

City Council

Special Meeting Agenda

Tuesday, May 14, 2019
Library Meeting Room
951 Spruce 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**

- 7:00 – 7:30 PM **2. UPDATE– ROCKY MOUNTAIN METROPOLITAN AIRPORT CONSULTANT**
 - Presentation
 - Public Comments (Please limit to three minutes each)
 - Council Questions & Comments

- 7:30 – 9:00 PM **3. DISCUSSION/DIRECTION – URBAN RENEWAL “101”**
 - Staff Presentation
 - Public Comments (Please limit to three minutes each)
 - Council Questions & Comments

- 9:00 – 9:15 PM **4. ADVANCED AGENDA & IDENTIFICATION OF FUTURE AGENDA ITEMS**

- 9:15 PM **5. ADJOURN**

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.

**SUBJECT: UPDATE – ROCKY MOUNTAIN METROPOLITAN AIRPORT
CONSULTANT**

DATE: MAY 14, 2019

**PRESENTED BY: EMILY HOGAN, ASSISTANT CITY MANAGER FOR
COMMUNICATIONS & SPECIAL PROJECTS**

SUMMARY:

The City of Louisville has partnered with the Town of Superior in a noise mitigation project for the Rocky Mountain Metropolitan Airport (RMMA). Following a number of complaints from residents about noise from RMMA, the City/Town hired aviation consultant ABCx2, which has specialized experience in working with communities and airports to address aircraft noise issues. The consultants will focus on an assessment of current conditions, community/industry engagement and strategy development in an effort to reduce impacts to both communities.

The following work has been completed to-date:

- Task 1 - Baseline Assessment
 - The baseline assessment was recently completed. The baseline assessment helps to assess and understand current conditions and identify opportunities for improvement. The consultants looked at airport facilities and airfield layout, airspace and flight procedures, annual operations, traffic levels and fleet mix, the existing noise abatement program, land uses and zoning around the airport and reviewed complaint data and community concerns.
- Task 2 - Community Engagement
 - The consultants and staff are planning to host a community workshop this summer. This will provide an opportunity to update the community on the project, answer questions and gather additional input.
- Task 3 - Industry Engagement
 - The consultants have held multiple meetings with the airport and FAA traffic control tower personnel. A flight training forum was also held in February. The event was intended to engage industry stakeholders and encourage participation in the process. A number of initiatives and strategies were identified to reduce noise impacts. An industry advisory group was established to keep this effort moving forward.
- Task 4 - Strategy Development
 - The consultants will work with partner stakeholders to develop a list of short, medium and long-term strategies intended to reduce noise impacts on the community. The consultants will also develop an education and

SUBJECT: AIRPORT CONSULTANT UPDATE

DATE: MAY 14, 2019

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outreach program to encourage ongoing collaboration with industry partners like the airport and FAA and expand awareness of the new noise program and to encourage compliance.

The consultants and staff have already started implementing public outreach efforts by providing project information on the City's website at <http://www.louisvilleco.gov/residents/rocky-mountain-metropolitan-airport>. The webpage also includes a link for residents to share noise complaints with the airport, a link to ask questions about the noise mitigation project and Frequently Asked Questions about the airport and its operations.

PROGRAM/SUB-PROGRAM IMPACT:

One of the objectives of the Public Information & Involvement Sub-Program is giving residents the opportunity to get involved and influence decision-making. The noise mitigation project incorporates resident input and develops solutions to address concerns. It also incorporates a collaborative approach with a regional partner to address an issue of mutual interest, which is a Critical Success Factor from the City's Strategic Plan.

FISCAL IMPACT:

The City has agreed to split the cost of the project with the Town (\$15,000 each). Funding for this item will be included in the upcoming 2019 budget amendment.

RECOMMENDATION:

Staff is seeking feedback from City Council on the direction of the project and work completed to-date.

ATTACHMENT(S):

1. Revised Work Plan
2. Baseline Assessment
3. Frequently Asked Questions
4. Consultant Presentation

Revised Work Plan

March 25, 2019



Revised Work Plan (*Proposal*)

Task 1 - Baseline Assessment

Conduct an assessment of existing conditions with a focus on flight training and related community impacts. The assessment shall include:

- Airport facilities
- Airspace
- Traffic patterns and flight procedures *
- Operations and fleet mix*
- Current noise abatement program elements
- Land-use/zoning around the airport and predominant flight corridors
- Summary of available complaint data and community concerns

Deliverable

- Baseline assessment summary report
- Timeframe: 30 days

* The operations analyses will be limited due to the availability of flight track data. ABCx2 will make every effort leverage all available data in this assessment. Procurement of flight track data is an option, but will require additional costs. (See Slide #12)



Task 2 – Industry Engagement

Initiate contact with industry stakeholders on behalf of the Town of Superior and City of Louisville. Engage key industry stakeholder groups including:

- Airport management and staff
- RMMA flight schools and FBOs, and other airport users
- Visiting aircraft operators
- FAA air traffic control
- Other industry stakeholders as appropriate

Advocate on behalf of clients' interests. Establish industry engagement strategy to encourage awareness and support of noise program elements

Support communication and collaboration between clients and industry stakeholders as appropriate

Deliverable

- Industry engagement status report(s)
- Timeframe: Ongoing

Task 3 – Strategy Development

Collaborate with aviation stakeholders to identify and implement noise abatement solutions with initial focus on flight training operations.

- Advocate on behalf of the residents of Superior and Louisville to help broker solutions that meet industry needs, are consistent with regulatory limitations, and help protect and enhance the local quality of life.
- Collaborate with industry stakeholders to identify and assess policies, practices, and procedures, to reduce community impacts associated with flight training activity.
- Classify strategies based on complexity, time-frame for implementation, and likelihood of successful implementation.

Task 3 – Strategy Development (*Continued*)

Deliverables

Initial report* summarizing strategies to reduce community noise impacts associated with flight training operations

Vetted list of noise abatement strategies that are or can be implemented and are consistent with regulatory requirements and operational constraints.

- Elements may include operational procedures, best practices, recommended practices, policies, training, and education/outreach.

Task plans detailing specific tasks, stakeholder roles and responsibilities and timelines for implementation

Timeframe: 30-45 days

** The initial baseline assessment and strategy development will focus primarily on flight training activity. Future work may be authorized to include other airport activity.*

Task 4 – Community Engagement

Provide ongoing support for citizen engagement including responding to written and verbal inquiries from citizens, providing updates and presenting to elected officials as requested.

Provide support in development of effective community engagement strategy.

Provide guidance/support for the development of citizen working groups or a roundtable/committee as directed by the clients.

Encourage information exchange with community, encourage realistic expectations. Promote public awareness of project efforts.

Deliverables

- Community engagement strategy
- Strategic support for establishment of working group/roundtable
- Timeframe: Ongoing

Optional Services and Support

Community Engagement

Community Web Content / Web Portal

- Content development and/or hosting
- Project overview, Project progress
- Input/Comment/Question form
- Noise / Aviation 101 content

Social Media

- Content development and/or channel management
- Twitter
- Facebook

Neighborhood Group / Homeowner Association Engagement

Media Engagement

- Traditional/earned media

Community Engagement *(Continued)*

Dedicated/hosted email (i.e. RMMA-Noise@abcx2.com)

Community information line

Web/video conferences

Informational brochures

Task group/working group development and facilitation (short-term)

Committee/roundtable development and facilitation (long-term)

Public workshops / informational meetings

- Project focused
- Noise issues / airport concerns
- Airport 101 / aircraft noise 101 / aviation regulations

Industry Outreach and Engagement

- Informational meetings and workshops
- Working groups / committees
- Web Content / web portal / social media
- Pilot brochures and training materials
- Training /briefings: pilots, flight instructors, air traffic control
- Advocacy and representation (i.e. metroplex, airspace issues, etc.).

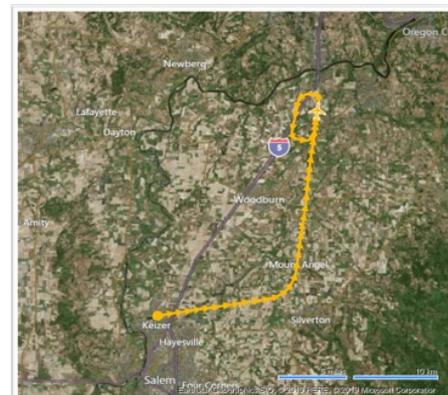
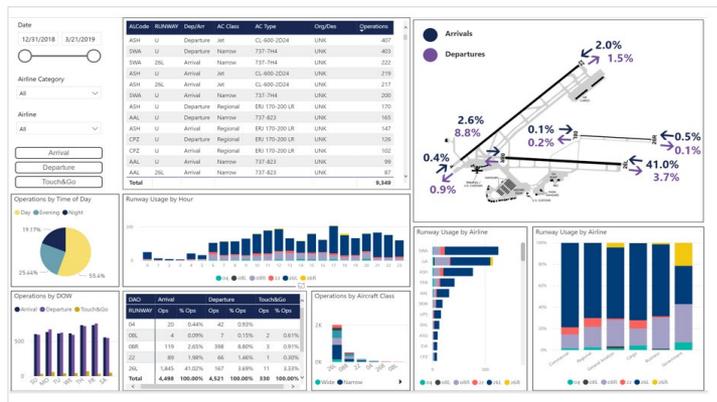
Flight Track Analysis

- Procurement of flight track data may be conducted as part of the baseline assessment or follow-on work.
- Flight track data would enable a more detailed and reliable assessment of aircraft movements, aircraft types, overflights of noise-sensitive areas, compliance with current noise program elements
- Procured flight track data would enable a pre/post analysis of flight activity and patterns to assess the outcomes of the work done in Task 3 (Strategy development and implementation).
 - This pre and post implementation assessment was requested by the Superior Board of Trustees. This analysis would require flight track data not currently available.
- A pre/post analysis could also help identify areas requiring more effort

Flight Tracking and Information Dashboards

Public flight tracking and analysis

- Procure and deploy technology to allow web-based flight tracking that could be made available to the public
 - This may require installation and hosting of equipment on one or more sites in communities surrounding the airport
 - Equipment installed on airport property may be desired
- Flight tracking would enable residents to view flight operations of interest and to accurately identify operations causing concerns. This information could then be used to refine noise abatement program elements.
- ABCx2 also offers informational “dashboards” which can provide operations and flight track data in an easy-to-understand format highlighting specific datasets of interest to our clients and the community.



Approval of Work Plan

As Proposed

With Revisions



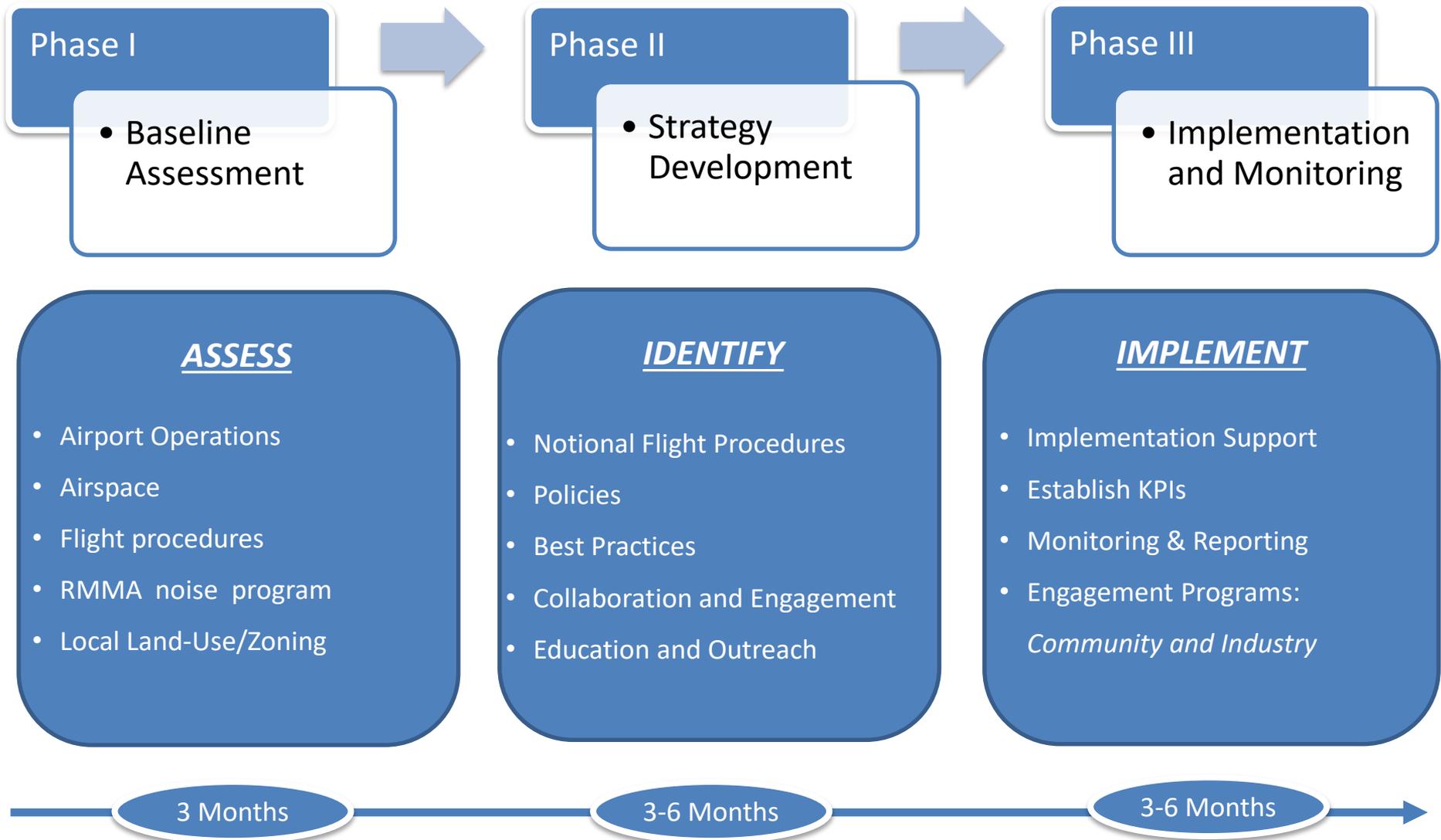
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Back
To
Work!

