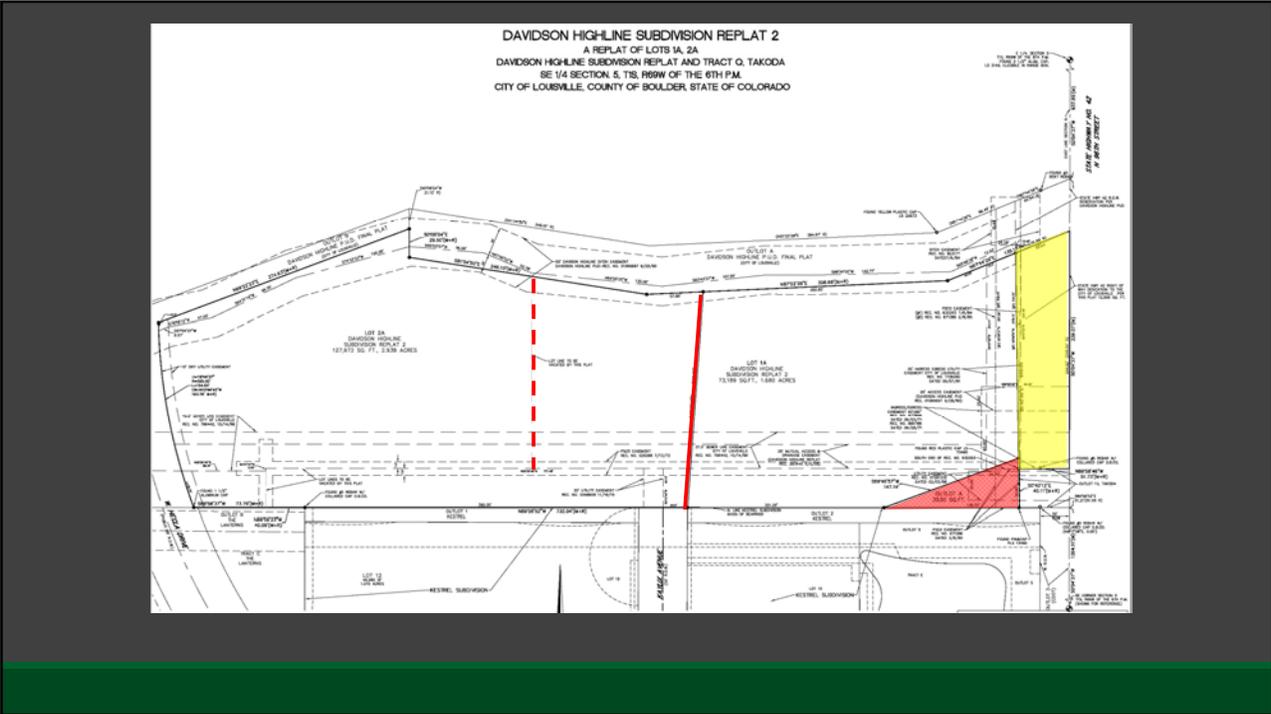
Location



Comprehensive Plan

Regional Trail Improvement Plan





Location

More details

Location of new lot line, aligned with Kaylix Ave

Location of new underpass & trail



Replat Proposal

- Vacates Tract Q
- Shifts the lot line between Lots 1A and 2A
- Creates Outlot A for conveyance to the City
- Dedicates property for SH 42 Right-of-Way
- Modification required
 - One open shed will be located within the 10-foot rear setback

Replat Analysis

Sec 16.12.075 – Action on Preliminary and Final Plats

- *The proposal complies with all criteria for subdivision plats*

Sec 16.24.030 – Modification Review Criteria

- *The proposal complies with all criteria for a modification*

Replat

Staff Recommendation

Staff recommends approval of **Resolution 4, Series 2019**, a resolution approving the Davidson Highline Replat 2 subdivision, with the following condition:

- Concurrent with the recordation of the plat, deeds shall be recorded which reflect the revised legal description of each affected property.

SUBJECT: **ORDINANCE NO. 1768, SERIES 2019 – AN ORDINANCE APPROVING THE REZONING OF CERTAIN PROPERTIES FROM THE OFFICE ZONE DISTRICT TO THE AGRICULTURAL AND ADMINISTRATIVE OFFICE ZONE DISTRICTS. – 2nd READING, PUBLIC HEARING (advertised *Daily Camera* 1/13/19)**

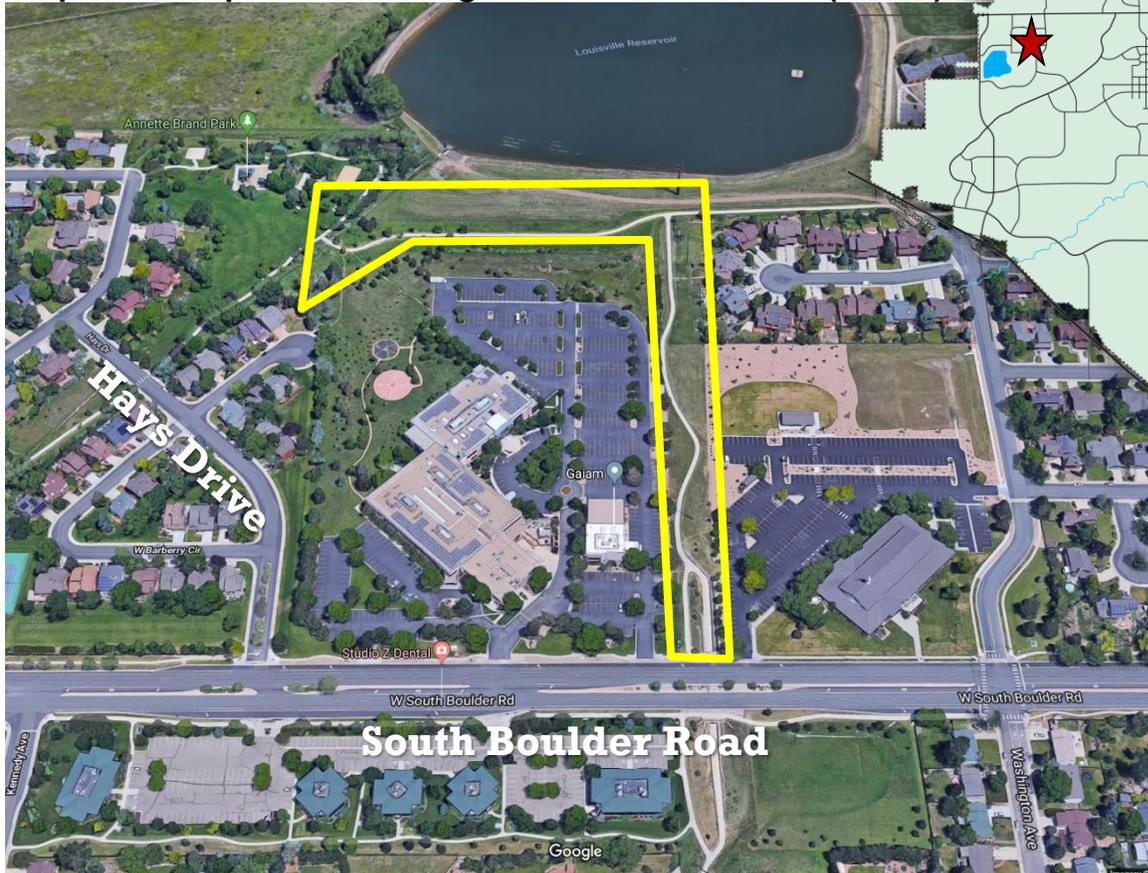
DATE: **JANUARY 22, 2019**

PRESENTED BY: **LISA RITCHIE, PLANNING & BUILDING SAFETY DEPARTMENT**

SUMMARY:

Staff is presenting an ordinance to rezone certain properties from the Office zone district to the Agricultural (Area 1) and Administrative Office (Area 2) zone district. The City repealed the Office zone district from the Louisville Municipal Code in 1984, but never rezoned several properties zoned Office to a valid zone district. In order to address this discrepancy, the City Council 2018 work plan included direction for planning staff to rezone these properties or create standards for the Office zone district.

Properties Proposed for the Agricultural Zone District (Area 1)



Properties Proposed for the Administrative Office Zone District (Area 2)

SUBJECT: ORDINANCE NO. 1768, SERIES 2019

DATE: JANUARY 22, 2019

PAGE 2 OF 7



BACKGROUND:

Agricultural Zone District Property (Area 1)

The City annexed and zoned the Area 1 properties Office in 1981 as part of the Biological Sciences Annexation. The annexation included Lot 1, Neodata (833 South Boulder Road), which the City rezoned to Business Office in 2018, pursuant to Ordinance 1757, 2018. The remaining two properties that were zoned Office in 1981 are owned by the City of Louisville and Public Service Company of Colorado (Xcel). The legal descriptions for these properties are included as an attachment to the draft ordinance. The properties are undeveloped and concrete trails traverse each. Staff recommends rezoning the properties to the Agricultural zone district for consistency with other adjacent city-owned property.