Extra Content

Our Approach (*Original Proposal*)



RMMA Baseline Assessment *Summary Report*

May 2019



Executive Summary

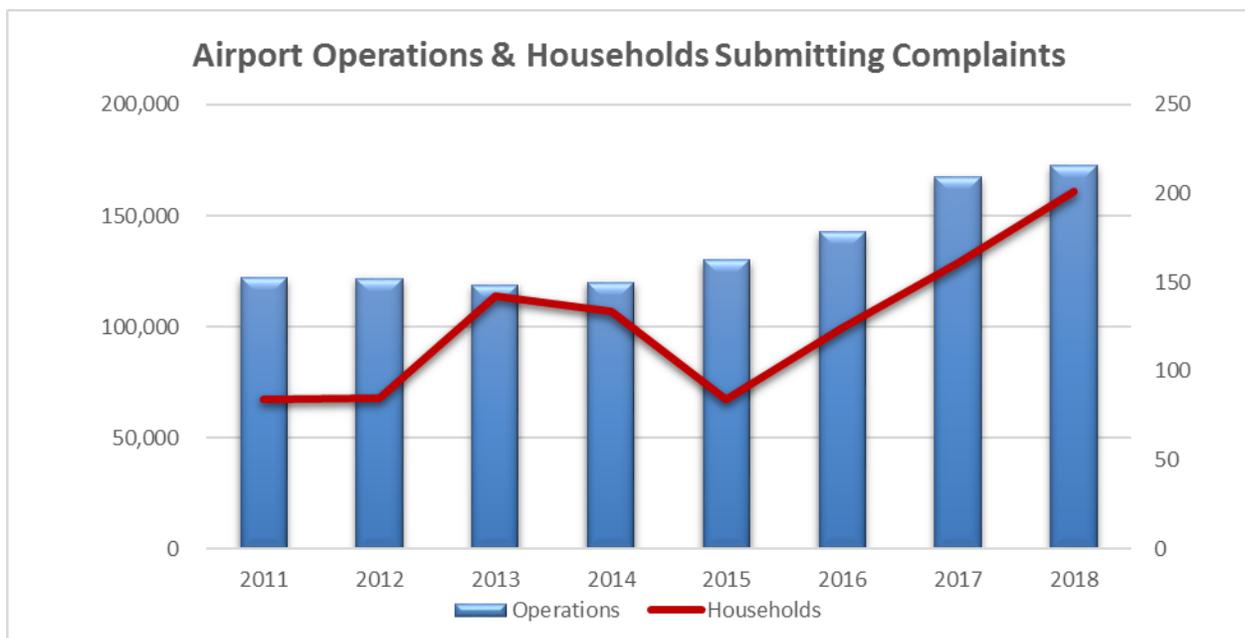
This report provides a summary of the key findings and conclusions of the baseline assessment conducted to by ABCx2 in an effort to identify solutions to address the increasing overflights and noise impacts affecting communities surrounding the Rocky Mountain Metropolitan Airport (RMMA).

The baseline assessment was one of the first tasks in a work plan developed by the consulting team. The assessment was conducted to help understand the existing conditions at the airport and impacted communities. The operational analyses included a look at annual operations and trends, types of operations (i.e. itinerant versus local), operator types, aircraft types, airspace, flight patterns and procedures, and a focused look at the sources of aircraft activity directly impacting the Town of Superior and the City of Louisville. The analysis also included a review of land-uses and zoning around the airport.

Results of the baseline assessment indicate that operations at RMMA have been steadily trending upward, and both airport and Federal Aviation Administration (FAA) forecasts suggest this growth will continue. The long-term plans for the airport include both aeronautical and non-aeronautical development, which will facilitate additional flight activity and potentially increased overflights and noise impacts for close-in communities.

A historical analysis of land-use and zoning around the airport revealed efforts by the Airport and Jefferson County to encourage zoning and development around the airport that would be compatible with the anticipated overflight activity and subsequent aircraft noise exposure. In many cases, residential development close to the airport and within critical zones (where the final approach and initial climb phases of flight occur), was discouraged. An Airport Influence Area (AIA) was established and published by Jefferson County to further encourage transparency and to discourage non-compatible development in areas that would be exposed to the greatest impacts.

Aviation easements were encouraged as a prerequisite for residential development within the AIA. However, growth of the airport has exceeded early (community) expectations, resulting in increased community concerns and noise complaints. The figure below shows the number of airport operations (take-offs and landings) and the number of households submitting complaints by year. The data clearly shows an increase in operations since 2014, along with an increase in the number of households submitting complaints.



The work conducted during the baseline assessment included collection and review of community input, collaboration with the airport, FAA air traffic control, and representatives from Superior and Louisville. An initial list of strategies to address noise impacts has been developed. This list includes operational procedures, policies and practices, in addition to community and industry outreach and engagement. This list will be refined and expanded as the work progresses. Ultimately, strategies will be categorized by implementation schedule (i.e. immediate, medium-term, and long-range) and prioritized. The ABCx2 team will work with the appropriate community and industry stakeholders on planning and implementation.



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Introduction

The Rocky Mountain Metropolitan Airport (RMMA) in Broomfield, CO, is bounded by rising terrain to the west and a mix of land-uses to the north, east, and south. The area around the airport includes non-compatible development including residential areas and schools. The airport is becoming increasingly busy, with significant growth in operations over the last 5 years. Forecasts suggest growth at RMMA will continue.

As operations increase, noise and other impacts associated with aircraft overflights is also increasing, raising concerns of nearby residents. The Town of Superior and the City of Louisville have hired ABCx2, LLC (consultants) to help identify strategies to address this growing issue.

The consultants were tasked with strengthening collaboration between the Airport, Jefferson County (owner/operator the Airport), and Superior and Louisville. The increased collaboration will help to identify and implement strategies aimed at reducing impacts attributed to the growth of RMMA.

The approach proposed by ABCx2 started with an assessment of existing conditions including an analysis of annual operations, flight procedures and airspace, land-uses and zoning, and the existing noise abatement program at the airport. The result of this work is summarized in this Baseline Assessment Summary Report. The report will provide a starting point for exploring new policies, practices, and procedures, aimed at reducing the community impacts associated RMMA. Results of this work are also intended to encourage airport growth be sustainable, helping maintain the quality of life for residents living in proximity to RMMA.

Background / History

The Rocky Mountain Metropolitan Airport (RMMA) is located along the northern boundary of Jefferson County. It is surrounded by residential development with the Town of Superior to the northwest, Louisville to the north, Broomfield on the east and west, and Westminster to the south.

The airport which was opened in 1960 is owned and operated by Jefferson County. Originally named Jefferson County Airport, the name was changed to Rocky Mountain Metropolitan Airport in 2006, reflecting its growth and changing role in the region.

Airport Roles: Local, Regional, National

The Federal Aviation Administration (FAA) is tasked with maintaining a plan for developing and operating a system of public-use airports in the United States. This plan is referred to as the National Plan of Integrated Airports (NPIAS) and is intended to meet the nation’s needs for civil aeronautics and national defense. In support of this mandate, the FAA provides technical and/or financial support to airports, however, the FAA does not regulate who may use the airport (i.e. which airlines or general aviation aircraft operators). Rather, the FAA is responsible for working with airport operators, state and local governments, and other stakeholders to “ensure effective planning of a safe and efficient system of airports to support the needs of the civil aviation industry” (FAA National Plan of Integrated Airport Systems, 2019-2023). Airports within the NPIAS are eligible for federal funding under the Airport Improvement Program (AIP).

Airports within the NPIAS fall into one of four categories:

- Commercial Service-Primary
- Commercial Service-Nonprimary
- Reliever Airport
- General Aviation Airport

Airports serving general aviation primarily (including RMMA) are also categorized based on activity level. The five roles include:

- National
- Regional
- Local
- Basic, and
- Unclassified

RMMA is classified as a Reliever Airport with a National role. National airports are those located in metropolitan areas near major business centers. This is the largest category of general aviation facility and considered critical to the regional and national economy, while providing access to the National Airspace System (NAS).

The “Reliever Airport” category indicates the airport relieves congestion at a commercial service airport and provides local and regional access to the NAS. In the context of RMMA, the airport is a reliever to Denver International Airport. Front Range Airport in Aurora and Centennial Airport in Centennial are also classified as reliever airports for Denver International.

Governance

RMMA is owned and operated by Jefferson County. Jefferson County is governed by a Board of County Commissioners which provides strategic direction to the airport. An Airport Advisory Board provides input to the Commission and airport management. The official role of the Airport Advisory Board is to;

“Advise the Board of County Commissioners regarding airport matters including serving as a feedback mechanism regarding the Airport, build awareness of the Airport and its role in the economic health of the region, develop Airport advocacy, educate users/tenants/neighbors about operating guidelines, create opportunities to engage the public, and ensure good neighbor practices by the Airport.”

The Airport Advisory Board is made up of seven members plus an alternate. Members include: two neighboring business owners, two Jefferson County residents, one neighboring property owner, one neighboring jurisdiction, and one airport tenant. Day-to-day management and operation of the airport is overseen by an Airport Manager and staff.

Aviation is highly regulated and RMMA is subject to regulatory and operational requirements imposed by the FAA, State of Colorado (Department of Transportation) and Jefferson County. Aircraft and flight operations are regulated primarily by the FAA.

Airport Facilities

RMMA is made up of three runways. The “primary” runway, 12L-30R, is 9000 feet in length and 100 feet wide. The “parallel” runway, 12R-30L is 7000 long and 75 feet wide. The “crosswind” runway, 3-21, is 3,600 feet long and 75 feet wide. Runway designations are based on their magnetic heading rounded to the nearest 10° with the last number dropped. A runway oriented with a 300° compass heading is designated 30. A runway oriented with a 30° heading would be designated as Runway 3.

A letter-designation is used when there are multiple runways with the same heading. For example, if an aircraft is landing on Runway 30, they will fly a heading of 300 degrees and since there are two parallel runways, the “R” is used to designate the runway on the right side. The runway on the left side is designated with an “L”, Runway 30L.

The airfield also includes a set of taxiways, which provide access between the runways and the ramps (or terminal), aircraft parking, and other airport facilities and services.

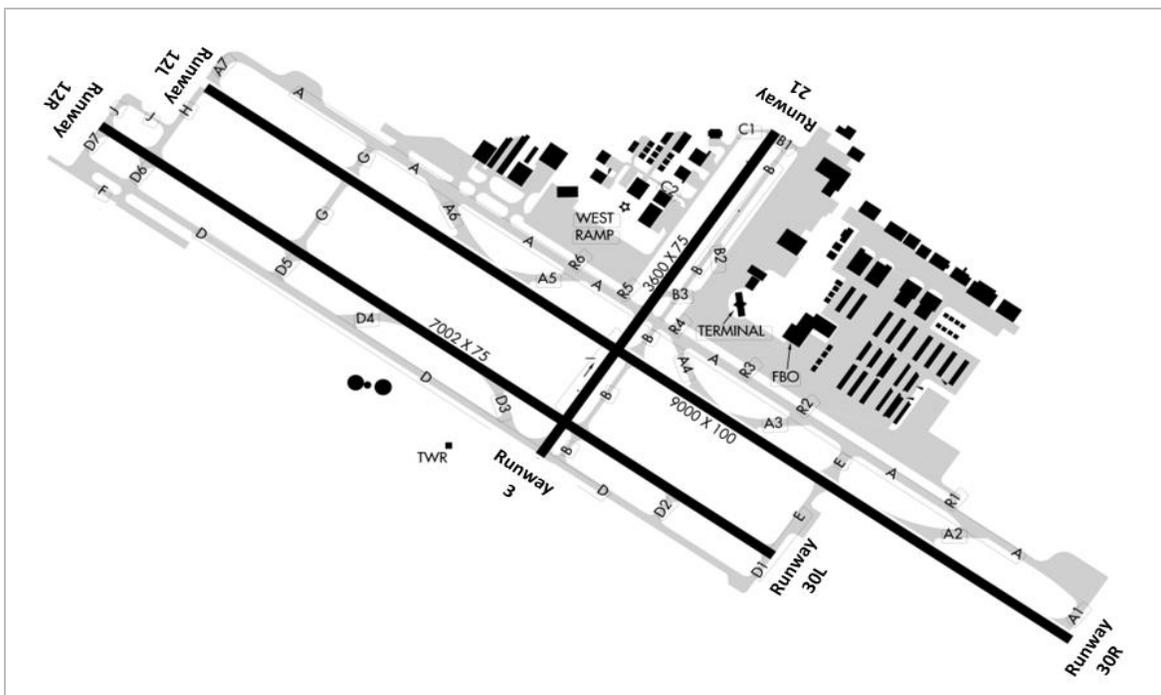


Figure 1. RMMA Airport Layout. (Adapted from RMMA Airport Diagram, Federal Aviation Administration)

Navigational Aids

Navigational aids on the airfield help guide pilots to the airport and during approach and landing. All runways at RMMA are equipped with Precision Approach Path Indicators (PAPI) systems, which provide visual guidance to pilots during approach and landing. The PAPI consists of four lights adjacent to the runway at the approach end. The system provides the pilot with information about the aircraft position relative to the intended approach path (i.e. aircraft is above or below the approach path).

An Instrument Landing System (ILS) is installed on Runway 30R. An ILS provides highly accurate course, distance, and glidepath information. An ILS is especially important during poor weather conditions where visibility is limited. There is also a VOR/DME approach procedure to Runways 30L and 30R and RNAV (GPS) approaches available to Runways 30L, 30R, and 12L.

Key Airport Tenants and Businesses

Flight Training

Airport operations can be classified in a number of ways. Local versus itinerant operations refer to the origin or destination of the flight. Flights that remain in the “local” area, that is, in proximity to the airport are classified as “local” operations. “Itinerant” operations are those that originate from outside the local airport (i.e. at another airport) or departures that leave the local area.

Local operations are common with flight training operations. These include touch-and-goes, low approaches, and airport pattern operations. General aviation activity makes up the majority of operations at RMMA and flight training represents the bulk of those operations. For 2018, local operations (i.e. touch-and-goes) made up 56% of total operations. Figure 2 shows that the majority of operations at RMMA in 2018 were “local operations”, likely primarily touch-and-goes which is consistent with the concerns and complaints from the community.

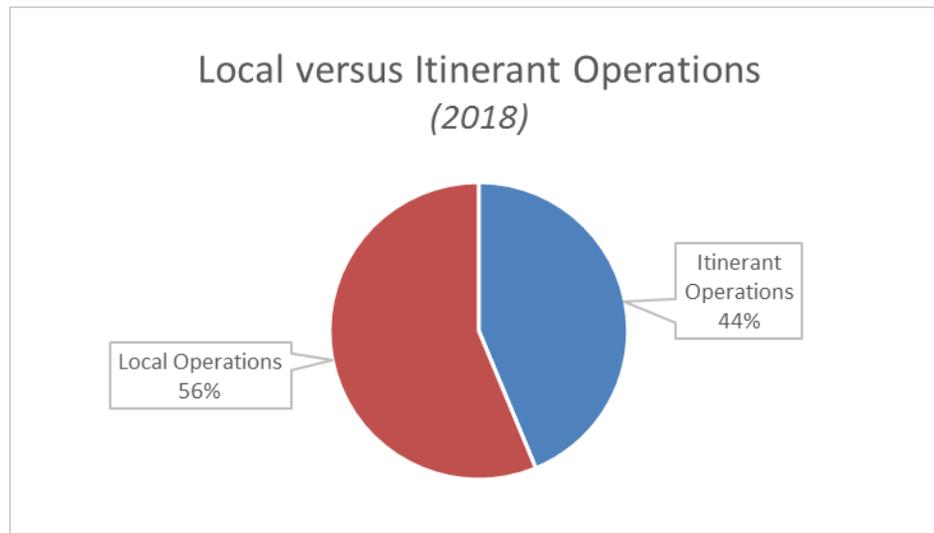


Figure 2. Local versus Itinerant Operations (2018)

Currently there are five flight schools on the airport. These include both fixed-wing (airplane) and helicopter training facilities:

- McAir Aviation
- Teebird Enterprises
- Western Air Flight Academy
- Rocky Mountain Flight School
- Colorado Heli-Ops

Fixed Base Operators (FBOs)

Fixed base operators (FBOs) provide a variety of aircraft services. Typical services include aircraft fuel, maintenance, aircraft rental, flight charters, flight instruction, aircraft parking, and hangar space. RMMA currently hosts two FBOs:

- Signature Flight Support
- Sheltair

Air Charter Services

RMMA is also home to a number of air charter services. These companies provide passenger services to airports across the United States and internationally. Flight charter operators based at RMMA include:

- Mountain Aviation
- Denver Air Connection

Other Airport Businesses

In addition to the companies mentioned, there are many additional businesses providing aviation-related services, support businesses, as well as non-aviation organizations. According to the Airport’s website, there are close to 70 businesses and tenants located on the airport.

Airspace

RMMA is located approximately 20 miles west of Denver International Airport (DEN) just outside the boundary of DEN’s Class B airspace. Figure 3 (below) highlights the airspace around RMMA, Denver Airport to the east, and significant terrain to the west of RMMA. The terrain to the west has a significant impact on flight operations in and out of the airport and limits the flexibility air traffic controllers have in managing the airspace around the airport.



Figure 3: Regional Airspace. (Source: www.vfrmap.com)

RMMA operates within Class D airspace when the air traffic control tower is open (6AM-10PM daily). When the control tower is closed, the airspace reverts to Class G at which time, air traffic services are limited.

“Ground control” and “Tower” air traffic services are provided by the FAA at the air traffic control tower based on the airport. These services are for aircraft on the airport surface or within the airport’s airspace. “Approach” and “Departure” control services are provided by DEN TRACON (air traffic facility located at DEN). These pertain to aircraft further out but heading to or from RMMA. Air traffic facilities at both RMMA and Denver International work together to manage aircraft operations in the area. Flight paths for aircraft flying to and from RMMA may be impacted by DEN air traffic. Arrival and departure procedures associated with DEN bring aircraft to and from Denver in the airspace above RMMA. This activity can also impact operations at RMMA.

Annual Operations

Total (Annual) Operations

An “airport operation” can be a landing or a take-off. Training operations such as “touch-and-goes” represent both a landing and a take-off, therefore a touch-and-go represents two airport operations. Operations at RMMA have grown over the last five years (2013-2018) and FAA forecasts suggests this growth will continue. A nine-year review of the annual operations at RMMA is included in the table.

Calendar Year	Itinerant					Local			Total Operations
	Air Carrier	Air Taxi	General Aviation	Military	Total	Civil	Military	Total	
2010	9	3,766	56,422	624	60,821	58,441	1,101	59,542	120,363
2011	5	4,601	55,145	538	60,289	58,583	481	59,064	119,353
2012	43	5,819	52,792	690	59,344	58,674	947	59,621	118,965
2013	26	5,279	51,573	868	57,746	55,637	1,234	56,871	114,617
2014	82	5,136	53,268	1,293	59,779	53,032	2,681	55,713	115,492
2015	8	5,524	54,464	1,183	61,179	62,272	2,018	64,290	125,469
2016	108	6,093	64,889	1,270	72,360	67,619	1,737	69,356	141,716
2017	11	5,973	66,042	1,087	73,113	90,411	2,243	92,654	165,767
2018	429	5,987	66,981	1,136	74,533	93,125	2,682	95,807	170,340

Table 1: RMMA Operations Data. Source: Federal Aviation Administration Ops-Net.

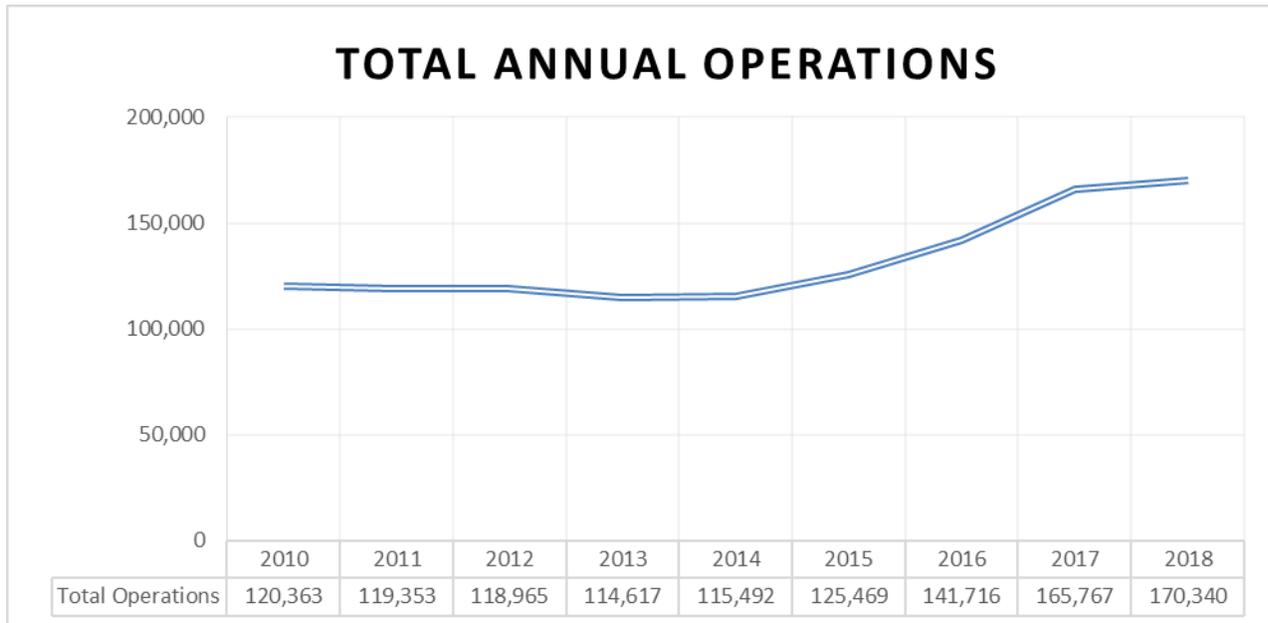


Figure 4. Total Annual Operations, 2010-2018

Itinerant versus Local Operations

The FAA quantifies airport operations as either “itinerant” or “local.” Itinerant operations include arrivals originating at other airports or outside the local airport traffic pattern and departures by aircraft leaving the local airport traffic pattern (i.e. flying to another airport). Local operations are those conducted within the airport traffic pattern (i.e. touch-and-goes, practice approaches, and low approaches). Local operations are a common component of flight training and a dominant percentage of the operations at RMMA. A review of annual operations at RMMA shows slow but consistent growth in itinerant operations and faster growth in local operations. This training (and practice) is required by Federal Aviation Regulations for both new pilots as well as those getting advanced training and for maintaining their pilot certifications. Practice landings and taking-offs must also be conducted during nighttime conditions (between sunset and sunrise).

FAA categorizes itinerant operations by operator category including air carrier (scheduled passenger service), air taxi (unscheduled/charter), general aviation, and military. Local operations are classified as civil or military.

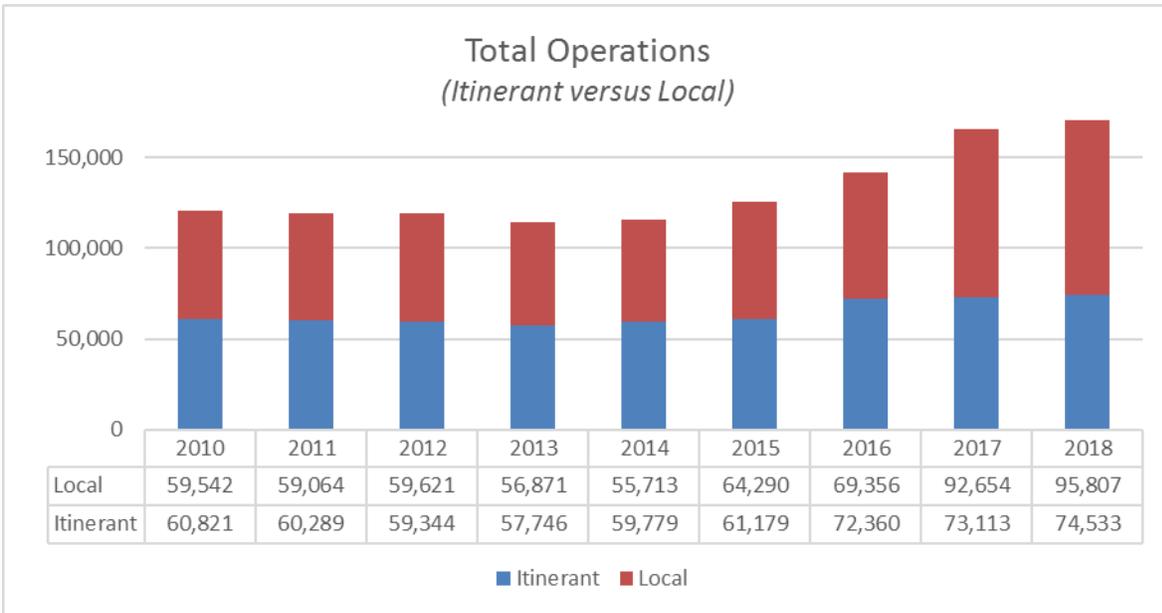


Figure 5: Total Operations – Local versus Itinerant

Total operations are trending upward with local operations growing at a faster rate than itinerant operations. Itinerant operations by each operator type are shown in Figure 6. The graph shows the majority of itinerant operations at RMMA are conducted by general aviation.

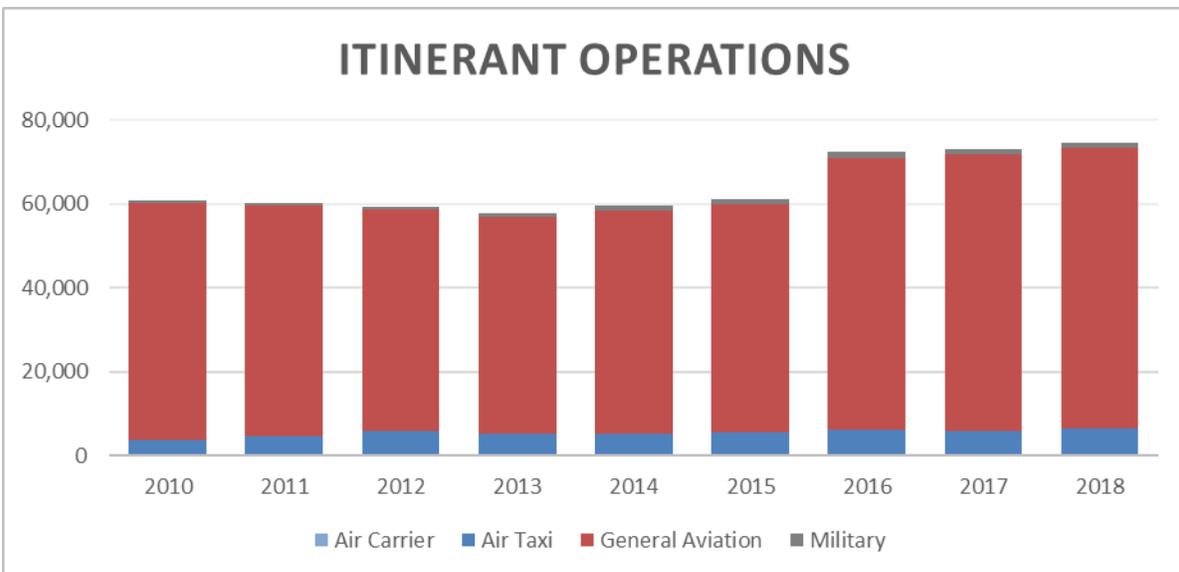


Figure 6. Itinerant operations by aircraft category. (Source, FAA Ops-Net data)

Local operations are also growing as shown in Figure 7 below. General aviation operations make up the majority of local operations and while the number of military operations seems to be growing, it remains a small percentage compared to civil operations.

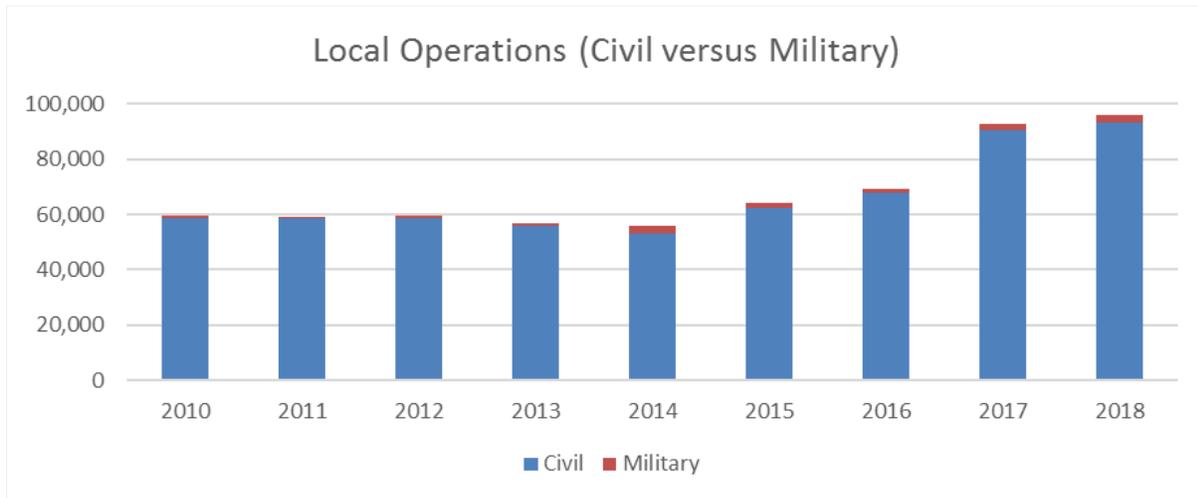


Figure 7. Local operations, civil versus military. (Source, FAA Ops-Net data).

Most of the military operations occurring at RMMA are “local” operations.

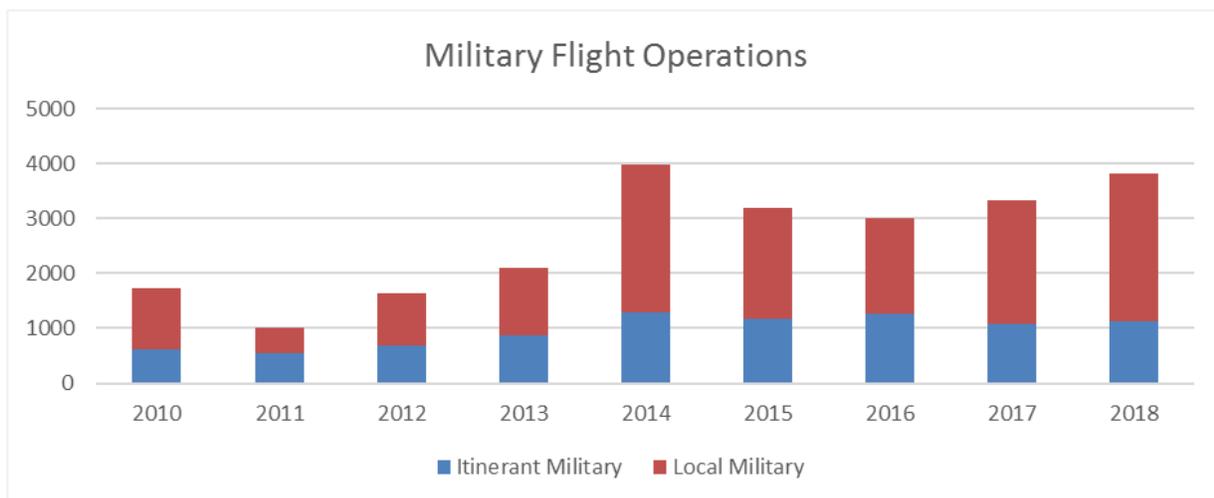


Figure 8. Military flight operations. (Source, FAA Ops-Net data)

Based Aircraft

Over 70% of aircraft based at RMMA are small, single-engine, general aviation aircraft. These are common with flight training and consistent with the high level of flight training activity at the airport. Multi engine aircraft and jet aircraft make up 25% of the fixed-wing aircraft, and helicopters make up the remaining 5%.