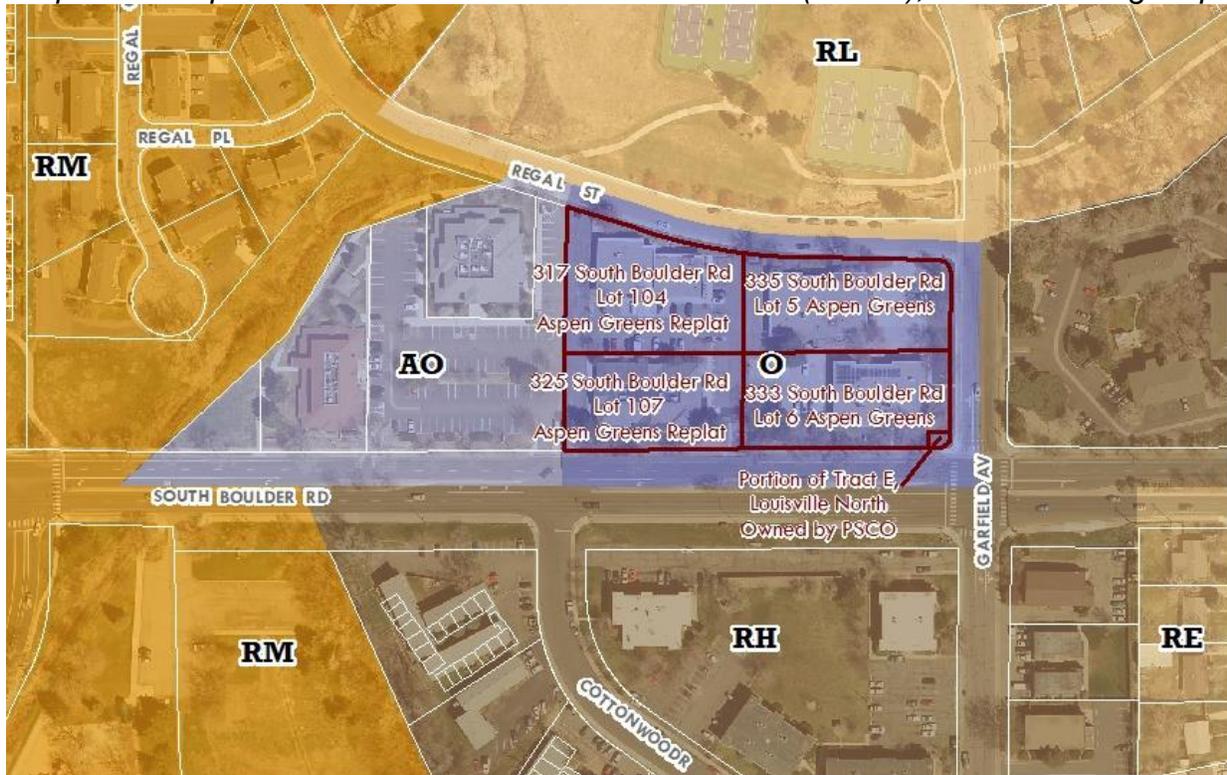
Properties Proposed for the Agricultural Zone District (Area 1), Current Zoning Map



Administrative Office Zone District Property (Area 2)

The City annexed the Area 2 properties in 1973. The Area 2 properties were zoned Residential High Density (RH), as part of Ordinance 424, Series 1973. In 1980, the City rezoned Lots 5 and 6, Aspen Greens (333 and 335 South Boulder Road) and the remaining portion of Tract E owned by Xcel to the Office zone district, pursuant to Ordinance 695, Series 1980. In 1982, the City rezoned Lots 104 and 107, Aspen Greens Replat (317 and 325 South Boulder Road) from RH to Office, pursuant to Ordinance 777, Series 1982. The City has approved a number of PUDs and PUD Amendments since their initial annexation and zoning. The properties are all separately owned and are developed consistent with these PUD approvals and, with the exception of the small property owned by Xcel, each contain one structure.

Properties Proposed for the Administrative Zone District (Area 2), Current Zoning Map



Office Zone District

In 1984, the City repealed the Office zone district and established two new zone districts, Business Office and Administrative Office. Despite the repeal of the Office zone district, these two areas of the City retained the Office zoning. As noted above, the property at 833 South Boulder Road was zoned Business Office earlier this year, which is consistent with Planning Commission discussion in 1984 (see the October 16, 1984 City Council packet attachment) when the Office zone district was repealed. These discussions also indicated that the area along South Boulder Road near Garfield as appropriate for the Administrative Office zone district, which is the proposed zone district for Area 2 of the application.

PROPOSAL:

Area 1

The proposed ordinance rezones the Area 1 properties to the Agricultural zone district, which is consistent with the zoning for other properties in the area that the City owns and uses in a similar manner. This zone change will not require any change in management or use, and the existing trails and Xcel overhead transmission lines will remain. The City's zoning use group table (LMC Sec. 17.12.030) does not explicitly call out parks or recreational trails in any of the City's zone districts, however, recreational trails are commonly developed in the Agricultural zone. The City of Louisville Parks and Recreation staff reviewed the request and have no concerns. Xcel has provided

written authorization for the rezoning of their property from Office to the Agricultural zone district.

The Louisville Municipal Code describes the Agricultural zone district as:

Agricultural A: *The agricultural A district is comprised of areas which are primarily in a natural state, are utilized for the growing of crops and plant materials or where similar farming activities are practiced, or are appropriate for very low density residential use.*

Area 2

The proposed ordinance rezones the Area 2 properties to the Administrative Office zone district. This action will not impact the previous approval of PUDs for the properties, and the Office zone district and Administrative Office zone district use tables are similar, and are provided as attachments. Staff does not anticipate impacts to the existing property owners or tenants related to how they currently use the property. This is also consistent with the zoning for the properties immediately to the west.

Staff received written authorization from Xcel, and from three of the four private property owners at the time of this report. Staff has made multiple attempts to contact all property owners, including sending regular and certified letters notifying them of the proposed zone change. LMC Sec. 17.44.010 allows the City to initiate a rezoning without property owner authorization.

The LMC describes the Administrative Office zone district as:

Administrative office A-O. *The administrative office A-O district is intended for nonretail use, mainly of a personal service nature. It is intended to have less impact than commercial uses in terms of traffic, types of use, advertising, and hours of operation and shall not have significant adverse impact upon residential uses. The applicant must demonstrate that uses proposed for the area in question shall meet the above criteria. In addition, limitations on the size of building sites, lot coverage, and other requirements shall exist; specifically, no parcel greater than three acres shall be an administrative office zone unless the parcel has been zoned office (O) prior to July 1, 1984.*

ANALYSIS:

Compliance with LMC Sec. 17.44.050 – Rezoning

The rezoning proposal is subject to Section 17.44.050 of the Louisville Municipal Code, the Declaration of Policy for Rezoning. One or more of the following criteria must be met to approve a rezoning:

1. *The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the city's comprehensive plan.*

There is evidence of an error in the zoning of the property. As noted above, the City zoned the properties Office in 1980, 1981 and 1982, and repealed that zone district in 1984, leaving the properties with a zoning designation that is not currently included in the Louisville Municipal Code. This results in property with no clear use or development standards. Approving this zone change request to Agricultural and Administrative Office provides clarity for the properties.

The Comprehensive Plan discusses the role of the Comprehensive Plan as advisory, while the LMC is regulatory with respect to zoning and allowed uses. As currently zoned, the properties are inconsistent with the Comprehensive Plan because there are no clear zone district uses and standards that apply. Rezoning the properties is consistent with the Framework in the Comprehensive Plan that includes the subject property as a Suburban Corridor.

The Comprehensive Plan identifies Area 1 as part of the South Boulder Road Suburban Corridor (west of Via Appia), and includes both residential and commercial land uses, with properties setback from the roadway or buffered with landscaping. These particular parcels are identified as parks and open space land uses, and are noted as areas of stability. This zone change request will result in consistency with the policies and goals of the Comprehensive Plan.

Area 2 is part of the South Boulder Road Small Area Plan, which identifies this area as Office. Planning Commission minutes from the 1984 zoning ordinance amendment indicate a possible intent to rezone the property as Administrative Office. Based on this record, and consistency with the Comprehensive Plan, staff finds the Administrative Office district is an appropriate zone district for the rezoning and compatible with the surrounding area. **Staff finds the request meets this criterion.**

2. *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 finds that the area is not changing to such a degree that it is in the public interest to encourage redevelopment of the area. Rather, this request confirms the existing development of the property in Area 1 as undeveloped lands with trails, and the property in Area 2 as office. **Staff finds this criterion is not applicable.**

3. *The proposed rezoning is necessary to provide land for a community-related use which was not anticipated at the time of the adoption of the city's comprehensive plan, and such rezoning will be consistent with the policies and goals of the comprehensive plan.*

The rezoning is not necessary to provide land for a community-related use. **Staff finds this criterion is not applicable.**

4. *The rezoning would only permit development which, if evaluated as a proposed annexation under the annexation standards and procedures codified in Title 16, would qualify for annexation.*

The properties are already annexed and within the corporate limits of the City of Louisville. **Staff finds this criterion is not applicable.**

PLANNING COMMISSION ACTION:

Planning Commission held a public hearing on January 10, 2019 to consider the request. The Planning Commission voted 5-0, with one abstention, to recommend approval of the application. There were no major concerns identified with the request and there was no public comment. The minutes for this meeting are not yet prepared, however the video of the meeting is linked in the attachments below.

FISCAL IMPACT:

Staff does not anticipate a significant fiscal impact to the City.

RECOMMENDATION:

Staff recommends City Council approve Ordinance 1768, Series 2019 to rezone certain properties from the Office zone district to the Agricultural and Administrative Office zone districts.

ATTACHMENT:

1. Ordinance 1768, Series 2019
2. Existing Zone District Map
3. City Council packet, October 16, 1984
4. Ordinance 692, Series 1980 – Office zone district use table
5. [Link to Sec. 17.12.030](#) – Administrative Office use groups
6. Authorization from Xcel
7. Authorization from property owner of 325 South Boulder Road
8. Authorization from property owner of 317 South Boulder Road
9. Authorization from property owner of 335 South Boulder Road
10. [Link to Planning Commission Video](#)

**ORDINANCE NO. 1768
SERIES 2019**

**AN ORDINANCE APPROVING THE REZONING OF CERTAIN PROPERTIES FROM
THE OFFICE ZONE DISTRICT TO THE AGRICULTURAL AND ADMINISTRATIVE
OFFICE ZONE DISTRICTS**

WHEREAS, the City of Louisville zoned certain parcels of real property to the Office (O) Zone District pursuant to Ordinance No. 695, Series 1980, Ordinance No. 714, Series 1981, and Ordinance No. 777, Series 1982 and which parcels are legally described on Exhibits A and B, attached hereto and incorporated herein by reference (the “Properties”), and

WHEREAS, the City of Louisville subsequently repealed the Office (O) Zone District zoning designation and established new zone districts, including the Administrative Office (A-O) Zone District in 1984 pursuant to Ordinance 838, Series 1984; and

WHEREAS, the City Council has determined that is necessary and desirable to rezone the Properties because the Office (O) Zone District designation no longer exists within the City; and

WHEREAS, the Louisville Planning Commission, during a duly noticed public hearing, has recommended the City Council approve the rezoning of the Properties to either the Agricultural (A) Zone District or the Administrative Office (A-O) Zone District as further described herein; and

WHEREAS, the City Council finds and determines that the proposed rezoning of the Properties to the Administrative Office (A-O) and the Agricultural (A) Zone Districts meets the goals and policies in the City’s Comprehensive Plan; and

WHEREAS, the City Council, after proper notice as required by law, has held a public hearing on this ordinance providing for the rezoning of the Properties to the Administrative Office (A-O) and Agricultural (A) zone districts; and

WHEREAS, no protests were received by the City pursuant to C.R.S. §31-23-305;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. Pursuant to the zoning ordinance of the City, those certain parcels legally described in Exhibit A, attached hereto and incorporated herein by reference, are hereby rezoned Agricultural (A), and the City zoning map shall be amended accordingly.