Aircraft Type	Based Aircraft	Percentage
Single Engine	300	70%
Multi Engine	55	13%
Jet	50	12%
Helicopter	20	5%
Total	425	100%

Table 2. RMMA based aircraft. Source: FAA, RMMA Airport 5010 (2017 data)

For illustrative purposes, samples of each fixed-wing aircraft category are depicted below.

Sample Aircraft Types

<u>Single Engine</u>	
	
<u>Multi-Engine</u>	
	
<u>Jet</u>	
	

Figure 9. Sample aircraft types by category. Source: Cessna Aircraft.

Flight Patterns and Procedures

Runway Selection

Runway 30R-12L is designated as the “primary” runway, meaning when conditions allow, this is the main runway to be used. At 9,000 feet in length, Runway 30R-12L is the longest runway at RMMA and the runway used most often by aircraft landing or departing the airport. Training and “local” operations are typically conducted on the shorter parallel runway, 30L-12R.

Runway selection is based primarily on wind conditions. Aircraft typically take-off and land into the wind. Small aircraft and those conducting touch-and-go activities will often use the shorter parallel runway (30L-12R). This enables safe and efficient use of the airport and airspace with training and practice operations on the parallel and arriving and departing aircraft (itinerant) using the Primary runway. While these are typical conditions, training activity (i.e. touch-and-goes) may be conducted on the primary runway. Similarly, based on conditions, air traffic control may have arrivals and departures use the parallel runway. In most cases, larger and faster aircraft such as turboprop and jet aircraft will use the primary runway due to its extra length.

As noted, air traffic controllers determine the runway to be used based primarily on wind speed and direction. When wind speeds are 5 knots (5.8 miles per hour) or above and wind direction is between 210 degrees and 30 degrees, Runways 30L and 30R will typically be used. When wind speed is 5 knots or above and wind direction is between 30 degrees and 210 degrees, Runway 12L and 12R will typically be used. It should be noted that these are generalities and other factors can play a role in runway selection. For example, if the winds are variable (changing), air traffic control may not change the runways in use. Runway use is usually based on sustained conditions.

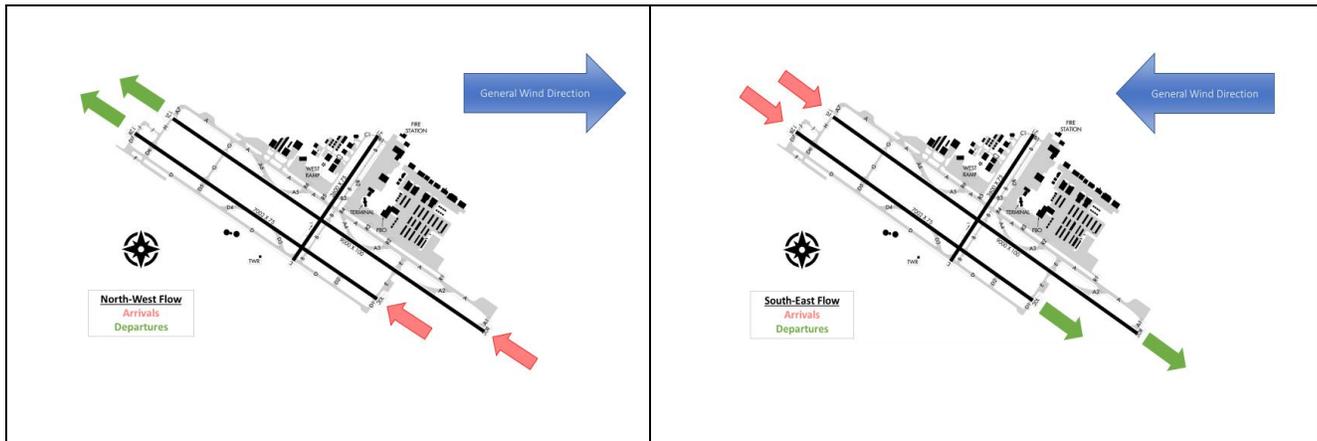


Figure 10. Operational flows are based (primarily) on wind conditions (speed and direction).

The crosswind runway, 3-21, is often used by helicopters. This allows access into and out from the airport with minimal impacts to the fixed-wing flight patterns. Fixed-wing use of the crosswind runway is less common and dictated primarily by higher wind conditions.

Local Operations

“Local” operations are those conducted within the airport traffic pattern (i.e. touch-and-goes, practice approaches, and low approaches). Local operations are a common component of flight training and represent the majority of operations at RMMA. A review of annual operations at RMMA shows slow but consistent growth in itinerant operations and faster growth in local operations. This training (and practice) is required by Federal Aviation Regulations for both new pilots as well as those getting advanced training and for maintaining their pilot certifications. Landing and taking-off must also be conducted during nighttime conditions (between sunset and sunrise) as required by Federal Aviation Regulations.

The flight patterns associated with local operations can vary based on a wide number of factors and conditions. Factors include the aircraft type and weight, pilot technique, weather and wind conditions, and the number and mix of aircraft types in the pattern. More aircraft in the pattern will generally result in a larger pattern to ensure appropriate spacing among aircraft.

Figure 11 (below) is intended to illustrate the general concept of a local (airport) traffic pattern. Airport traffic patterns are typically rectangular running parallel to the runway being used. When conducting touch-and-goes, as an example, the aircraft takes off, turns to fly parallel to the runway, then turns again to line up for landing. The examples are not to scale and for illustrative purposes only. As noted, the actual pattern(s) flown will depend on a number of factors and will vary. The figure below illustrates local traffic patterns for Runways 12R and 30L.



Figure 11. Generalized examples of “closed-traffic patterns. Actual conditions will vary.

Itinerant Operations

As is the case with local operations, the flight patterns associated with itinerant operations have commonalities and differences. When taking off, all fixed-wing aircraft depart maintaining runway heading during the initial climb. The altitude and/or distance from the runway at which the aircraft turns depends on many factors. Typically, aircraft will climb to between 400-500’ above ground level (AGL) before turning. This can vary based on a number of variables and conditions. Aircraft type and weight dictate aircraft performance which impacts how quickly aircraft climb. Weather also plays a role. Higher outside temperatures reduce performance, as can wind speed and direction. Pilot technique and air traffic instructions may also play a role. These variables result in variations in flight patterns for aircraft arrivals and departures. However, the initial take-off and climb and the final approach portion of landings are generally consistent. The distance from the runway that the aircraft makes it’s turn depends on how quickly it can ascend.

Slower, heavier aircraft may maintain runway heading for longer before turning, than will lighter, faster aircraft.

Standard Instrument Departures (SIDs)

Due to terrain west of the airport, departures using Runways 12L and 12R (southeast) are typically assigned a heading by air traffic control between 350° clockwise to 150°. Departures using 30L and 30R are typically assigned a heading between 350° clockwise to 113

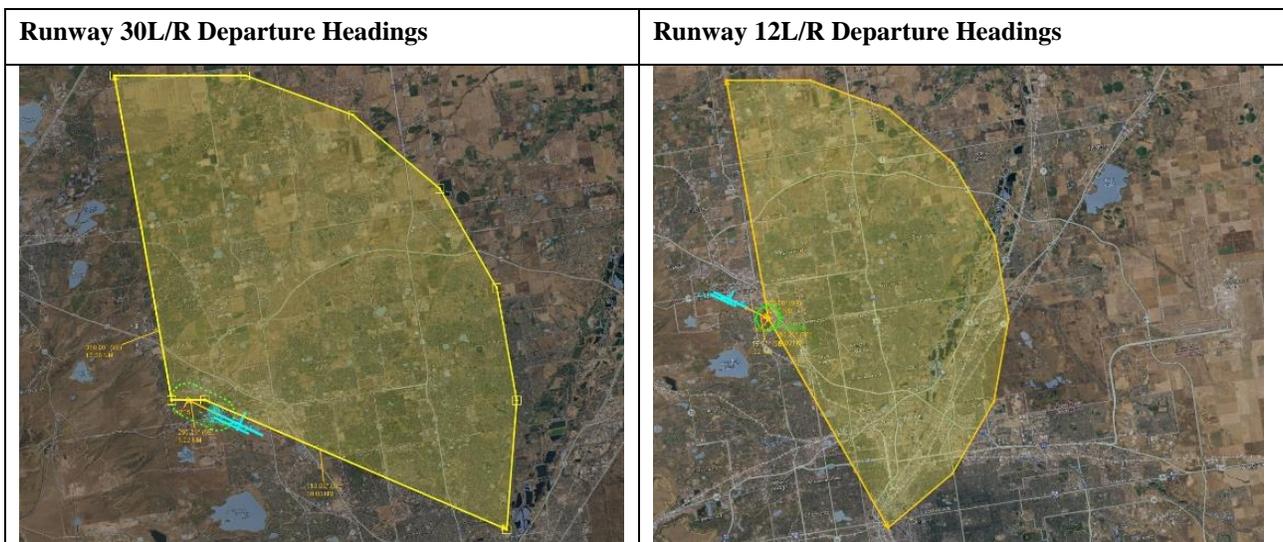


Figure 12. Departure headings will typically be within the range of yellow depicted based upon the runway used.

Figure 13 is an example of a flight procedure used by pilots. The COORZ departure is used by departures heading west. However, the graphic circled above indicates departures off of Runways 30L and 30R (northwest) make an immediate turn to the east. Departures off of 12L and 12R (southeast) following runway heading until assigned a heading by air traffic control. All of the published departure procedures for RMMA utilize the same general pattern initially. Factors that can influence the heading assigned by air traffic include intended destination, wind and weather conditions, and other air traffic in the area. With terrain to the west and DEN airspace to the east, managing operations in and out of RMMA can be a complex task.

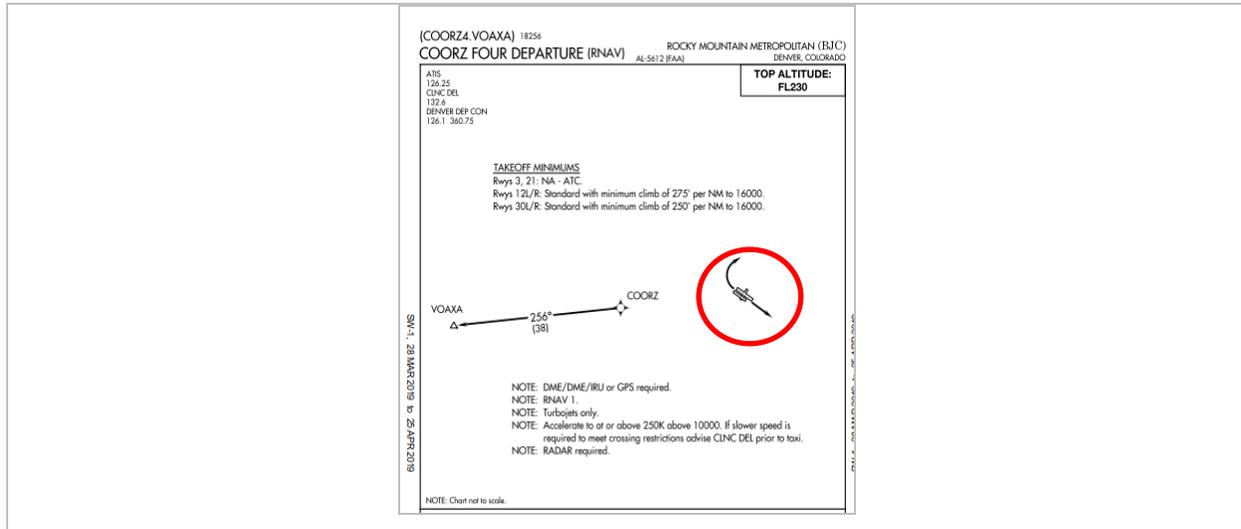


Figure 13. Excerpt - sample published flight procedure. (Source, FAA)

The graphics below are intended to illustrate how the flight procedures apply to RMMA.



Figure 14. Departure heading range with published procedure overlaid.

Standard Terminal Arrival Routes (STARs)

Arrival procedures transition aircraft from cruise altitude down to the approach into the airport. There are several arrival procedures serving DEN which are shared with other general aviation airports in the area. Typically, these terminate around 9,000 feet and miles from the airport. Due to the altitude, aircraft on these procedures have minimal noise impact on the communities surrounding RMMA. However, aircraft on these arrival procedures can impact air traffic instructions to aircraft at lower altitudes and closer to RMMA.

Instrument Approach Procedures

Airport approach procedures take aircraft from the arrival phase of flight through to landing. For RMMA this is typically from around 9,000 down to the runway. Most of the instrument approach procedures into RMMA include a final approach path of approximately six miles. Final approach is where the aircraft lines up with the runway. This gives pilot ample time to prepare the aircraft for a safe landing. Instrument approach procedures are typically used by itinerant aircraft flying to RMMA from another airport. Aircraft performing touch-and-goes and other “local operations” may use a shorter final approach. As is the case with other phases of flight, the length of the final approach, flight path, altitude, and speed, may vary based on a multitude of factors including aircraft type, windspeed and direction, pilot technique, type of approach, and other air traffic.

Overflights of Superior and Louisville

Of particular interest are the conditions leading to overflights of Superior and Louisville. An analysis was done to provide general information about the operations and conditions most likely to result in overflights of Superior and Louisville. The information provided is not intended to be all-inclusive or to describe every scenario in which an aircraft will overfly Superior or Louisville. Instead, it is intended to provide general information about the typical conditions under which overflights may be expected.

Superior

The Rock Creek Community is located along the extended centerline of Runway 30L and 30R (and 12R and 12L). Due to the community’s proximity to the airport overflights are common.

Closed traffic operations (i.e. touch-and-goes) often result in overflight of Rock Creek. Based on the standard airport traffic pattern, aircraft in the closed-traffic pattern will normally fly in proximity to Rock Creek when Runway 30L and 30R or 12L and 12R are in use. Conditions such as the number of aircraft in the pattern increase the likelihood of overflying Rock Creek because the pattern will be larger when accommodating more aircraft. When smaller numbers of

aircraft are in the pattern (i.e. 1-3) it is possible for Rock Creek to be avoided in certain conditions (i.e. cold weather, strong headwind, higher performing aircraft, etc.).

Aircraft departing under Instrument Flight Rules (IFR) using Runway 30L and 30R frequency overfly Superior. Typically, aircraft maintain runway heading until reaching 400-500 feet before turning north and departing the area. IFR aircraft landing on Runway 12L and 12R will also typically overfly Superior. Aircraft are typically either flying a visual approach or a GPS approach which curves in from the northwest. This results in overflights of Superior to a final approach within 2 miles of the runway end.

Louisville

Louisville is approximately 3 miles north of the airport and not aligned with the runways. Aircraft using on visual approaches to Runway 12L or 12R may overfly Louisville. Aircraft departures using Runway 30L or 30R are likely to overfly Louisville resulting in noise impacts. An analysis of flight procedures and flight operation suggests jet departures are a common source of overflights for Louisville.

Because Louisville is not below the extended centerline for the runways at RMMA, typical approaches (straight-in visual approaches and instrument approaches) do not overfly Louisville. There is one RNAV (GPS) approach procedure to the airport (Runway 12L). Use of that procedure will bring aircraft in over Louisville, but this procedure is less common than visual approaches in good weather (clear skies and good visibility).

Land-Use / Zoning

The airport is located in the City of Broomfield and surrounded by multiple cities, towns, and counties, each with their own land-use and zoning authority. The RMMA Airport Master Plan update, completed in 2008, cites the efforts by the Airport and Jefferson County to encourage land-use planning within the region that would be compatible with the airport and airport operations.