Section 2. Pursuant to the zoning ordinance of the City, those certain parcels legally described in Exhibit B, attached hereto and incorporated herein by reference, are hereby rezoned Administrative Office (A-O), and the City zoning map shall be amended accordingly.

Section 3. If any portion of this ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council

hereby declares that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

Section 4. All other ordinances or portions thereof inconsistent or in conflict with this ordinance or any portion hereof are repealed to the extent of such inconsistency or conflict.

INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED this 8th day of January, 2019.

Robert Muckle, Mayor

ATTEST:

Meredyth Muth, City Clerk

APPROVED AS TO FORM:

Kelly, P.C.
City Attorney

PASSED AND ADOPTED ON SECOND AND FINAL READING, this 22nd day of January, 2019.

Robert P. Muckle, Mayor

ATTEST:

Meredyth Muth, City Clerk

Exhibit A

Properties to be zoned Agricultural (A)

A strip of land located in the SW ¼ of Section 6, T1S, R69W of the 6th P.M., described as follows:

Commencing at the S ¼ Corner of said Section 6, thence N0°42'30" E, 972.73 feet along the East line of the SW ¼ of said Section 6 to the TRUE POINT OF BEGINNING:

Thence S89°38'00"W, 411.08 feet parallel with the North line of that tract of land conveyed to Biological Sciences Curriculum Study, Co. as described in Warranty Deed recorded on Film 811 as Reception No. 058590 of the records of Boulder County, Colorado;

Thence S45°00'00"W, 327.36 feet to the West line of that tract of land as described on said Film 811 as Reception No. 058590;

Thence N0°03'00"W, 305.00 feet along the West line of that tract of land as described on said Film 811 as Reception No. 058590 to the Northwest Corner thereof;

Thence N89°38'00"E, 643.76 feet along the North line of that tract of land as described on said Film 811 as Reception No. 058590 to the East line of the SW 1/4 of said Section 6;

Thence S0°42'30"W, 75.01 feet along the East line of the SW 1/4 of said Section 6 to the TRUE POINT OF BEGINNING.

COUNTY OF BOULDER, STATE OF COLORADO.

The West 75 feet of the SW ¼ SE ¼ of Section 6, T1S, R69W, of the 6th Principal Meridian, EXCEPT that part thereof described in deed to The Town of Louisville, recorded in Book 163 at Page 497.

Exhibit B

Properties to be zoned Administrative Office (A-O)

Lots 104 and 107, Aspen Greens Replat Subdivision, City of Louisville, County of Boulder, State of Colorado

Lots 5 and 6, Aspen Greens Subdivision, City of Louisville, County of Boulder, State of Colorado

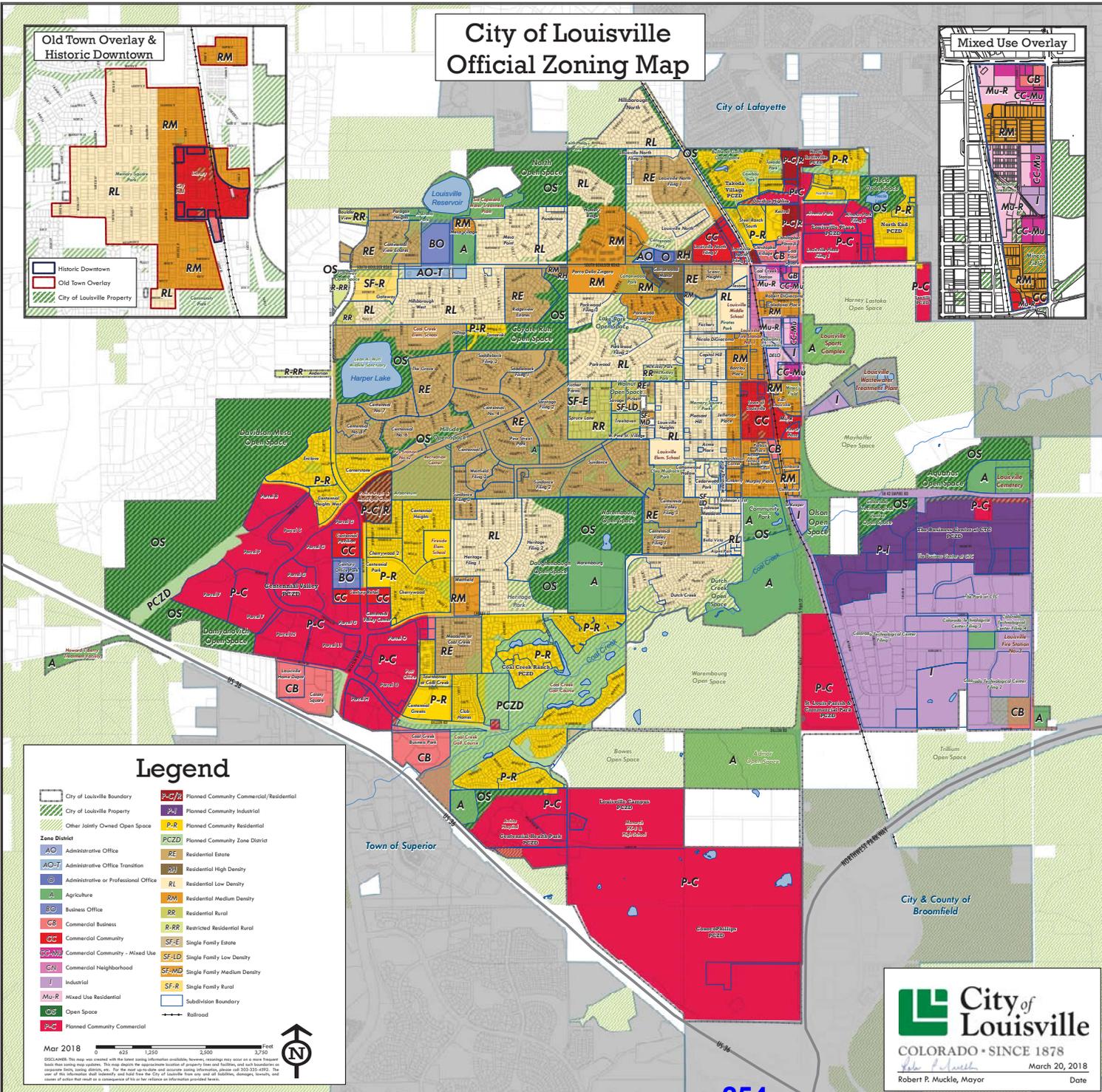
Tract E, Louisville North First Filing Subdivision, City of Louisville, County of Boulder, State of Colorado, less that portion replatted within Aspen Greens Subdivision

City of Louisville Official Zoning Map

Old Town Overlay & Historic Downtown

Historic Downtown
 Old Town Overlay
 City of Louisville Property

Mixed Use Overlay



Legend

- City of Louisville Boundary
- City of Louisville Property
- Other Jointly Owned Open Space
- Zone District**
- AO Administrative Office
- AO-T Administrative Office Transition
- A Administrative or Professional Office
- Agriculture
- BO Business Office
- CB Commercial Business
- CC Commercial Community
- CC-MU Commercial Community - Mixed Use
- CN Commercial Neighborhood
- I Industrial
- Mu-R Mixed Use Residential
- OS Open Space
- P-C Planned Community Commercial
- P-C/A Planned Community Commercial/Residential
- P-I Planned Community Industrial
- P-R Planned Community Residential
- PCZD Planned Community Zone District
- AO Administrative Office
- AO-T Administrative Office Transition
- A Administrative or Professional Office
- Agriculture
- BO Business Office
- CB Commercial Business
- CC Commercial Community
- CC-MU Commercial Community - Mixed Use
- CN Commercial Neighborhood
- I Industrial
- Mu-R Mixed Use Residential
- OS Open Space
- P-C Planned Community Commercial
- P-C/A Planned Community Commercial/Residential
- P-I Planned Community Industrial
- P-R Planned Community Residential
- PCZD Planned Community Zone District
- RE Residential Estate
- RH Residential High Density
- RL Residential Low Density
- RM Residential Medium Density
- RR Residential Rural
- R-RR Restricted Residential Rural
- SF-E Single Family Estate
- SF-LD Single Family Low Density
- SF-MD Single Family Medium Density
- SF-R Single Family Rural
- Subdivision Boundary
- Railroad

Mar 2018 0 425 850 1,275 1,700 2,125 2,550 2,975 3,400 Feet

 (Annotations) This map was prepared with the latest zoning ordinance provisions. However, existing city ordinances that have been adopted but not yet effective, and such ordinances in progress, may apply to certain parcels. For the most up-to-date and accurate zoning information, please call 502-253-0850. The use of the information shall be at the user's discretion. The City of Louisville does not warrant, and is not liable for, any errors, omissions, or damages, including those caused by a computer virus or other electronic transmission.



City of Louisville
 COLORADO • SINCE 1878
John P. Schmitt
 Robert P. Muckler, Mayor March 20, 2018
Date

CITY OF LOUISVILLE

REGULAR MEETING
LOUISVILLE CITY HALL
749 MAIN STREET

CITY COUNCIL AGENDA

7:30 P.M. M.D.T.
OCTOBER 16, 1984

-
1. CALL TO ORDER
 2. ROLL CALL
 3. APPROVAL OF THE CONSENT AGENDA

Those items on the Council Agenda which are considered routine by the City Administrator and the City Clerk shall be marked with an Asterisk (*) and, those items so marked shall be approved, adopted, accepted, etc. by motion of the City Council, and roll call vote unless the Mayor or a City Council person specifically request that such item or the agenda marked, be considered under the "Regular Order of Business". In such event the item shall be removed from the Consent Agenda, and Council action taken separately on said item in the order appearing on the agenda. Those items so approved under the heading "Consent Agenda" will appear in the Council Minutes in their proper form.

- *4. APPROVAL OF THE REGULAR AGENDA
- *5. APPROVAL OR CORRECTION OF THE MINUTES
- *6. APPROVAL OF THE BILLS
- *7. ITEMS ENCLOSED
 - A. INFORMATION - FACTS ABOUT THE BETTER AIR CAMPAIGN
 - B. FUNDING REQUEST - BOULDER COUNTY CRIME STOPPERS
 - C. LETTER - IRWIN BUILDING PERMIT REQUEST
 - D. LETTER - WILSON/THOMAS ANNEXATION REQUEST
 - E. COLACCI'S RESTAURANT - LIQUOR LICENSE RENEWAL APPLICATION
 - F. SOUTHLAND CORPORATION/7-11 STORE LIQUOR LICENSE RENEWAL APPLICATION
 - G. INTERGOVERNMENTAL AGREEMENT (OPEN SPACE)/BOULDER COUNTY-LAFAYETTE - LOUISVILLE
 - H. ORDINANCE NO. 838 - OFFICE ZONE
 - I. ORDINANCE NO. 843 - WATER TAP FEE INCREASE
 - J. ORDINANCE NO. 844 - ELECTRIC FENCES
 - K. ORDINANCE NO. 847 - CENTENNIAL VALLEY SUBDIVISION FILING #2 - ROW VACATION
 - L. RESOLUTION NO. 25 - 1985 MILL LEVY
 - M. RESOLUTION NO. 26 - THE CENTER AT LOUISVILLE - PUD/SPECIAL REVIEW USE
 - N. RESOLUTION NO. 27 - BLUE PARROT KITCHEN ADDITION - PUD
 - O. RESOLUTION NO. 28 - CENTENNIAL VALLEY SUBDIVISION FILING #2 - REPLAT

- E. RESOLUTION NO. 25 - 1985 MILL LEVY
- F. RESOLUTION NO. 26 - THE CENTER AT LOUISVILLE - FINAL P.U.D./ SPECIAL REVIEW USE
- G. RESOLUTION NO. 27 - BLUE PARROT KITCHEN ADDITION - FINAL P.U.D.
- H. RESOLUTION NO. 28 - CENTENNIAL VALLEY SUBDIVISION FILING #2 REPLAT

11. CITY ADMINISTRATOR'S REPORT

- *A. JICINSKY CONSTRUCTION - FINAL PAY REQUEST - MIDDLE SCHOOL PARK DRAINAGE
- *B. MIDWEST - FINAL PAY REQUEST - SANITARY SEWER REPLACEMENT PROJECT
- *C. VARRA COMPANIES, INC. - PAY REQUEST #2 - SOUTH BOULDER ROAD IMPROVEMENTS
- *D. TECHNOLOGY CONSTRUCTORS - PAY REQUEST #2 - HERITAGE PARK
- *E. PUBLIC WORKS EQUIPMENT (SEWER JET) - AWARD BID
- *H. PUBLIC WORKS EQUIPMENT (BACKHOE) - AWARD BID
- *G. ZLATEK WATER LEASE AGREEMENT - MARSHALL LAKE WATER
- *H. HICKS/HAMILTON WATER SALE AGREEMENT - MARSHALL LAKE WATER

12. COUNCIL COMMENTS AND COMMITTEE REPORTS

13. ADJOURNMENT

MEMORANDUM

To: Mayor and City Council Members
From: John Rupp, Acting City Administrator *JR*
Date: October 12, 1984
Re: CITY COUNCIL AGENDA FOR THE REGULAR SCHEDULED MEETING OF OCTOBER 16, 1984.

Items 1 thru 7 Explanation is set forth

Item 8 Public Comments

Item 9 GENERAL COUNCIL ITEMS:

A. PRESENTATION - FACTS ABOUT BETTER AIR -
Ms. Karin Kudebeh is the State's coordination of the "Better Air Campaign" and will be present at Tuesday's meeting to provide an overview of the region's program. (20-30 minutes)

B. CRIME STOPPERS FUNDING REQUEST
Letter enclosed.
Also, please see Rod's comments on the funding request.

C. IRWIN BUILDING PERMIT REQUEST
Letter enclosed.
All permits in the OTHER category have been issued for this year. The Building Dept. cannot issue the permit as per Council's direction.

D. WILSON/THOMAS ANNEXATION REQUEST
Letter enclosed
The request does not meet the City Council's current policy on the number of permitted units with any annexation request.

E. COLACCI'S RESTAURANT LIQUOR LICENSE RENEWAL
Information enclosed along with the Police Report.

F. SOUTHLAND CORPORATION (7-11 Store) LIQUOR LICENSE RENEWAL
Information enclosed along with the Police Report.

G. INTERGOVERNMENTAL AGREEMENT (OPEN SPACE)
Enclosed is a copy of the draft agreement for Council's review and discussion.
I asked Carolyn Holmberg to be present Tuesday night if you have questions of the County on their portion of the agreement.

H. DISCUSSION - ANNEXATION REQUEST TO BROOMFIELD (U.S.36 AND 96th ST.)

Item 10 CITY ATTORNEY'S REPORT

A. ORDINANCE NO. 838 - OFFICE ZONE
Copy enclosed
Public Hearing
Please see the Planning Commission minutes and their discussion on this ordinance.

(City Attorney's Report, Continued...)

B. ORDINANCE NO. 843 - WATER TAP FEE INCREASE
Copy enclosed
Public Hearing

C. ORDINANCE NO. 844 - ELECTRIC FENCES
Copy enclosed
Public Hearing

D. ORDINANCE NO. 847 - CENTENNIAL VALLEY SUBDIVISION
FILING #2, ROW VACATION
Copy enclosed
Set Public Hearing
This item is related to the Replat for Centennial Valley
Subdivision Filing #2, (Item 10 H).

E. RESOLUTION NO. 25 - 1985 MILL LEVY
Copy enclosed.

F. RESOLUTION NO. 26 - THE CENTER AT LOUISVILLE FINAL
PUD AND SPECIAL REVIEW USE
Please see the Planning Staff's report along with related
maps and Planning Commission minutes on this item.

G. RESOLUTION NO. 27 - BLUE PARROT KITCHEN ADDITION FINAL
PUD.
Please see the Planning Staff's report along with related
maps and Planning Commission Minutes on this item.

H. RESOLUTION NO. 28 - CENTENNIAL VALLEY SUBDIVISION
FILING #2, REPLAT
Please see the Planning Staff's report along with related
maps and Planning Commission Minutes on this item.

Item 11 CITY ADMINISTRATOR'S REPORT:

A - D These items are pay requests and need Council's
authorization.

E - F Equipment items for the Public Works Dept.
The Bid openings will be Monday. Staff recommendations
on the low bids will be presented at Tuesday's meeting.

G - H Water related matters for Council's approval.

Item 12 COUNCIL COMMENTS AND REPORTS

Item 13 ADJOURNMENT

ORDINANCE NO. 838

AN ORDINANCE AMENDING CHAPTER 17.12 OF THE LOUISVILLE MUNICIPAL CODE BY ADDING THE ZONING DISTRICT CALLED BUSINESS OFFICE ZONE AND AMENDING REQUIREMENTS CONCERNING THE ADMINISTRATIVE OR PROFESSIONAL OFFICE ZONE.

WHEREAS, the City Council of the City of Louisville believes a new zoning district should be added to the Louisville Municipal Code known as the Business Office Zone; and,

WHEREAS, the City Council believes it is in the best interests of the citizens of the City to amend the existing Administrative Office Zone in the manner set forth herein.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. Section 17.12.010 K of the Louisville Municipal Code is hereby repealed.

Section 2. The following subsections are hereby added to section 17.12.010 of the Louisville Municipal Code:

K. Administrative Office A-0. This district is intended for non-retail use, mainly of a personal service nature. It is intended to have less impact than commercial uses in terms of traffic, types of use, advertising, and hours of operation and shall not have significant adverse impact upon residential uses. The applicant must demonstrate that uses proposed for the area in question shall meet the above criteria. In addition, limitations on the size of building sites, lot coverage, and other requirements shall exist, specifically, no parcel greater than 3 acres shall be an administrative office zone unless said parcel has been zoned office (O) prior to July 1, 1984.

L. Business Office B-0. This district is intended for a broader range of uses than the Administrative Office zone, including limited commercial activities. This district and activities therein would be suitable for location in areas of higher intensity of use, with any development being adequately landscaped and integrated within itself in terms of urban design, traffic circulation, pedestrian usage, and land use. The limited commercial activity in this

zone shall not be located in a free standing building separate from structures where approved uses exist. In addition, no commercial uses shall occupy more than 20 per cent of the gross square footage of a development in this zone.

M. Restricted Rural Residential R-R. This district is intended to provide very large lots of a rural character for very limited single family development. The minimum lot size in this zone shall be 20,000 square feet, however, there shall be no more than one residential unit constructed upon any parcel of less than five acres and no more than one unit per five acres or portion thereof for parcels over five acres.

Section 3. The following amendments shall be made to the applicable zoning districts as set forth in Section 17.12.030 of the Louisville Municipal Code as set forth below:

Use Groups	Districts		
	A-O	B-O	R-RR
1. Agricultural or commercial crop or animal production	No	No	R
2. Private horse stables	No	No	R
3. Public horse stables	No	No	No
4. Single-family dwellings	No	No	Yes
5. Multi-unit dwellings	No	R	No
6. Boardinghouses and lodginghouses	No	No	No
7. Mobile home parks	No	No	No
8. Hotels and motels, including restaurants and other incidental commercial uses inside the principal building	No	R	No
9. Public and private schools (other than items 10, 11 and 12)	R	R	R
10. Family care home	No	No	Yes
11. Child care center	R	R	No
12. Vocational and business schools	R	Yes	No
13. Hospitals	No	R	No

14.	Rest, nursing and retirement homes	No	R	No
15.	Churches, chapels, temples and synagogues	R	R	R
16.	Private recreational and social facilities, such as tennis clubs, swimming clubs and golf courses	No	R	R
17.	Campgrounds, gun clubs and shooting ranges	No	No	No
18.	City, county, state and federal uses and buildings	R	R	R
19.	Private utility uses	R	R	R
20.	Municipal sewage-treatment plants and solid waste disposal site and facilities	No	No	No
21.	Airports	No	No	No
22.	Cemeteries	No	No	R
23.	Mortuaries and funeral chapels	No	R	No
24.	Personal services, including but not limited to barbershops and beauty shops, dry-cleaning outlets, self-service laundries, shoe-repair shops and similar activities	R	Yes	No
25.	Establishments for retailing of convenience goods, including but not limited to variety stores, supermarkets, hardware stores, sporting goods stores, shoestores and drugstores	No	R	No
26.	Establishments for the retailing of shoppers goods, including but not limited to department stores or major comparison goods stores	No	No	No
27.	Furniture and appliance repair	No	No	No
28.	Establishments for a wide variety of commercial uses, including but not limited to			

	animal hospitals, kennels, public garages, carwashes, cleaning laundry plants, cold storage lockers, nursery stock production and sales, building material and equipment dealers and wholesaling services	No	No	No
29.	Medical and dental clinics, professional and business offices, financial institutions, small animal clinics	Yes	Yes	No
30.	Membership clubs, lodges and fraternal organizations	R	R	No
31.	Indoor eating and drinking establishments	No	R	No
32.	Indoor commercial amusement establishments	No	R	No
33.	Massage parlors and/or establishments	No	No	No
34.	Outdoor commercial amusement	No	No	No
35.	Sales and repair of motor vehicles, outdoor sales and repair (appliances, retail goods, eating and drinking establishments, etc), rental facilities	No	No	No
36.	Automobile parking lots	R	R	R
37.	Automobile parking garages	No	R	No
38.	Gasoline service stations	No	R	No
39.	Public garages	No	R	No
40.	General research facilities	R	R	No
41.	Salvage yards	No	No	No
42.	Accessory buildings and uses not including drive through	Yes	Yes	Yes
43.	Commercial/industrial uses, including but not limited to building contractors' equipment yards, transportation centers and services, warehouses, and small storage facilities	No	No	No