The document also notes that as far back as 2008, zoning and land-use development surrounding the airport were a concern. This is because much of the proposed, or expected development, included residential development, even in areas with exposure to aircraft noise and overflight activity, both of which was expected to increase.

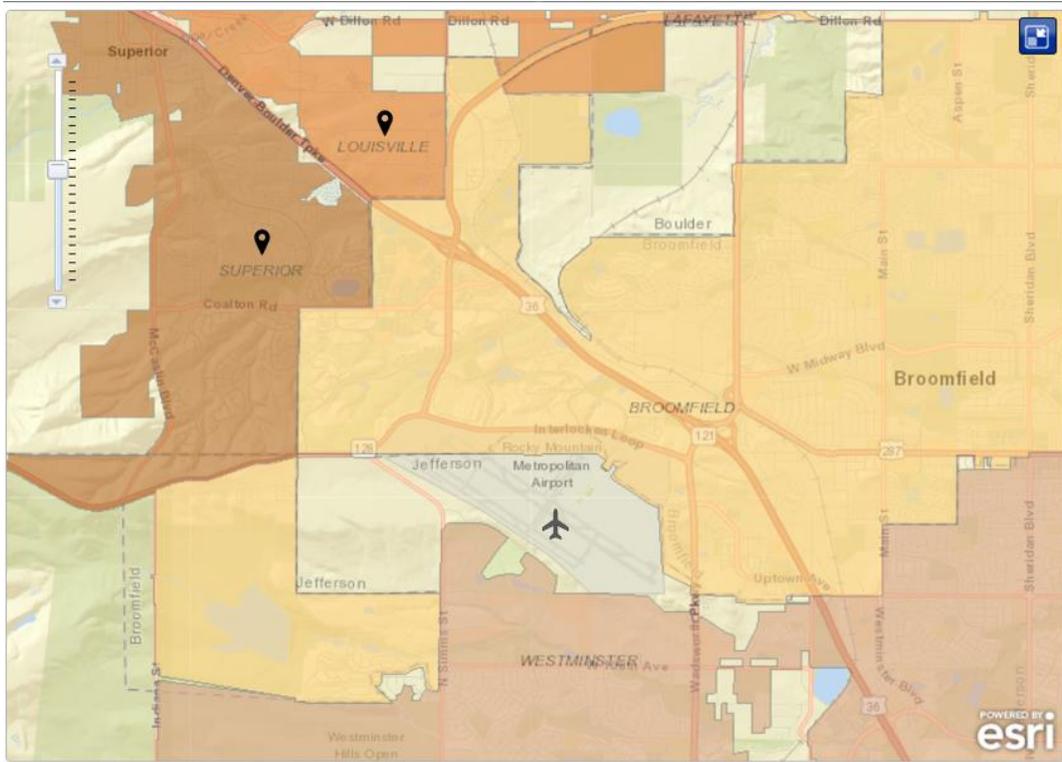


Figure 15. Regional map with RMMA and locations of Superior and Louisville

In 1984, Jefferson County published a Land-Use plan identifying areas adjacent to the airport that would be exposed to high levels of overflight activity and aircraft noise. This area is defined as the Airport Influence Area (AIA). The purpose of designating an AIA is to inform local land-use jurisdictions of the likelihood of overflight activity and aircraft noise, and to encourage compatible development in these areas. The following is an excerpt from the land-use plan:

“Ensure that land use in the Airport Influence Area is compatible with the general aviation function of the Jefferson County Airport and does not expose people or property to harm or damage from aircraft accidents or high noise levels”.

Jefferson County appears to have recognized the potential for residential encroachment and the impacts associated with non-compatible development close to the airport and flight corridors. This was reinforced in the 2011 master plan update, which included publication of the Airport Influence Area and Critical Zones. See map in Figure 16.

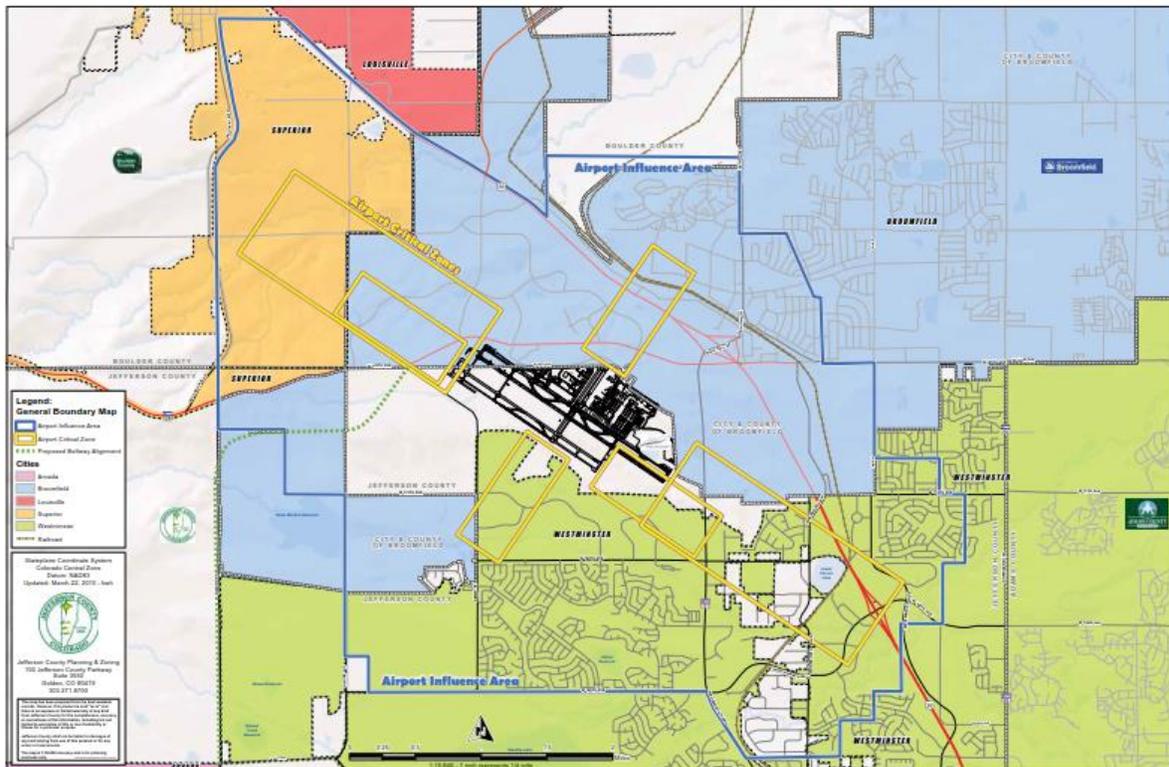


Figure 16. Land-Use / zoning in proximity to RMMA. (Source: RMMA 2011 Master Plan Update)

The RMMA Airport Influence Area (AIA) encompasses the land around the airport where aircraft overflights, noise, and other potential impacts associated with aircraft operations are likely. Officially, Jefferson County defines the Airport Influence Area as:

“a planning boundary around an airport which includes property within the environs of the Airport, where particular land uses either are influenced by or will influence the operation of the airport, in either a positive or negative manner. The boundary considers factors such as noise contours, traffic pattern areas, approach zones, and runway protections zones.”

Airport Influence Areas are common in land-use planning around the United States. The terminology can vary but the definition and application are generally the same. The intent is usually to encourage and in some cases mandate, land-use planning and development that is compatible with aircraft overflight activity, noise, and other potential impacts associated with aircraft operations. Often, noise-sensitive development (i.e. residential development) is discouraged or prohibited in these areas. When residential development is permitted, it often requires aviation noise and impact disclosures, aviation easements, or other forms of mitigation as a requirement for permit approval and/or home purchase. In such cases, the intent is to ensure prospective home-buyers are aware of the potential for aircraft overflight, noise, and associated impacts.

Jefferson County requires home builders within the AIA (and within the county) to grant an aviation easement prior to development approval. The easements become attached to the deed and are included in title documentation and is intended to ensure homebuyers are aware of the exposure to aircraft overflights and noise. Jefferson County's authority is limited to development within the, so outside their jurisdiction they may only make recommendations.

Portions of the Town of Superior are located within the RMMA Airport Influence Area, including all of Rock Creek. The Town of Superior mandated granting of an aviation easement to Jefferson County as a condition of residential development in the area which is now the Rock Creek community. In addition to Rock Creek, there are large portions of Broomfield and Westminster within these areas. Louisville is not inside the RMMA AIA or critical zones.

Overflight activity and noise exposure is especially prominent along the extended centerlines for airport runways. These can extend as far as ten miles from the runway end and are the areas where final approach and landing as well as initial take-off and climb out occur. Operations are typically concentrated in these areas.

Rock Creek Development, Superior

A large portion of the Town of Superior is located within the RMMA AIA. The Rock Creek community is the portion of Superior that receives the most overflight activity. As noted, this is due to the close proximity to the airport and in particular, it's location along the extended centerline of the runway. The Rock Creek Community is located below the approach paths to Runways 12L and 12R and departure paths for Runways 30L and 30R. Rock Creek is also overflown by aircraft in the traffic pattern.

The Rock Creek community is also situated within the Airport Critical Zones, which is the area along the ends of the runway where aircraft overflights and noise impacts are likely to be highest.

Both the Airport and Jefferson County appear to have made an effort to collaborate with local land-use jurisdictions to encourage compatible land-uses around the airport, especially in locations expected to experience the greatest impacts from aircraft overflights and noise.

Designation of the RMMA Airport Influence Area and Airport Critical Zones are intended to inform land-use authorities, developers, and prospective home-buyers of the potential impacts associated with the airport. According to Airport records including the Airport Master Plan updates, the Airport and Jefferson County work collaboratively with neighboring towns and counties regarding land-use and zoning.

Avigation easements are required for residential development in many of the areas surrounding the Airport. While there are legal implications associated with avigation easements, the greatest value is often seen as the opportunity to disclose, and ensure an understanding of the potential impacts by developers and prospective home-buyers when considering building or purchasing a home in locations known to be susceptible to aircraft noise and other impacts. Examples of notifications and media coverage related to the proposed development of the Rock Creek community is included in the appendices.

Community Feedback

Total Complaints

Both airport operations and noise complaints have been steadily increasing over the last 8 years (2011-2018).



Figure 17. Annual operations and annual complaints. (Source, RMMA).

The rise in complaints from 2017 to 2018 raised questions regarding the cause of the growth in complaints. A deeper look into the complaint data revealed that in 2017, a single household was responsible for nearly 50% of the annual noise complaints. Of the 1,735 submissions in 2018, 865 came from a single household in Superior.

Figure 19 shows the number of complaint submissions and the number of households submitting those complaints.

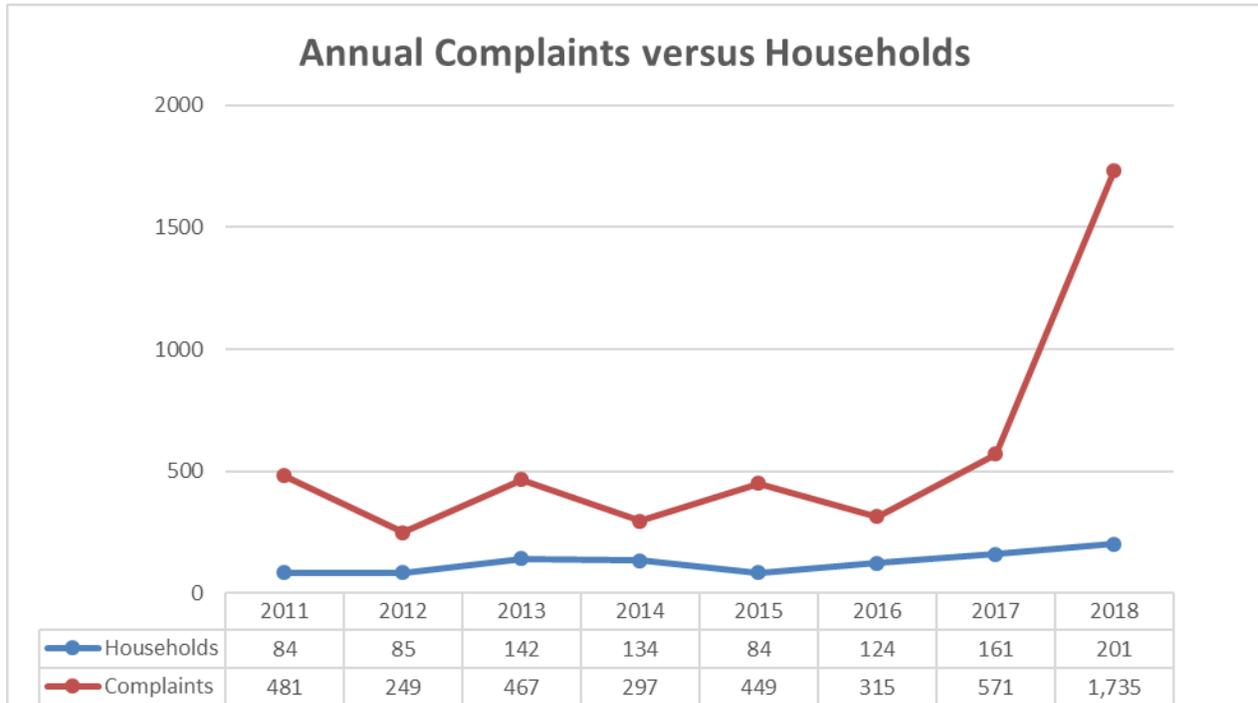


Figure 18. Annual complaints and number of households submitting complaints. (Source, RMMA).

Complaints by Town / City

The level and volume of complaints typically correlates, to some degree, to the level of noise exposure and/or overflight activity in a specific area. Complaints are usually higher in areas closest to the airport, where aircraft are typically low(er) and the frequency of overflights is higher. These factors combined typically result in higher noise exposure and therefore more complaints.

On the other hand, residents that are informed about the airport and expected overflight activity levels and who choose to live close to an airport are often those who are less sensitive to overflights and noise. Sensitivity to aircraft noise varies greatly among individuals and often, residents within a community may be highly annoyed while others in the same area experience no annoyance at all. Because of this, noise complaints should be viewed as a source of information but not a direct indication of exposure or impact.

Over the study period, noise complaint volumes were relatively flat until 2018. Average monthly submissions ranged from 3 to 316. Superior had the highest average with 316. That included 1,734 complaints in 2018, up from 571 submissions the prior year, with 50% coming from a single household. Louisville accounted for the second highest volume of complaints with an average of 103 per month over the 8-year study period.

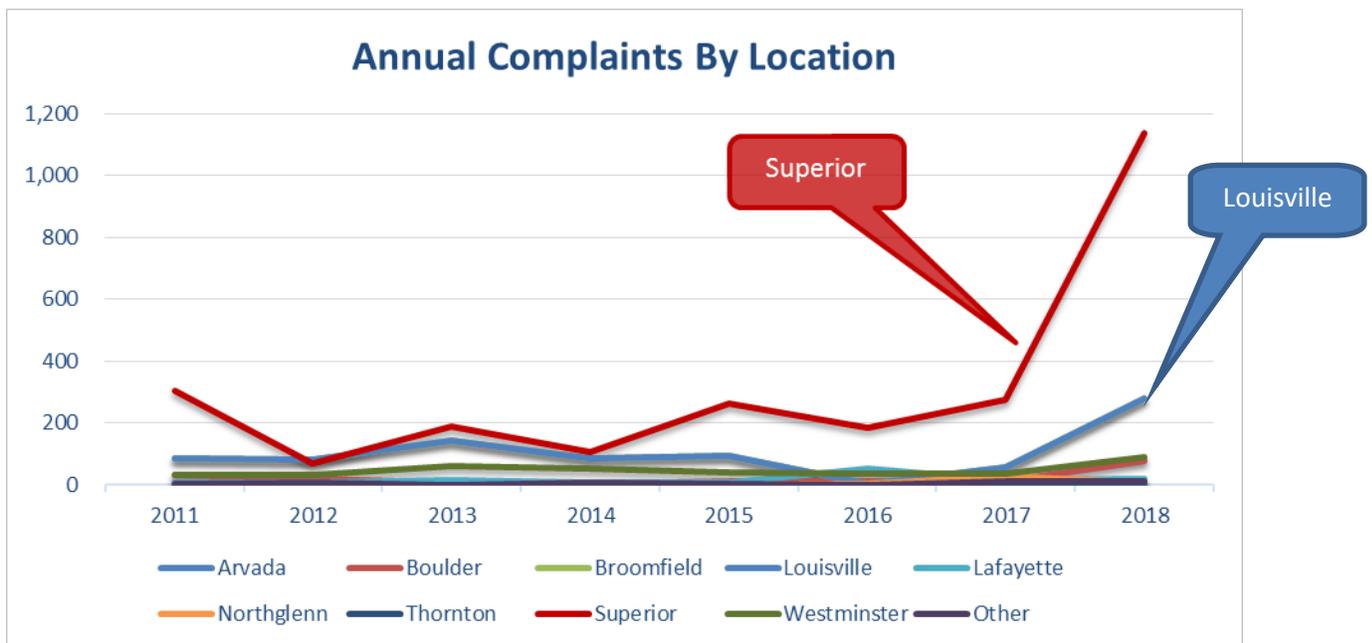


Figure 19. Complaints by location. (Source: RMMA)

Complaints by Aircraft Category

The airport provides complaint data on their website going back to 2011. The data includes complaint by aircraft type, broken down by quarter. A review of the reports (2011-2018) revealed that in some quarters, jet operations caused the majority of complaints, but most of the time, propeller aircraft were the major issue for residents.

A more detailed review of complaint data for 2016-2018 revealed the majority of complaints each year were associated with propeller aircraft operations. Figure 21 (below) shows the complaints by aircraft type. The values are based on percentage of total complaints.

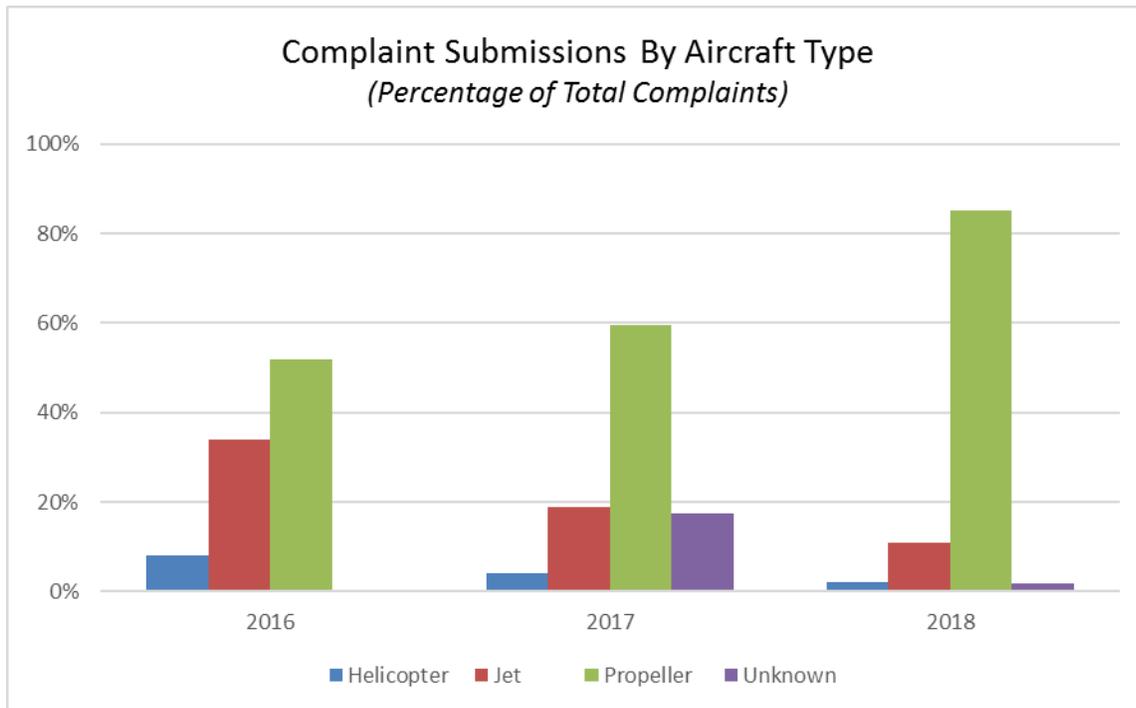


Figure 20. Complaint submissions by aircraft type

It should be noted, 2018 data includes the 865 complaints submitted by a single household, all of which were attributed to propeller aircraft.

Airport Noise Program (Existing)

Overview

The Airport’s existing noise program (RMMA Fly Quiet) is intended to, “balance the needs of our community” and to “minimize noise from aircraft operations and reduce any negative effects on the surrounding areas.” (Source: Jefferson County website, <https://www.jeffco.us/1694/Fly-Quiet-Program>).

Airports do not have the authority to regulate flight operations, however they may recommend procedures and practices intended to reduce community noise impacts. The RMMA Fly Quiet program includes the following recommendations to pilots:

- Avoid flying over noise-sensitive areas when practical.
- Fly high and tight patterns, not low approaches.
- Follow the PAPI.
- Maintain pattern altitude of 6,500 feet for singles and 7,000 feet for twins, jets, and helicopters.
- No intersection takeoffs.
- Runway 30R is designated the “calm wind runway” under the recommended noise abatement procedures.
- Engine maintenance run-ups are not allowed between 10 p.m. and 6 a.m., except in an emergency. (Note: engine run-ups may be regulated by the airport).

While not mandatory (except for the restrictions on engine run-ups), these recommendations can be effective in reducing noise impacts. In support of encouraging awareness and participation in the Fly Quiet program, the airport staff visit flight schools and other tenants advising them of the noise program elements and the importance of minimizing noise impacts to the extent possible.

Airport noise program information is also disseminated via the Airport’s website which includes program elements as well as a map noting “noise sensitive areas” which should be avoided when possible. Reference to the airport’s noise abatement program and a contact phone number for noise program information is also referenced in the Airport Facility Directory which provides airport information to pilots. (See Figure 21).

Regional Economic and Social Impacts

The core focus of this analysis was on the negative impacts of RMMA and the associated aircraft operations with the ultimate goal of identifying strategies to reduce those impacts on the community. However, it is important to recognize the positive impacts, both economic and social, for the state, region, and local area.

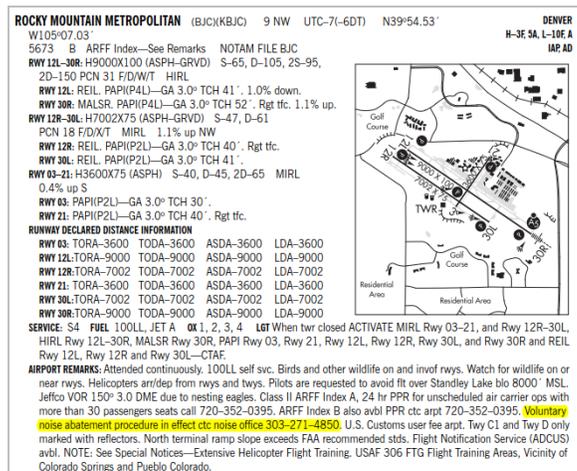


Figure 21. Excerpt from Airport Facility Directory

Some of the greatest positive local and regional impacts of an airport are economic in nature. Airports can act as a regional economic engine promoting both economic and job growth.

According to a study sponsored by the Colorado Department of Transportation, RMMA is directly responsible for more than 800 jobs. Those are jobs attributed to the airport itself (airport management and staff) and airport tenants (flight schools, Federal Aviation Administration, restaurants, etc.). That's over 800 individual jobs contributing millions of payroll dollars to local residents and ultimately the local economy.

Access to convenient air service is often a consideration for corporate relocation. Corporate aviation facilities for Ball Corporation, Level 3 Communications, Leprino Foods and Pilatus are based at RMMA.

In addition to economic impacts, airports provide facilities that support public safety agencies including law enforcement and the military. RMMA is home to a U.S. Forest Service Tanker Base which supports the Forest Service's role fighting wildfires.

The economic benefits associated with tourism is another benefit of a local airport. According to the Colorado Department of Transportation, 141,000 visitors arrive in Colorado via RMMA.



These visitors spend money in the local area on food, lodging, transportation, and in retail stores strengthening the local economy. In addition to money spent on local businesses, RMMA operations are linked to the generation of close to \$13 million in state and local tax revenues annually.



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Appendices

Appendix 1

Letter from Airport to Town of Superior regarding Final Development Plan for Rock Creek dated (December 11, 1986)

Appendix 2

Letter from Airport to Town of Superior regarding proposed residential development in proximity to airport and flight corridors. (April 25, 1989)

Appendix 3

Letter from Airport to Town of Superior regarding proposed residential development in proximity to airport and flight corridors. (January 21, 1997)

Appendix 4

Newspaper article: “*Superior expansion near airport is risky, Jeffco officials warn.*”

Appendix 1



DENVER'S
CORPORATE
RELIEVER

December 11, 1986

Ms. Laura Belsten
Manager
Town of Superior
206 West Coal Creek Drive
Louisville, Colorado 80027

Dear Ms. Belsten:

We have received a copy of the Final Development Plan for the proposed Rock Creek Ranch Planned Unit Development. We would like to thank the Town of Superior for this opportunity to express our comments and concerns regarding this matter.

I have enclosed with this letter a copy of our land use map that has been developed as part of our current Airport Master Plan update. This plan has been proposed by our Airport Consultants and accepted by the Jefferson County Airport Authority. The land use plan has not yet been formally approved by the FAA as of this date since this will not occur until the entire master plan update is complete. Our comments regarding the Rock Creek Development are based on this enclosed plan.

The Rock Creek Development site lies totally within the Airport Influence Area, and therefore, we would ask that the Town of Superior require the developer to grant an Avigation Easement (copy enclosed) to the Airport over all of the property. This easement will better inform future dwelling owners of the noise, vibration levels, nuisance and safety hazards that they can expect during the day and night from the overflight of aircraft. This will also help to protect the Town of Superior as well as the Airport from complaints regarding the same. The Cities of Broomfield and Westminster, and Boulder and Jefferson County routinely require a grant of the easement as a part of their platting process of ground in our Influence Area.

We recommend that no residential development be allowed to take place within the Airport's Critical Zones, as designated on the land use map. Also within these areas, no public buildings such as schools, day care centers, churches, etc. should be permitted.

The map furnished us by the developer detailing the proposed development has four school sites shown on it. We have concerns about these school locations, particularly the school site shown in Area 17. This site is located in line with the extended centerline of our future runway. The school's location should be offset as far as possible from this extended centerline. The remaining schools all appear to be very near the Instrument Runway Critical Zone for our primary

Ms. Laura Belsten
Town of Superior
December 11, 1986
Page 2

runway. We would recommend that these schools be kept as far from this Zone as possible. Again, it should be noted that any buildings, including these schools, will be impacted by the noise and vibration levels associated with the aircraft flight patterns over this site. Also, any future aircraft accidents are more likely to occur in and near this area than most other locations surrounding the Airport.

We would concur with the recommendations outlined in the Rock Creek PUD proposal regarding restricting heights of objects in accordance with Federal Aviation Regulation Part 77.

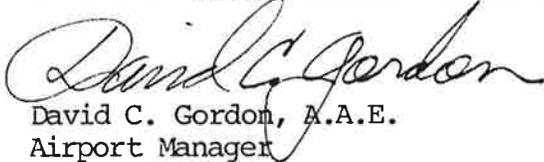
We would further recommend, in accordance with our land use plan, that a 200' x 2000' "clear strip" be established off of the end of our future runway clear zone. Within this area no buildings of any kind should be permitted. This area should be reserved for such uses as parking lots, streets, open space, retention ponds, drainage areas, etc. The purpose of this strip is to provide an obstruction-free area to accommodate potential off-airport crashes. This provides a greater margin of safety for both the pilot and passengers as well as to persons on the ground. Actual locations of crashes over the Airport's history shows that this area of concern has a true basis.

In conclusion, we feel that careful consideration with regard to the impacts that Jeffco Airport will have on this property should be given. We feel that this is the appropriate time to evaluate this development to ensure that the rights of future home owners are protected as well as preserving compatible and safe land use controls that can be enjoyed by all parties concerned.

We appreciate this opportunity to review this development plan, and we will be available to answer any questions or concerns you may have regarding these comments.

Sincerely,

JEFFERSON COUNTY AIRPORT AUTHORITY

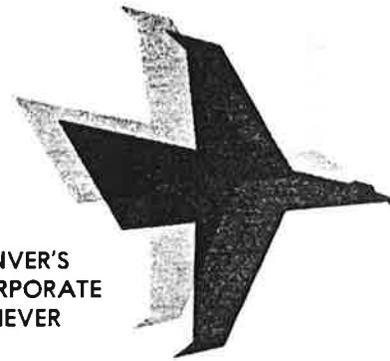


David C. Gordon, A.A.E.
Airport Manager

DCG:sh

cc: Ted Asti, Mayor
Richard Scheidenhelm, Attorney, with Avigation Easement
George Graber, Airport Attorney

Appendix 2



DENVER'S
CORPORATE
RELIEVER

April 25, 1989

Mr. Frederick G. Fox, AICP
Planning Consultant for the Town of Superior
101 Park Place
Superior, CO 80027

Dear Mr. Fox:

On behalf of the Jefferson County Airport Authority, I would like to offer the following comments regarding the Town of Superior Comprehensive Plan Final Draft.

To begin with I would like to mention that the plan appears to be very complete and well written. It is obvious that considerable time and effort has gone into the preparation of this plan. Although the Plan makes reference and given consideration to the Airport in several different sections, we feel that more information both specific and general regarding the airport needs to be included in the plan which I will discuss in this letter.

Because of the Airport's close proximity to both the Superior Corporate and Planning area Boundaries, we feel that it is very important that off airport impacts to these areas be clearly defined to better ensure compatible land use will develop in the future. As such we would ask that the following recommendations be added and made a part of the final Comprehensive Plan:

1. On page six, paragraph two, reference should also be included to indicate the location of Superior in relationship to the Jefferson County Airport.
2. On pages 13 and 14, reference to the Airport is made regarding the various areas and zones off of the end of runways and surrounding the Airport. This information is accurately stated and we appreciate this being included in the Plan. We would ask that this section go even a step further by stressing the importance of ensuring that Superior planners follow and adopt these Airport land use recommendations. It is not clear if in fact these recommendations will actually be utilized.

This section also makes a statement that all lands within the Airport Influence Zone will have aviation easements. How exactly will this be accomplished? It should also be noted that according to the Rock Creek PUD plan the Master Developer agrees to grant an Aviation Easement over the entire Rock Creek Ranch development within 14 months after recordation of the Final Development Plan. To our knowledge this has not yet been done. Also, it might be appropriate to include a Sample Aviation Easement somewhere in the Plan, possibly as an attachment or appendix. This would better help the reader of the document to better understand the actual purpose of the easement. (A sample Aviation Easement is attached for your reference).