44.	Facilities for the manufacturing, fabrication, processing, or assembly of products; provided that such facilities are completely enclosed and provided that no effects from noise, smoke, glare, vibration, fumes or other environmental factors are measurable at the property line	No	No	No
45.	All other facilities for the manufacturing, fabrication, processing or assembly of products; provided that such facilities are not detrimental to the public health, safety and welfare and provided that the following performance standards are met:	No	No	No
46.	Oil and gas exploration and production	No	No	No
47.	Recreational Enterprise	No	No	No
48.	Small child care centers	R	R	Yes
49.	Neighborhood child care centers	R	R	R

Section 4. The following amendments shall be made for the applicable zoning districts as set forth in Section 17.12.040 of the Louisville Municipal Code as set forth below:

17.12.040 Yard and Bulk Requirements

Yard and Bulk Item	Zoning Districts and Requirements		
	A-O	B-O	R-R R
1. Minimum lot area (sq. ft.) ¹	7,000	7,000	20,000*
2. Minimum lot width (ft.)	60	60	150
3. Minimum lot area per dwelling unit (sq.ft.)	-----	1,750	20,000*
4. Maximum lot coverage (% of lot area)	30	40	10
5. Minimum front yard setback for principal use (ft.) ³	25	25	40
For accessory uses (fs.)	35	35	50

*However, these limitations shall not effect the requirement that there will be no more than one dwelling unit on any parcel of five acres or less within this zone or that there shall be no more than one unit per five acres or portion thereof for parcels over five acres.

6. Minimum side yard setback from a street for all uses (ft.) ³	20	20	40
7. Minimum side yard setback from interior lot line for principal uses (ft.) ⁴	10	10	20
For accessory uses (ft.)	5	5	29
8. Minimum rear yard setback for principal uses (ft.) ³	20	20	25
9. Maximum height principal uses (ft.)	25	40	35
Accessory use (ft.)	20	20	25

INTRODUCED, READ AND ORDERED PUBLISHED this 7th day of September, 1984.

Robert A. Meier
Mayor

ATTEST:

Cleo M. Mullock
City Clerk

PASSED ON SECOND AND FINAL READING, this _____ day of _____, 1984.

Mayor

ATTEST:

City Clerk

NOTICE OF PUBLIC HEARING

Notice is hereby given that a public hearing will be held before the City Council, City of Louisville concerning the adoption of:

ORDINANCE NO. 838 AN ORDINANCE AMENDING CHAPTER 17.12 OF THE LOUISVILLE MUNICIPAL CODE BY ADDING THE ZONING DISTRICT CALLED BUSINESS OFFICE ZONE AND AMENDING REQUIREMENTS CONCERNING THE ADMINISTRATIVE OR PROFESSIONAL OFFICE ZONE.

DATE: OCTOBER 2, 1984

TIME: 7:30 P.M.

PLACE: CITY HALL, 749 MAIN STREET, LOUISVILLE, COLORADO

All persons in any manner interested in the adoption of Ordinance #838 are invited to attend the public hearing. Copies of the proposed ordinance are available at the Louisville City Hall.

Published in the Louisville Times

September 19, 1984

September 26, 1984

EXCERPT FROM PLANNING COMMISSION MINUTES OCTOBER 9, 1984

ITEM H. ORDINANCE #838, OFFICE ZONE, DISCUSSION

Rautenstrauss: In the September packet you were provided with a copy of the Ordinance #838, Office Zone, and in the October packet is a copy of the minutes from City Council on First Reading and discussion on this Ordinance. It was Council's wish that this Ordinance be referred to Planning Commission for any comments you might have, i.e. questions, comments, whatever.

Specifically, this Ordinance changes our existing office zone into two (2) distinct office zones; 1) Administrative Office which is meant to be a low intensive, more restrictive office type situation, and 2) Business Office Zone which would allow for some limited commercial activities along with general office development.

2 main questions regarding the Ordinance: a request for Planning Commission review. One: Under the administrative office zone; would Planning Commission agree with the requirements that parcels be no greater than 3 acres in this zone. There was some discussion from Council it might be more appropriate to raise this to 5 to 10 acres. The other question involved the new zoning district which is classified as Restrictive Rural Residential - whether it would be appropriate to allow more than one unit on a parcel of less than 5 acres or not. And basically, if you had any questions or comments.

Shonkwiler: If someone comes in with a 4 acre parcel they can build one unit; if someone comes in with 5.1 acre parcel they can build 10 units?

Rautenstrauss: No...they can build 2 units. The basic idea was to take care of lots which are between 20,000 sq.ft. and 5 acres. According to John Rupp, it is not really appropriate to place those in an Agricultural zone because that sometimes opens up agricultural uses which you don't want in a slightly more urban area. The only other zone we had was just Rural Residential which does allow for development of 20,000 sq.ft. lots.

Shonkwiler: That paragraph does not say that.

Rautenstrauss: That paragraph needs to be read in conjunction with the changes of Yard and bulk changes. It could be made clearer. The RRR would be used only for parcels of 20,000 sq.ft. and 5 acres specified further for parcels over 5 acres.

Shonkwiler: I believe that is important to clarify that in the RRR zoning. Shonkwiler also asked for more information on the Office Zone, and the 3 acres, 5 to 10 acres, what are getting into here?

Rautenstrauss: As Rupp says, he felt that some type of limitation might be appropriate in order to try to avoid the intensity of an office

park right next to a residential area. This is meant to be geared more for the situation. I would classify it the best I can here in town, i.e. smaller Louisville Medical Center, like the kind that is up on Garfield and South Boulder Road, but would not be meant for a Neodata. The idea was to get the Neodata situation out of Administrative Office and more into Business Office due to larger scale, more acres involved, more buildings, etc.

As far as the limitation goes, it is hard to come up with an exact number. 3 acres could be too small. A larger parcel could be better if you didn't have any commercial development with it. You wouldn't want a 3½ acre parcel next to a residential development where they could not apply for Administrative Office.

Ferrera: Neodata is on 14 acres, and when BSCS came in, our one concern was we do not allow commercial development on that site, we wanted Office space. If we go with this Ordinance #838, they would not be able to come in as Office Space, due to acreage, correct?

Rautenstrauss: Not necessarily...you could put limitations on their ability for commercial development, as long as it was reasonable.

Ferrera: It was our choice at that time not to have commercial on the hill, but an office.

Shonkwiler: The code does say anything over 1 acre must be a PUD. You could still be in a Business Office zone, and have to PUD with restrictions.

Ferrera: You still have to come up with reasons why the restriction is there. Now we could annex something that is Office and we don't have any problems with commercial, we don't have to come up with reasons why you can't put commercial on that site.

Shonkwiler: That would be easy enough to support by the Comp Plan, because that office was in the Comp Plan RR zone, the reason would be a designated residential area on the Comp Plan, therefore a commercial office is inappropriate, so you could have 14 acres out there but it would be Administrative Office and support it in that manner, and do it by a case-by-case basis. With this ordinance we have the flexibility to avoid any abuse. Shonkwiler is almost in favor of the 3 acres for AO, however, it does limit flexibility.

Caranci: I agree with Rupp's comments.

Rautenstrauss thanked the Commissioners for their comments.

ORDINANCE NO. 692

AN ORDINANCE AMENDING VARIOUS SECTIONS OF THE LOUISVILLE MUNICIPAL CODE CLARIFYING THE ANNEXATION AND SUBDIVISION PROCEDURES OF THE CITY; AND AMENDING VARIOUS SECTIONS OF TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE, REVISING VARIOUS ZONING DEFINITIONS AND CREATING A NEW OFFICE ZONING DESIGNATION.

WHEREAS, the City Staff has reviewed the existing subdivision and zoning ordinances and determined certain modifications should be made; and,

WHEREAS, the proposed modifications have been presented to, and approved by the Planning Commission.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. Section 16.04.040(A) shall be repealed.

Section 2. The following section shall be added to Chapter 16.04 of Title 16 of the Louisville Municipal Code:

16.04.040(A)

Whoever divides or participates in the division of a lot, tract, or parcel of land into two or more lots, sites or other divisions of land for the purpose, whether immediate or future, of sale of building development, whether residential, industrial, office, business or other use, who desires to build a structure upon any tract of land which has not been previously platted, shall make the transaction subject to the provisions of this title and a plat therefor must be submitted to and accepted by the City according to the terms set forth in this title. The terms of this title shall also include and refer to any division of land previously subdivided or platted.

Section 3. The following sub-section shall be added to Section 16.04.050, Chapter 16.04 of Title 16 of the Louisville Municipal Code:

16.04.050(C)

C. Land in the process of annexation for which an annexation petition has been filed.

Section 4. Section 16.08.020(6), Section 16.08.020(19), Section 16.08.020(44), and Section 16.08.020(47) shall be repealed.

Section 5. The following sub-sections shall be added to Section 16.08, Title 16 of the Louisville Municipal Code:

16.08.020(6)

6. "Comprehensive Development Plan" means the comprehensive development plan for the City which has been officially adopted to provide long range development policies for the City and which includes among other things, the plan for land use, land subdivision, circulation, public facilities, the adopted comprehensive development plan map and text, and other elements to be adopted from time to time.

16.08.020(19)

19. "Improvements" means all facilities constructed or erected by subdivider within any subdivision to permit and facilitate the use of lots or blocks for a principal residential, business or industrial purpose. Improvements shall include all facilities listed in Chapter 16.20.

16.08.020(44)

44. "Street Trees" means those trees provided under section 16.20.020(H) of the Louisville Municipal Code.