3. Of primary interest to the Airport regarding the Comprehensive Plan involves the actual Land Use Plan. The Overall Schematic Land Use Plan Map 4-1 should have the Airports Influence Area, Critical Zones and Clear Zones shown since these areas are of extreme importance when making any land use decisions.

Also, the proposed land uses which fall within the above described zones and areas concern us. The majority of this area has proposed land uses which include primarily "mixed use". According to your plan mixed use areas are comprised of residential, commercial or light industrial. Based upon the Airport Land Use Plan, any residential uses within these areas are considered to be an incompatible for reasons of noise and safety, and therefore should not be included as an approved use. There also is a portion of land that lies within the northern corner of the Airport's Critical Zone that is proposed to be solely residential. Again, this is an inappropriate and incompatible in terms of land use for this area.

We would strongly urge the Town to reconsider their proposed land uses within these areas and propose a type of land use which will better serve both the Airport and the Town of Superior. The most compatible uses would include open space, commercial and industrial. It should be noted that in addition to the obvious noise impacts that will likely be experienced within these areas as a result of aircraft overflight, past Airport records have substantiated the fact that a high percentage of off airport accidents involving aircraft have occurred in this location.

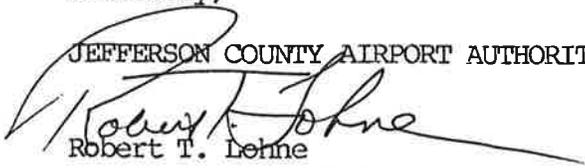
In conclusion, the Jefferson County Airport looks forward to working and growing in a compatible manner with the Town of Superior.

We feel that the recommendations we have offered in this letter are consistent with and accurately represent the goals and objections of the Town's proposed Comprehensive Plan and will result in a more complete and useful document. We sincerely appreciate all of the considerations that the Superior Plan has given to the Airport with regard to land use, however due to the potential growth that Superior can expect over the next twenty years, it is very important that all parties involved with the planning process have as complete and total understanding of the impacts that the Airport may have on the Town in the future.

I have no further comments at this time. I would however, like to thank the Town for allowing us this opportunity to review the proposed Plan. Furthermore, I will be available to discuss this matter with you in more detail at your convenience should you desire.

Sincerely,

JEFFERSON COUNTY AIRPORT AUTHORITY



Robert T. Lehne
Assistant Airport Manager

RTL:tl

Enclosure



JEFFCO AIRPORT
Denver's Corporate Choice

January 21, 1997

Town of Superior
c/o Mr. Fred Fox
Foxfire Community Planning and Development
13743 E. Mississippi Avenue, No. 102
Aurora, Colorado 80012

RE: Rock Creek PUD Amend. Nos. 14 -18

Dear Mr. Fox:

We have reviewed the proposed PUD amendments that were referred to us earlier. PUD Amendments 15 and 17 are of major concern to this airport. We notice that high-density residential development is proposed to be added within these areas.

Airport Management

David C. Gordon, A.A.E.
Airport Manager

Robert T. Lohne, A.A.E.
Assistant Airport Manager

Airport Authority Commissioners

Dr. David D. Callender
Edward N. Haase
Roy Halladay
Michael R. McGinnis
Jim Thyfault

Alternate
Robert A. Hartwig, Jr.

Amendments 15 and 17 are located within the airport's "Critical Zone." As you know, the greatest concentration of air traffic occurs within these zones and noise associated with the overflight of aircraft will take place during all hours of the day and night. In addition, the potential for accidents are greatest within these areas. Within this specific area, residential development of any kind is not recommended or supported by us and is, in fact, considered highly incompatible. We therefore strongly urge the Town to reconsider making any changes to the Comprehensive Plan which would allow for the residential use which is being proposed.

The majority of the noise complaints that are received by our office are generated from the Town of Superior. The addition of high-density residential use will only result in even more unhappy citizens who would live in property that is within a defined high noise impact area of the Jeffco Airport. The Jeffco Airport has seen considerable amount of development take place over the last few years and this is likely to continue well into the future.

And finally, we ask that the PUD disclose the airport's presence and impact it will have on the future property owners of Rock Creek. A

11755 Airport Way
Terminal Building
Broomfield, Colorado 80021

Phone: (303) 466-2314
Fax: (303) 438-2017

FAA Control Tower • ILS on 29R
Surface Runways: 29R-11L (9,000')
29L-11R (7,000') 02-20 (3,600')

Page Two, Town of Superior

requirement to properly notify the public of this should also be a condition of approval.

Thank you for allowing us this opportunity to review and comment on this proposed rezoning issue.

Sincerely,

JEFFERSON COUNTY AIRPORT AUTHORITY

A handwritten signature in black ink, appearing to read "David C. Gordon".

David C. Gordon, A.A.E.
Airport Manager

cc:
Jefferson County Airport Authority
Jefferson County Commissioners
Boulder County Commissioners
Governor, State of Colorado
Boulder Daily Camera
Louisville Times
Lafayette News

Superior expansion near airport is risky, Jeffco officials warn

By SALLY McGRATH
Camera Staff Writer

SUPERIOR — Jefferson County Airport officials once again are warning of dangers to Superior residents if the town approves more housing close to the Broomfield airport.

Airport officials' latest warnings come in response to a request by Rock Creek Ranch developer Richmond Homes that the town amend its Comprehensive Plan to allow construction of as many as 421 multifamily housing units, including condominiums, on five parcels of land now zoned for commercial development. Two of the parcels at Coalton Road and Rock Creek Parkway are in the airport's "critical zone," an area off the end of the runways.

The airport occupies 1,800 acres southeast of Superior and the Rock Creek Ranch subdivision.

"The greatest concentration of air traffic occurs within these zones, and noises associated with aircraft will take place during all hours of the day and night," warned airport manager Dave Gordon. "And the potential for accidents is greatest within these areas."

Superior Town Manager Bruce Williams said Tuesday the Town Board will consider Jeffco's concerns, along with everyone else's, as it reviews Richmond's rezoning proposal. He refused to comment further. A public hearing on the request tentatively has been set for March 4. The meeting will be at Town Hall, 124 E. Coal Creek Drive. This is the latest round in an ongoing battle between airport officials and the town, which in the last 18 months has approved more than 300 houses south

"The greatest concentration of air traffic occurs within these zones, and noises associated with aircraft will take place during all hours of the day and night . . . the potential for accidents is greatest within these areas."

— Dave Gordon, airport manager

of Coalton Road within a mile of the airport's main runway. Some of the houses will be under airspace where planes often turn to gain altitude after taking off, airport officials say.

Safety and noise issues also arose last year and prompted the town to investigate the safety of allowing housing in the airport's critical zone. After reviewing Federal Aviation Administration records, Town Board members concluded safety was not a great enough concern to stop development.

Gordon said the new housing will prompt more noise complaints from Superior residents, who already file more against the regional airport than any other area. Of 419 noise complaints registered against Jeffco last year, 156 were from Superior residents, Gordon said.

At minimum, Gordon said, Richmond should notify homebuyers they are moving into homes subject to airport noise.

Daily Camera 2-5-97

Where is Rocky Mountain Metropolitan Airport (RMMA) located?

RMMA is located in Broomfield. The airport boundary is approximately 2 miles southeast of Superior and 3 miles south of Louisville. (See Exhibit #1).

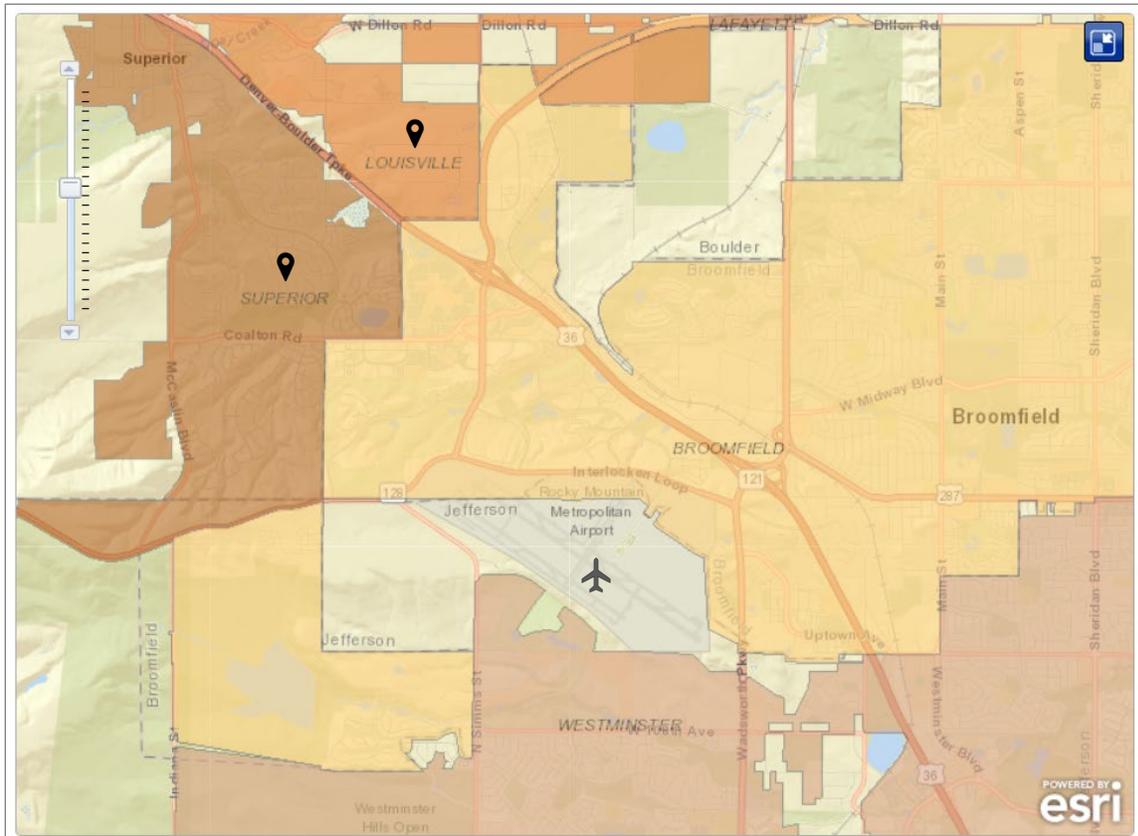


Exhibit #1. Regional Map. (Source: Colorado Department of Transportation)

What is the RMMA Airport Influence Area (AIA)?

The Airport Influence Area (AIA) is a boundary around the airport where aircraft overflights, noise, and other potential impacts associated with aircraft operations are likely. Officially, Jefferson County defines the Airport Influence Area as *“a planning boundary around an airport which includes property within the environs of the Airport, where particular land uses either are influenced by or will influence the operation of the airport, in either a positive or negative manner. The boundary considers factors such as noise contours, traffic pattern areas, approach zones, and runway protections zones.”*

Airport Influence Areas are common in land-use planning around the United States. The terminology can vary but the definition and application are generally the same. The intent is usually to encourage and in some cases mandate, land-use planning and

development that is compatible with high volumes of aircraft overflight activity, noise, and other potential impacts associated with aircraft operations. Often, noise-sensitive development (i.e. residential development) is discouraged or prohibited in these areas. When residential development is permitted, it often requires formal aviation noise disclosures or avigation easements as a requirement for permit approval and/or home purchase. In such cases the intent is to ensure prospective home-buyers are aware of the potential for aircraft overflight, noise, and associated impacts. This is the case in development within the RMMA AIA.

Homes built within the RMMA AIA require avigation easements prior to getting permit approval for development. The easements become attached to the deed and are included in title documentation. Portions of the Town of Superior are located within the RMMA Airport Influence Area, including all the Rock Creek community. Large portions of Broomfield and Westminster are also within this area. (See Exhibit #2).

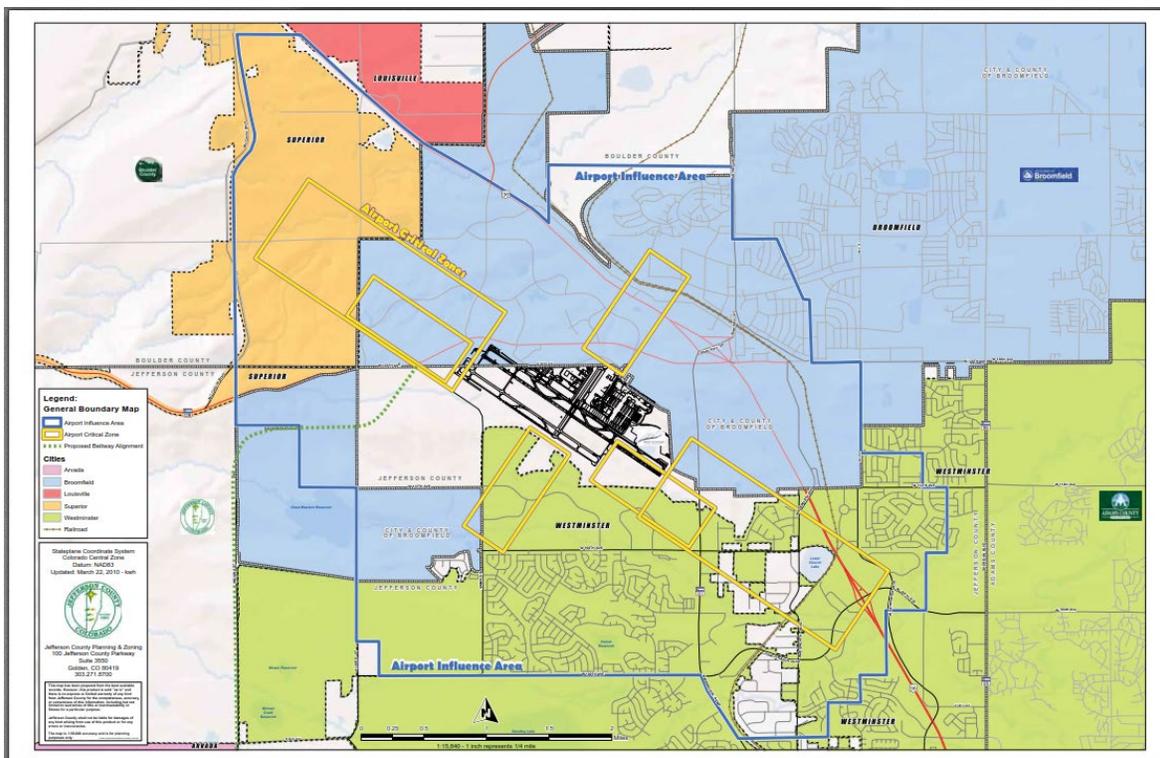


Exhibit #2. RMMA Airport Influence Area. (Source: RMMA 2011 Master Plan Update, Jefferson County).

Who owns the RMMA?

RMMA is owned and operated by Jefferson County.

Can Superior or Louisville exert control over the RMMA and/or their operations?

The Town of Superior and City of Louisville do not have authority or control over RMMA or their operations. Aircraft operations are regulated solely by the federal government, specifically the Federal Aviation Administration (FAA). (See [United States Code 49 USC 40103](#)). Operations in proximity to the airport are subject to FAA regulations and instructions from air traffic control. And while the Town/City cannot directly control the airport, we are working on building collaborative relationships with the Airport, FAA air traffic control and Jefferson County in an effort to find balance between the regional benefits of the airport and community impacts.

Is RMMA violating any laws or regulations regarding noise or flight operations? What happens if RMMA exceeds allowable noise limits?