Section 6. Sub-sections B, C, and G of Section 16.12.030 of the Louisville Municipal Code shall be repealed.

Section 7. The following subsections shall be added to Section 16.12.030, Title 16 of the Louisville Municipal Code:

16.12.030(B)

The agency shall have 20 days from the date they receive a copy of the plat to review and return the plat to the City Administrator's office. All comments relative to the above referenced plat shall be returned at that time.

16.12.030(C)

The preliminary plat shall be submitted to the Planning Commission and a public hearing shall be held on said plat. Notice of the time and place of the public hearing shall be sent as required by the statutes of the State of Colorado. Additionally, notice of the public hearing shall be published in a newspaper of general circulation within the City at least five days prior to such hearing.

16.12.030(G)

Within 15 days after a preliminary plat is disapproved, or approved with modifications, the subdivider may request in writing a review before the Planning Commission.

Section 8. Section 16.12.070(A) and 16.12.070(D) of the Louisville Municipal Code shall be repealed.

Section 9. The following sub-sections shall be added to Section 16.12.070 of Title 16 of the Louisville Municipal Code:

16.12.070(A)

Not more than 12 months after approval of the preliminary plat, four to thirty-six copies of the final plat as required by the City and any required supplemental material shall be presented by subdivider to the City Administrator's office. The final plat must be presented at least 21 days prior to the planning commission meeting after which said plat shall be reviewed.

16.12.070(D)

The Planning Commission shall hold a public hearing upon said final plat, giving notice as required for a preliminary plat, and shall approve, disapprove, or approve the final plat with modifications and submit the plat together with the commission's recommendation in writing to the City Council.

Section 10. Section 16.16.030(P) of the Louisville Municipal Code shall be repealed.

Section 11. The following sub-section shall be added to Section 16.16.030 of Title 16 of the Louisville Municipal Code:

16.16.030(P)

Alleys, easements and fire lanes shall be as follows:

1. Alleys, open at both ends, shall be provided in commercial and industrial areas, except that this requirement may be waived or other provisions are made and approved for service access;
2. If alleys are provided, they shall be paved;
3. Easements for utilities shall be 16 feet wide, 8 feet of which shall be on each side of common rear lot lines where said lines abutt. On perimeter rear lots, easement width shall be 10 feet or more. Side lot easements, where necessary shall be five feet in width;
4. Where a subdivision is traversed by a water course, drainage way, channel or stream, there shall

be provided a storm water easement or drainage right-of-way conforming substantially with the lines of such water course and such further width as may be required for necessary flood control measures.

5. Fire lanes shall be required where necessary to protect the area during the period of development and after development. An easement therefore shall be dedicated, shall be a minimum of 20 feet in width, and shall remain free of obstructions and provide access at all times.

Section 12. Section 16.16.050(D) of the Louisville Municipal Code shall be repealed.

Section 13. The following sub-section shall be added to Section 16.16.050 of Title 16 of the Louisville Municipal Code:

16.16.050(D)

The minimum lot frontage, as measured along the front lot lines shall be 50 feet, except for lots abutting a cul-de-sac in which case said lot frontage may be reduced to 35 feet.

Section 14. Chapter 16.24 of the Louisville Municipal Code shall be repealed.

Section 15. The following chapter shall be added to Title 16 of the Louisville Municipal Code:

Chapter 16.24 MODIFICATIONS

16.24.010 Intent

The City Council, upon advice of the Planning Commission, may authorize modification from these regulations in cases where, due to exceptional topographical conditions or other conditions peculiar to the site, an unnecessary hardship would be placed on the subdivider. Such modifications shall not be granted if it would be detrimental to the public good or impair the basic intent and purposes of this title. Any modification granted shall be in keeping with the intent of the comprehensive development plan of the City.

16.24.020 Planned Unit Development Modifications

Modifications to the requirements of this Title may be authorized by the City Council upon advice of the Planning Commission

in the case of a Planned Unit Development.

Section 16. The following section shall be added to Chapter 16.28, Title 16 of the Louisville Municipal Code:

16.28.040 Review of Previously Approved Plats

In the event no subdivision agreement has been executed, no construction of required improvements initiated or no building permits issued within 12 months after final approval of the subdivision plat, City Council or Planning Commission may call for a review. Upon a properly advertised public hearing, and notice given to the subdivider, approval of the subdivision plat may be revoked or the previous approval may be modified to include additional conditions.

Section 17. Section 16.32.020 (B) of the Louisville Municipal Code shall be repealed.

Section 18. The following subsection shall be added to Section 16.32.020, Title 16 of the Louisville Municipal Code:

16.32.020 (B)

The petition shall be accompanied by four to thirty-six copies of a map, said number to be set by the City, showing the area proposed for annexation.

Section 19. Sections 16.32.030 (A) and 16.32.030 (G) of the Louisville Municipal Code shall be repealed.

Section 20. The following subsections shall be added to Section 16.32.030, Title 16 of the Louisville Municipal Code:

16.32.030 (A)

The comprehensive development plan of the City of Louisville will be considered in determining whether an annexation will be approved.

16.32.030 (G)

All water rights which have historically served the property proposed to be annexed shall be assigned and deeded to the City. At the option of the City, cash shall be paid to the City in lieu of the dedication of the historical water rights.

Section 21. Sections 17.08.025, 17.08.060, 17.08.080, 17.08.180, 17.08.285, 17.08.375, 17.08.435, 17.08.600 of the Louisville Municipal Code are hereby repealed.

Section 22. The following sections are hereby added to Chapter 17.08, Title 17 of the Louisville Municipal Code:

17.08.025 Animal Hospital

"Animal Hospital" means a veterinary hospital where animals are brought for medical and surgical treatment to be held during the time of such treatment. All facilities for holding the animals on the premises shall be housed in a completely enclosed building and used incidental to such medical and surgical services only. This definition shall be distinguished from a "small animal clinic" where only household animals shall be treated and kept overnight during the period of their treatment.

17.08.060 Central Business District

"Central Business District" means the area bounded by South Street on the north, the Colorado & Southern Railroad tracks on the east, Elm Street on the south, and LaFarge Street on the west.

17.08.080 Commercial Amusement

"Commercial Amusement" means an enterprise whose main purpose is to provide the general public with an amusing or entertaining activity where tickets are sold or fees collected at the activity. Commercial amusements include miniature golf courses, arcades, ferris wheels, childrens rides, roller coasters, skating rinks, ice rinks, bowling alleys, pool parlors and similar activities.

17.08.180 Frontage

"Frontage" means that portion of a lot, parcel, tract of block abutting upon a street or other right-of-way.

17.08.285 Lots, Double Frontage

"Double Frontage Lots" means a lot which runs through a block from street to street and which has non-intersecting sides abutting on two or more streets or other right-of-ways.

17.08.375 Planned Unit Development

"Planned Unit Development" means a project of a single owner or a group of owners acting jointly, involving a related group of residences, businesses, or industries and associates uses, planned as a single entity and therefore subject to development and regulation as one land-use unit rather than as an aggregation of individual

buildings located on separate lots. The planned unit development includes usable, functional open space for the mutual benefit of the entire trade; and is designed 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 of site preserved and enhanced while still being in harmony with the surrounding neighborhood. Approval of a planned unit development does not eliminate the requirements of subdividing.

17.08.403 Recreational Enterprise

"Recreational Enterprise" means a temporary or outdoor amusement which in certain cases might be appropriate in an agricultural zone and includes carnivals, expositions, driving ranges, fairs, rodeos, tent shows and similar enterprises.

17.08.435 Sign

"Sign" means any object or devise or part thereof, situated outdoors or indoors, which is used to advertise, identify, display, direct or attract attention to an object, person, institution, organization, business, product, service, event or location by any means including words, letters, figures, designs, symbols, fixtures, colors, motion, illumination or projected images. Signs do not include:

- A. Flags of nations, organizations of nations, states and cities, or of fraternal, religious and civic organizations, which are not oversized and not used for commercial purpose;
- B. Merchandise, pictures, or models of products or services incorporated in a window display;
- C. Time and temperature devices not related to a product;
- D. National, state, religious, fraternal, professional and civic symbols or crests;
- E. Works of art which in no way identify a product;
- F. Scoreboards located on athletic fields;
- G. Signs which give public information with the purpose of identifying and locating a facility;

If for any reason it cannot be readily determined whether or not an object is a sign, the City Administrator shall make such determination.

17.08.600 Yard, front

"Front yard" means the yard between the side lot lines and measure horizontally at right angles to the front lot line to the

principal structure.

Section 23. Section 17.12.030 is hereby repealed.

Section 24. The following sub-sections are added to Section 17.12.030 of Title 17 of the Louisville Municipal Code:

17.12.030 Use Groups

In each zoning district, any use group category not expressly permitted shall be deemed excluded. If there is a question pertaining to interpretation of any specific use as to whether it does or does not come within the following express use groups, any applicant may apply to the board of zoning adjustment for the determination of whether a specific use is expressly permitted. In the following table, uses expressly permitted are designated "yes", uses prohibited are designated "no" and uses permitted by special review are designated "R".

Use Groups	Districts								
	A	R-R R-E R-L	R-M	R-H	C-N	C-C	C-B	I	O
1. Agricultural or commercial crop or animal production.	Yes	R	R	R	No	No	No	R	No
2. Private horse stables.	Yes	Yes ¹	No	No	No	No	No	No	No
3. Public horse stables.	Yes	No	No	No	No	No	No	No	No
4. Single-family dwellings.	Yes	Yes	Yes	Yes	R	No	No	No	No
5. Multi-unit dwellings.	No	R	Yes	Yes	R	R	R	No	R
6. Boardinghouses and lodginghouses.	No	No	Yes	Yes	R	R	R	No	R
7. Mobile home parks.	No	No	R	No	No	No	No	No	No
8. Hotels and motels, including restaurants and other incidental commercial uses inside the principal building.	No	No	No	No	No	R	Yes	R	No
9. Public and private schools (Other than items 10, 11, and 12).	R	R	R	R	No	No	No	No	R
10. Family care home.	Yes	Yes	Yes	R	R	No	No	No	No
11. Child care center.	R	No	R	R	R	R	No	No	R
12. Vocational and business schools.	No	No	No	No	R	R	R	R	R
13. Hospitals.	R	No	R	R	No	R	R	No	No

1. Private horse stables are permitted only in the R-R residential rural district. They are not permitted in the R-E and R-L districts.

	<u>Use Groups</u>			<u>Districts</u>					
	A	R-R R-E R-L	R-M	R-H	C-N	C-C	C-B	I	O
4. Rest, nursing and retirement homes	R	No	R	Yes	R	R	R	No	No
5. Churches, chapels, temples and synagogues.	R	R	R	R	R	R	R	No	R
6. Private recreational and social facilities, such as tennis clubs, swimming clubs and golf courses.	R	R	R	R	R	R	R	No	R
17. Campgrounds, gun clubs and shooting ranges.	R	No	No	No	No	No	No	No	No
18. City, county, state and federal uses and buildings.	R	R	R	R	R	R	R	R	R
19. Private utility uses.	R	R	R	R	R	R	R	R	R
20. Municipal sewage-treatment plants and solid waste disposal sites and facilities.	R	No	No	No	No	No	No	R	No
21. Airports.	R	No	No	No	No	No	No	R	No
22. Cemeteries.	Yes	R	No	No	No	No	No	No	No
23. Mortuaries and funeral chapels.	Yes	No	No	No	No	R	Yes	No	No
24. Personal services, including but not limited to barbershops and beauty shops, dry-cleaning outlets, self-service laundries, shoe-repair shops and similar activities.	No	No	No	R	R	Yes	Yes	R	No
25. Establishments for retailing of convenience goods, including but not limited to variety stores, supermarkets, hardware stores, sporting goods stores, shoestores and drugstores.	No	No	No	No	R	Yes	Yes	R	No
26. Establishments for the retailing of shoppers goods, including but not limited to department stores or major comparison goods stores.	No	No	No	No	R	Yes	Yes	No	No
27. Furniture and appliance repair.	No	No	No	No	R	Yes	Yes	R	No

Use Groups

Districts

	A	R-R R-E R-L	R-M	R-H	C-N	C-C	C-B	I	O
28. Establishments for a wide variety of commercial uses, including but not limited to animal hospitals, kennels, public garages, carwashes, cleaning laundry plants, cold storage lockers, nursery stock production and sales, building material and equipment dealers and wholesaling services.	No	No	No	No	No	No	Yes	R	No
29. Medical and dental clinics, professional and business offices, and financial institutions, small animal clinics.	No	No	No	No	R	Yes	Yes	R	Yes
30. Membership clubs, lodges and fraternal organizations.	No	No	R	R	R	Yes	Yes	No	R
31. Indoor eating and drinking establishments.	No	No	No	No	R	Yes	Yes	R	R
32. Indoor commercial amusement.	No	No	No	No	R	Yes	Yes	R	No
33. Massage parlors and/or establishments.	No	No	No	No	No	No	R	No	No
34. Outdoor commercial amusement.	No	No	No	No	R	R	R	R	No
35. Sales and repair of motor vehicles, outdoor sales and repair (appliances, retail goods, eating and drinking establishments, etc.)	No	No	No	No	No	R	R	R	No
36. Automobile parking lots	R	R	Yes	Yes	R	Yes	Yes	Yes	R
37. Automobile parking garages.	No	No	No	R	No	R	Yes	Yes	No
38. Gasoline service stations.	No	No	No	No	R	R	R	R	No
39. Public garages.	No	No	No	No	No	R	R	Yes	No
40. General research facilities.	No	No	No	No	No	No	R	Yes	R
41. Salvage Yards.	R	No	No	No	No	No	No	R	No
42. Accessory buildings and uses.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Use Groups

Districts

A	R-R R-E R-L	R-M	R-H	C-N	C-C	C-B	I	O
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43. Commercial/industrial uses, including but not limited to building contractors, equipment yards, transportation centers and services, and warehouses, small storage facilities.	No	No	No	No	No	No	R	Yes	No
44. Facilities for the manufacturing, fabrication, processing or assembly of products; provided that such facilities are completely enclosed and provided that no effects from noise, smoke, glare, vibration, fumes or other environmental factors are measurable at the property line.	No	Yes	No						
45. All other facilities for the manufacturing, fabrication, processing or assembly of products; provided that such facilities are not detrimental to the public health, safety and welfare and provided that the following performance standards are met.	No	R	No						
46. Oil and gas exploration and production.	R	No	No						
47. Recreational Enterprise.	R	No	No	No	R	R	R	R	No

Section 25. The following footnotes shall be added to Section 17.12.040 of the Louisville Municipal Code:

Footnote 6

On cul-de-sac or curved lots the front footage may be reduced upon approval by the City, however, in no case shall the front footage be less than 35 feet.

Footnote 7

Density and minimum lot area for residential use in C-N, C-C, and C-B, shall be computed only for the area to be used for residential purposes.

Section 26. Section 17.12.010(A) of the Louisville Municipal Code is hereby repealed.

Section 27. The following sub-section is added to section 17.12.010 of Title 17 of the Louisville Municipal Code:

17.12.010(A) Agricultural A

This district is comprised of areas which are primarily in a natural state, are utilized for the growing of crops and plants materials or where similar farming activities are practiced, or is appropriate for very low density residential use.

17.12.010(K)

"Administrative or professional office O". This district is intended for principally non-retail use of a personal service nature. It is intended to be low intensity in terms of traffic, advertising and hours of operation and shall be compatible with residential use.

Section 28. The following sub-sections are added to Section 17.12.030 of the Louisville Municipal Code:

(A) Smoke. No operation shall be conducted unless it conforms to the standards established by the Colorado Department of Public Health's rules and regulations pertaining to smoke emission.

(B) Particulate Matter. No operation shall be conducted unless it conforms to the standards established by the Colorado Department of Public Health's rules and regulations pertaining to emission of particulate matter.

(C) Dust, Odor, Gas, Fumes, Glare or Vibration. No operation shall be conducted unless it conforms to the standards established by the Colorado Department of Public Health's rules and regulations pertaining to emission of dust, odor, gas, fumes, glare or vibration.

(D) Radiation Hazards and Electrical Disturbances. No operation shall be conducted unless it conforms to the standards established by the Colorado Department of Public Health's rules and regulations pertaining to radiation control.

(E) Noise. No operation shall be conducted unless it conforms to the standards established by the Colorado Department of Public Health's rules and regulations pertaining to noise.

(F) Water Pollution. No operation shall be conducted unless it conforms to the standards established by the Colorado Department of Public Health's rules and regulations pertaining to water pollution.

INTRODUCED, READ AND ORDERED PUBLISHED THIS 18th day of September, 1980.

Lawrence P. Evans
Mayor

ATTEST:

Patricia D. Stahl
City Clerk

ADOPTED AND APPROVED ON SECOND AND FINAL READING THIS 7 day of Oct., 1980.

Lawrence P. Evans
Mayor

ATTEST:

Patricia D. Stahl
City Clerk

Lisa Ritchie

From: Diehl, Michael E <Michael.Diehl@XCELENERGY.COM>
Sent: Tuesday, November 20, 2018 9:36 AM
To: Lisa Ritchie
Subject: RE: City of Louisville

Sorry for the delay. I have no objection to the zoning change. Thank you for the opportunity to comment.

Safety Brings You Home
HAVE A SAFE DAY

Michael E. Diehl, Manager
Siting and Land Rights
Xcel Energy | Responsible By Nature
1800 Larimer Street, Suite 400
Denver, CO 80202
(Office) 303-571-7260
(Cell) 303-810-9707
(Fax) 303-294-2088
(e-mail) michael.diehl@xcelenergy.com

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From: Lisa Ritchie [mailto:lritchier@louisvilleco.gov]
Sent: Monday, November 05, 2018 4:18 PM
To: Diehl, Michael E
Subject: RE: City of Louisville

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Hi Michael,

I have another property for you (this should be the last one) that I'd like your consent for rezoning from Office to Administrative Office. See attached for an image of the property at the northwest corner of South Boulder Road and Garfield Ave, parcel number 157505310004 . Please let me know if you have any questions or concerns related to this action. If none, please acknowledge your consent.

Thanks,

Lisa Ritchie, AICP
Associate Planner
City of Louisville

From: Diehl, Michael E [mailto:Michael.Diehl@XCELENERGY.COM]
Sent: Friday, October 26, 2018 2:19 PM
To: Lisa Ritchie <lritchie@louisvilleco.gov>; George, Donna L <Donna.L.George@xcelenergy.com>
Subject: RE: City of Louisville

Unless you have a standard form, or need a formal signature on something, I hereby consent to the rezoning of the subject Xcel Energy/Public Service Company of Colorado electric transmission right-of-way from Office to Agriculture. Please let me know if I can be of further assistance. Thank you.

Safety Brings You Home

HAVE A SAFE DAY

Michael E. Diehl, Manager
Siting and Land Rights
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From: Lisa Ritchie [mailto:lritchie@louisvilleco.gov]
Sent: Friday, October 26, 2018 1:45 PM
To: Diehl, Michael E; George, Donna L
Subject: RE: City of Louisville

**CAUTION EXTERNAL SENDER: Stop and consider before you click links or open attachments.
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Hi Michael,

Yes, it is allowed. The property just north of this piece is zoned Agriculture and is where the power line continues. Do we need to submit anything formally, or can you consent over email? Thanks for your help!

Lisa Ritchie, AICP
Associate Planner
City of Louisville
303-335-4596

From: Diehl, Michael E [<mailto:Michael.Diehl@XCELENERGY.COM>]
Sent: Friday, October 26, 2018 1:38 PM
To: Lisa Ritchie <lritchie@louisvilleco.gov>; George, Donna L <Donna.L.George@xcelenergy.com>
Subject: RE: City of Louisville

Hi Lisa,

I am the responsible party. Are you asking for consent from Xcel Energy/Public Service Company of Colorado to rezone our right-of-way from Office to Agriculture? So long as Electric Transmission Lines are allowed, it doesn't matter what our right-of-way is zoned. Please advise. Thanks.

Safety Brings You Home
HAVE A SAFE DAY

Michael E. Diehl, Manager
Siting and Land Rights
Xcel Energy | Responsible By Nature
1800 Larimer Street, Suite 400
Denver, CO 80202
(Office) 303-571-7260
(Cell) 303-810-9707
(Fax) 303-294-2088
(e-mail) michael.diehl@xcelenergy.com

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From: Lisa Ritchie [<mailto:lritchie@louisvilleco.gov>]
Sent: Friday, October 26, 2018 1:31 PM
To: George, Donna L; Diehl, Michael E
Subject: RE: City of Louisville

**CAUTION EXTERNAL SENDER: Stop and consider before you click links or open attachments.
Report suspicious email using the 'Report Phishing/Spam' button in Outlook.**

Thanks Donna!

Michael, please reach out with questions or what you need from us. For other property owners in this circumstance, we are requesting a letter consenting to the action, and we are handling all of the application coordination. Thanks,

Lisa Ritchie, AICP
Associate Planner
City of Louisville
303-335-4596

From: George, Donna L [<mailto:Donna.L.George@xcelenergy.com>]
Sent: Friday, October 26, 2018 1:29 PM

To: Lisa Ritchie <lritchie@louisvilleco.gov>; Diehl, Michael E <Michael.Diehl@XCELENERGY.COM>

Subject: RE: City of Louisville

Hi Mike,

Will you please help Lisa with this since it is a transmission line?

Thanks!

Donna George

Xcel Energy | Responsible By Nature

Right of Way and Permits

1123 West 3rd Avenue, Denver, CO 80223

P: 303-571-3306 | F: 303-571-3660

donna.l.george@xcelenergy.com

XCELENERGY.COM

Please consider the environment before printing this email.

From: Lisa Ritchie [<mailto:lritchie@louisvilleco.gov>]

Sent: Friday, October 26, 2018 11:59 AM

To: George, Donna L

Subject: City of Louisville

**CAUTION EXTERNAL SENDER: Stop and consider before you click links or open attachments.
Report suspicious email using the 'Report Phishing/Spam' button in Outlook.**

Hi Donna,

Before I send a referral, I wanted to understand what Xcel will look for in this particular application because you own one of the parcels. We are proposing to rezone certain areas in the City that are zoned Office to Agriculture. The parcel Xcel owns has a transmission line running through it and has a regional trail. See below for a map. The Boulder County parcel number is 157506400031.

Is it possible to get a letter of consent from Xcel for something like this? Who is the best person to work with in your organization? Thanks for your help!



Lisa Ritchie, AICP

Associate Planner
City of Louisville
lritchie@louisvilleco.gov
303-335-4596

We encourage you to visit our new [online maps webpage](#) with planning and land use information.

The Department of Planning & Building Safety is collecting feedback to improve our customer service. Please let us know how we are doing by completing this short [survey!](#)

Lisa Ritchie

From: Gedeon LaFarge <gedeon@quitsa.net>
Sent: Friday, October 26, 2018 1:24 PM
To: Lisa Ritchie
Cc: 'Toni McClain'; 'Michayla Danu'
Subject: RE: 325 South Boulder Road

Lisa,
As the manager for the LLC (72nd Colorado, LLC) that owns 325 S. Boulder Rd., I am giving my consent to the rezoning of the property from Office (O) to Administrative-Office (A-O).
Thank you, Gedeon

Gedeon LaFarge
Manager
72nd Colorado, LLC

From: Lisa Ritchie <lritchie@louisvilleco.gov>
Sent: Thursday, October 25, 2018 1:10 PM
To: gedeon@quitsa.net
Subject: 325 South Boulder Road

Gedeon,

Thanks for reaching out. We are requesting that you provide acknowledgement that you, as the property owner, consent to the rezoning of 325 South Boulder Road from Office (O) to Administrative-Office (A-O). The City will be coordinating the application. Please feel free to reach out with questions, thank you!

Lisa Ritchie, AICP
Associate Planner
City of Louisville
lritchie@louisvilleco.gov
303-335-4596

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Lisa Ritchie

From: Mike Baum <mikebaum1@gmail.com>
Sent: Tuesday, December 4, 2018 7:11 PM
To: Lisa Ritchie
Subject: Re: City of Louisville rezone

Hi Lisa,
Myself and the other partners are OK with your re-zoning request.

So you can take this as written authorization that as the property owners, we have no objections to this action and consent to the application.

Regards

Mike

On Mon, Dec 3, 2018 at 5:44 PM Lisa Ritchie <lritchie@louisvilleco.gov> wrote:

Hi Mike, Any update from the email below? Thanks!

Lisa Ritchie, AICP

Senior Planner

City of Louisville

303-335-4596

From: Lisa Ritchie
Sent: Friday, October 26, 2018 11:58 AM
To: 'mikebaum1@gmail.com' <mikebaum1@gmail.com>
Subject: City of Louisville rezone

Hi Mike,

Thanks for calling to learn more about the rezoning of your property. The City intends to rezone 317 South Boulder Road, along with a number of other properties in the area, to the Administrative-Office zone district from the repealed Office zone district. This action will not invalidate the previous PUD approvals for the site, but rather it will establish the zoning for the property since the repeal of the Office zoning in 1984. We believe that the Administrative-Office zone district is the most similar, and consistent with how you are using the property currently. Please see below for more information.

- ORD 1980-692 - See page 8 to see the allowed uses in the Office zone district.

- ORD 1984-838 – The ordinance that repealed the Office zone and established the A-O and B-O zone districts

- Current code -

https://library.municode.com/co/louisville/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.12DIRE_S17.12.030USGR

We'd like to receive written authorization from you, as the property owner, that you have no objections to this action and consent to the application. We will handle the application itself. We intend to take this to Planning Commission on December 13, and would like to have this consent in place by the end of November. Please reach out with any other questions or concerns you have, thanks,

Lisa Ritchie, AICP

Associate Planner

City of Louisville

lritchie@louisvilleco.gov

303-335-4596

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Lisa Ritchie

From: Michayla Danu <MDanu@coloradogroup.com>
Sent: Wednesday, December 12, 2018 9:48 AM
To: Lisa Ritchie
Cc: Toni McClain
Subject: Rezoning 335 South Boulder Road

Good morning Lisa,

Johanna and Jeff Beeman, as the managing partners of Running Rabbits Properties II LLC, which owns 335 S. Boulder Rd, have requested that we as the property management convey their consent to the rezoning of the property from Office (O) to Administrative-Office (A-O).

Thank you

Michayla Danu | Assistant Property Manager
The Colorado Group, Inc. | 3434 47th Street, Suite 220 | Boulder, CO 80301
Office (303) 499-3400 | Direct (303) 339-5038 | Fax (303) 449-8250 | mdanu@coloradogroup.com

City Council Public Hearing

January 22, 2019

Rezoning of Properties in the Office Zone District

Approval of Ordinance No. 1768, Series 2019, approving a request to rezone certain properties from the Office zone district to the Agricultural and Administrative Office zone districts

Public Notice Certification:

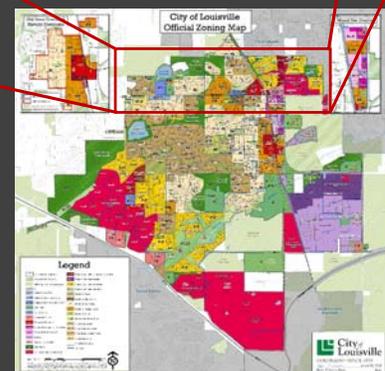
Published in the Boulder Daily Camera – November 25, 2018

Posted in Required Locations, Property Posted and Mailing Notice – November 23, 2018

Office Zone District Background



- Administrative or Professional **Office (O)** zone district established in 1973
- Repealed in 1984 with the establishment of **Administrative Office (AO)** and **Business Office (BO)** zone districts



Agricultural Properties (Area 1)

Background



- Annexed and zoned in 1981
- 833 South Boulder Road rezoned to Business Office earlier this year

Agricultural Properties (Area 1)

Proposal

- Two properties, owned by City of Louisville and Public Service Company of Colorado (Xcel)
- Undeveloped, traversed by concrete trails
- Agricultural zone district consistent with properties in the area used in a similar manner
- Will not require change in use or maintenance

Administrative Office Properties (Area 2) Background



- Annexed and zoned in 1973
- Properties developed consistent with PUDs for smaller office buildings
- Owners and tenants operate small professional offices, and medical and dental clinics

Administrative Office Properties (Area 2) Proposal

- Five separately owned properties
- Public Service Company of Colorado (Xcel) property undeveloped
- Other four properties contain smaller office buildings with medical, dental and other professional office users
- Administrative Office zoning consistent with properties to the west
- Planning Commission minutes from 1984 indicate these properties intended for Administrative Office zoning

Zone Change

Analysis

The application must meet at least one criteria in **Sec. 17.44.050**. Staff finds it *meets criterion 1* and that 2-4 are not applicable.

1. The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the city's comprehensive plan.

There is evidence of an error in the zoning because the City repealed the Office zone district in 1984, resulting in properties with no clear use or development standards. Approving this zone change provides clarity for the property.

Currently, the properties' zoning is inconsistent with the Comp Plan. The Comp Plan is advisory, while zoning is regulatory. Because there is no clear zoning, it is inconsistent with the Comp Plan.

Zone Change

Analysis, Cont.

1. The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the city's comprehensive plan.

Area 1: Identified as part of the South Boulder Road Suburban Corridor, and includes both residential and commercial land uses. These particular parcels are identified as **parks and open space land uses**, and are noted as areas of stability.

This zone change will result in consistency with the policies and goals of the comprehensive plan.

Zone Change

Analysis, Cont.

1. The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the city's comprehensive plan.

Area 2: Identified as Office in the South Boulder Road Small Area Plan, and Planning Commission minutes from 1984 indicate a possible intent to rezone to Administrative Office.

This zone change will result in consistency with the policies and goals of the comprehensive plan.

Rezoning

Staff Recommendation

Staff recommends approval of **Ordinance 1768, Series 2019,** approving a request for a zone change from Office to Agricultural and Administrative Office for the noted properties

SUBJECT: DISCUSSION/DIRECTION – CITY COUNCIL SUMMER MEETING SCHEDULE

DATE: JANUARY 22, 2019

PRESENTED BY: MEREDYTH MUTH, CITY CLERK

SUMMARY:

Members of the City Council have asked about creating some extended time between meetings this summer to allow for vacation time as was done in previous years. The City Charter requires the Council hold at least two regular meetings each month. Given that requirement, staff proposes these possible scenarios. Other options could also be considered.

Option 1:

- Regular June schedule
- Regular July schedule
four weeks between meetings
- August 20 – regular meeting
- August 27 – regular meeting

Option 2:

- Regular June schedule
four weeks between meetings
- July 23 – regular meeting
- July 30 – regular meeting
- Regular August schedule

Option 3:

- June 4 – regular meeting
- June 11 – study session
- June 18 – regular meeting
five weeks between meetings
- July 23 – regular meeting
- July 30 – regular meeting
- Regular August schedule

Option 4:

- June 4 – regular meeting
- June 11 – regular meeting
six weeks between meetings
- July 23 – regular meeting
- July 30 – regular meeting
- Regular August schedule

FISCAL IMPACT:

None

RECOMMENDATION:

Discussion/Direction

ATTACHMENT(S):

None