Flights must be conducted in a manner consistent with federal aviation regulations including instructions from FAA air traffic control. State and local laws do not apply to flight operations.

Aircraft noise is regulated by the FAA. In order for an aircraft to operate in the U.S. it must meet FAA noise level requirements. Federal noise requirements are set based on the aircraft type. Current regulations do not mandate the noise level based on specific operations, flight patterns, or procedures. Beyond FAA certification, aircraft and aircraft operations cannot be restricted based on noise exposure and airports cannot regulate or restrict flight operations based on noise.

The Airport Noise and Capacity Act of 1990 (ANCA) imposes limitations on the implementation of airport access restrictions including curfews. Prior to the ANCA deadline (December 31, 2000) a small number of U.S. airports implemented noise restrictions. Today, the most effective strategy for reducing aircraft noise impacts is through collaboration among communities, airports, and pilots. Airport noise programs can be very effective in reducing community impacts, though some level of aircraft noise should be expected, especially close to the airport and along common arrival and departure paths.

It seems like the noise from the airplanes is worse in the summer, why is this?

There are a number of factors that can increase the number of flights and aircraft noise in the summer. First, aircraft performance is reduced with the higher temperatures experienced in summer. Higher temperatures cause aircraft engines to be less efficient resulting in slower climbs as they depart. This can result in aircraft remaining lower for

a longer period of time and further from the runway which may impact areas close to the airport boundary.

Summertime weather is usually mild with good visibility which is ideal for flying. Summer weather in combination with more daylight hours may result in additional flight activity.

Aircraft noise may also be more noticeable in the summer because we spend more time outdoors and when inside, our doors and windows are left open, allowing more outdoor noise, including that from airplanes, to enter our homes.

Are airplanes allowed to fly in and out of RMMA 24-hours per day?

Federal regulations require public airports to remain open 24 hours per day. These same regulations prohibit airport operators from restricting access to the airport based on time-of-day (i.e. curfews), day of week, etc. The Airport Noise and Capacity Act of 1990 imposes regulations on the implementation of airport access restrictions including curfews. Today, there are a handful of airports in the U.S. with curfews in place, but these were implemented prior to the (December 31, 2000) deadline imposed by ANCA.

How many flight schools are operating out of RMMA?

Four flight schools are currently operating out of RMMA. There are also flying clubs and other businesses that increase flight activity at RMMA.

In addition to the four flight schools at RMMA, much of the flight training activity is conducted by visiting pilots flying in from other airports around the region. This is due in part to the fact that RMMA has an operating control tower (many airports in the region do not), and flight training requires experience operating at airports with control towers. The Denver metropolitan area has a large number of small, general aviation airports, most of which do not have control towers. (See Exhibit #3).

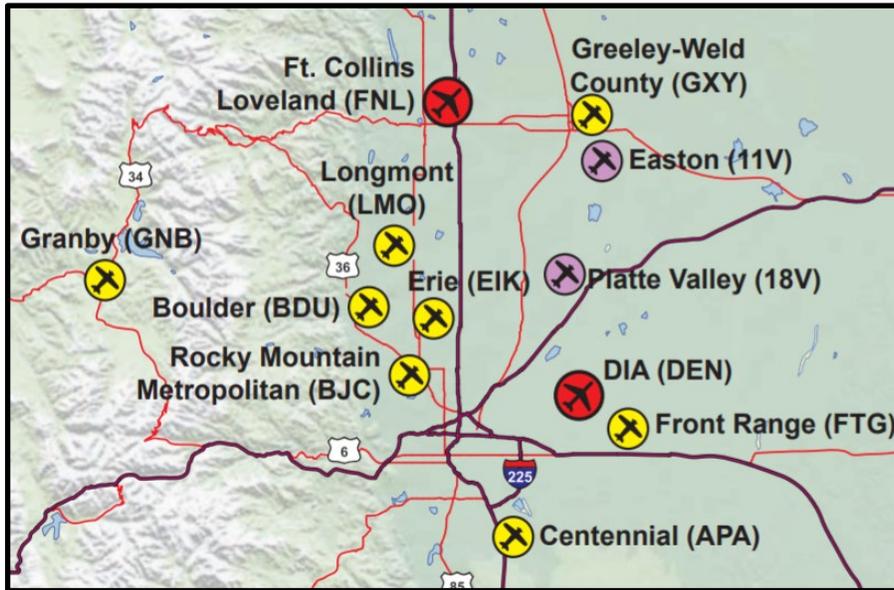


Exhibit #3. Airports in the region surrounding RMMA. (Source: Colorado Department of Transportation)

Residents of Rock Creek in the Town of Superior signed an avigation easement when purchasing their home. What is an avigation easement and can it stop airplanes from flying over their house?

An avigation easement is an agreement allowing the passage of aircraft over a property, including the right to make noise, vibration, and other effects normally associated with the operation of aircraft. Local zoning rules require avigation easements for residential development within the RMMA Airport Influence Area. In those cases, the developer of the home granted avigation easements to Jefferson County in exchange for the right to build homes in an area that would be exposed to high volumes of aircraft overflights and aircraft noise.

The Federal Aviation Administration maintains sole authority over the airspace across the United States. The legal implications of existing avigation easements depend on a number of factors and should be discussed with the county in which the house is located or a real-estate professional.

I have an avigation easement on my property, but the airport seems to have outgrown the conditions of the easement. Don't they have to comply?

Due to the legal nature of this issue and the fact that the answer may vary based on the language in the document, current conditions, and other factors, we recommend

residents consult the county in which their property is located or a real-estate professional.

Residents were told last year there would be an opportunity to participate in working groups to help mitigate noise at RMMA. When will this happen?

Staff from Superior and Louisville are working with aviation consultants with specific expertise in this area. Part of this effort will include developing a community engagement program to ensure we are able to collaborate with residents to understand their concerns related to the airport and aircraft noise issues and to incorporate their input into the process.

This engagement program will include a community forum or open house to be hosted in the summer. A community airport roundtable may also be developed as part of the during the engagement program.

In the interim, we are developing information about aircraft operations and noise to share with the public. We will continue to share project updates, next steps, engagement opportunities and places to go for more information.

Is there anything the Town/City can do to limit growth at RMMA?

The Town of Superior and City of Louisville does not have the authority to control airport growth. As the airport operator, Jefferson County manages the airport and determines the long-term planning. We are working on establishing collaborative relationships with the airport and Jefferson County to ensure growth is sustainable, maximizing the benefits for the region while minimizing the impacts on surrounding communities.

What is the purpose of hiring a consultant to help with noise mitigation when the neither Superior or Louisville can control RMMA?

We do not have the staffing resources or expertise to effectively engage with RMMA regarding flight procedures and noise abatement. We hired an aviation consultant to act on our behalf and to advocate for our interests.

I've heard most flights in and out of RMMA fly over Superior. Is this true? Who determines flight patterns?

Runway selection and flight paths are all determined by FAA air traffic control and is based primarily on wind direction and maximizing efficiency and safety. The proximity of Superior, Rock Creek in particular, relative to the runways at RMMA result in overflights during certain conditions. For example, when aircraft are departing to the northwest, this may result in departures overflying Superior. The opposite is also true. When the winds require departures to the southeast, departures will not overfly

Superior, but arrivals may. Louisville is further out and not directly aligned with any of RMMA's runways, so overflights of Louisville are dependent on other factors. These will be included in the analysis conducted by the consultants.

As part of their work, our aviation consultants will be reviewing the flight procedures and patterns to identify strategies to reduce community noise impacts while meeting federal aviation regulations and air traffic requirements.

How many runways are there at RMMA?

RMMA has three (3) runways. The two parallel runways are oriented in a northwest/southeast direction and are numbered 30L and 30R when landing and taking off to the northwest. When conditions require operations in the other direction, the runways are numbers 12R and 12L. The "R" and "L" indicate the right or left side. 12R is the runway on the right side, 12L is on the left side. There is also a runway oriented in a northeast/southwest direction. This is runway 3 and 21. This runway is used less frequently than the parallels. (See Exhibit #4).

The long runway (30R/12L) is typically used for larger propeller aircraft and jets, which are landing or departing the area. Smaller aircraft and those performing touch-and-goes will typically use the short parallel runway 30L/12R. Air traffic controllers direct the aircraft to fly in patterns that keep them separated from one another.

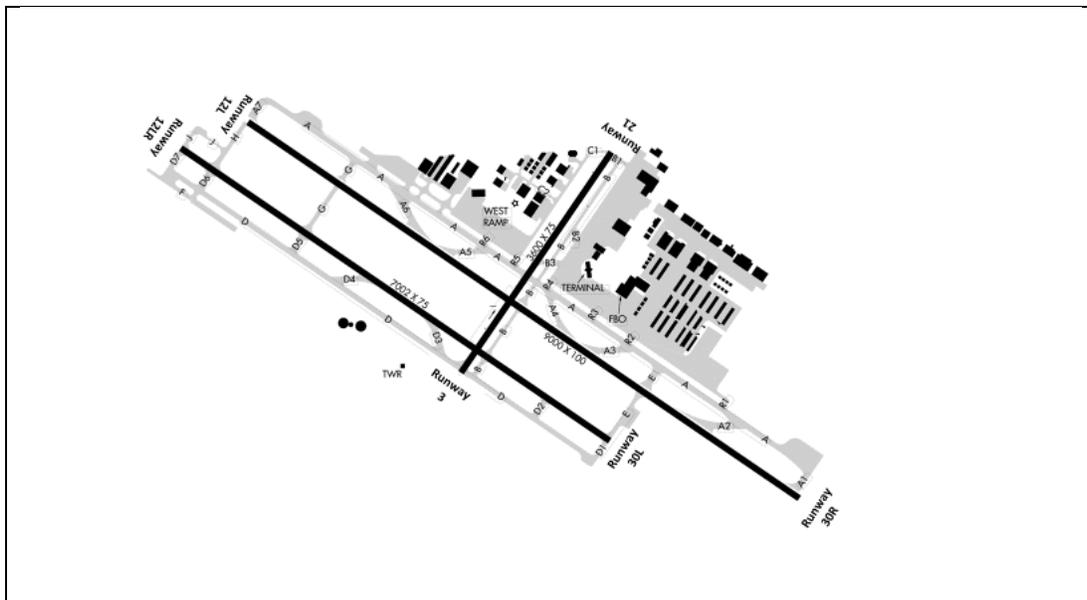
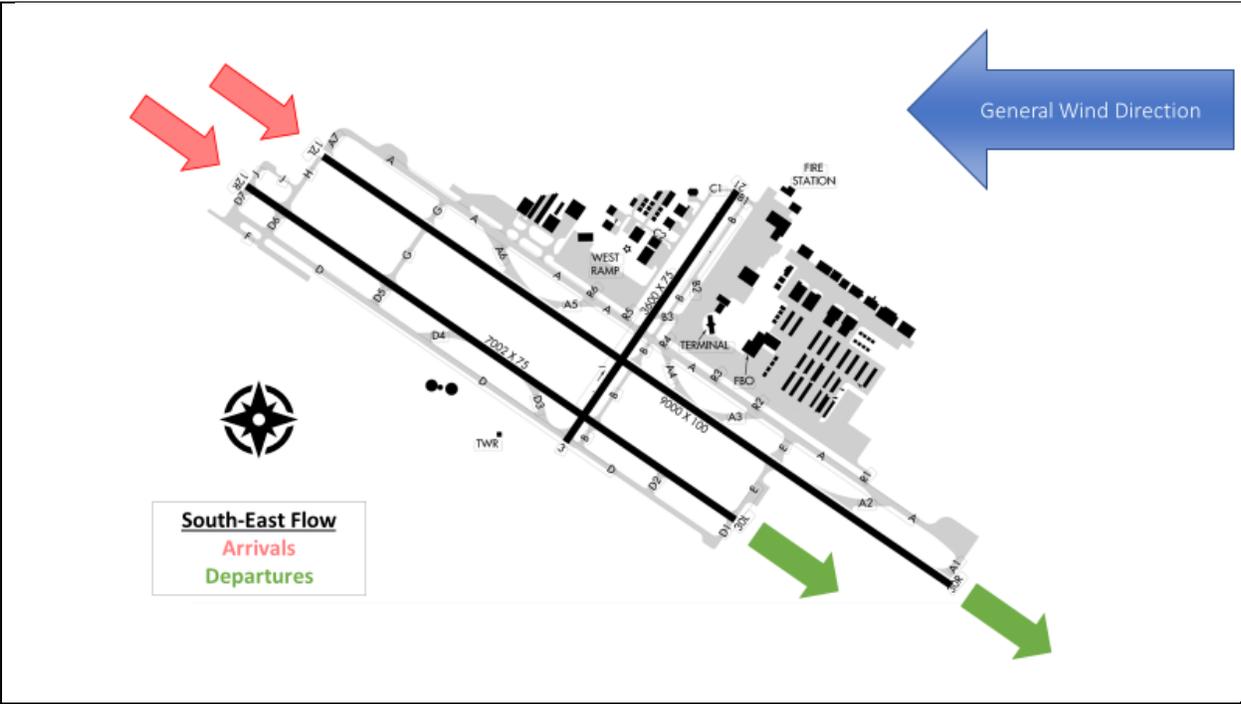


Exhibit #4. RMMA airport layout.



Is it possible for the touch and go air traffic to turn north or south before reaching the south end of Superior?

Air traffic controllers are responsible for directing aircraft in a manner that ensures safe and efficient operations

Aircraft fly paths and patterns that are based on many factors including the aircraft type (i.e. propeller versus jet) aircraft size, and purpose of the flight. Aircraft performing touch-and-go operations (where the aircraft takes off, flies a pattern adjacent to the airport, lands, and goes around again), must fly a specific (box) pattern. The number of aircraft operating in the traffic pattern at any given time can also impact the size and shape of the pattern and dictate when aircraft turn after take-off.

Understanding that flight training and touch-and-go operations have a significant impact on our residents, we've asked our aviation consulting team to review these patterns and to identify strategies to reduce overflights of Superior. This will include requesting that departing aircraft turn before reaching Superior whenever possible.

Airplanes landing at RMMA come in very low over our homes and schools. Why can't they fly higher when over these noise sensitive areas and/or avoid them completely?

During approach aircraft must line up with the runway and configured for landing. This typically includes a prescribed/recommended altitude and glide path from 8+ miles out, down to the runway. Depending on a number of factors, aircraft may be higher or lower than the prescribed glide path.

Departing aircraft may also be at varying altitude when overflying the community. Aircraft type (i.e. jet versus propeller), the number of engines, wind speed, and outside temperature are just a few of the factors that impact how quickly aircraft can climb.

As part of their work, the consultants will be analyzing flight patterns including altitudes and identifying potential strategies to reduce overflight of noise-sensitive areas and when avoidance is not possible, strategies for increasing altitudes.

Why can't aircraft overfly non noise-sensitive areas like over Highway 36?

Our aviation consultants are reviewing the flight patterns and procedures in and out of RMMA and will be exploring opportunities to maximize overflight of non noise-sensitive areas including industrial areas and major roadways.

RMMA seems to be busier now than they were when I bought my home, why is that?

RMMA has seen consistent growth in the number of flights over the last 5 years and the airport expects this growth to continue. The consultant is working on establishing collaborative relationships with the airport and Jefferson County to ensure growth is sustainable, maximizing the benefits for the region while minimizing the impacts on surrounding communities.

Where can I go for more information?

Additional information can be found at

- Airport Website: <https://www.jeffco.us/airport>
- Airport Noise FAQs: <https://www.jeffco.us/faq.aspx?TID=28>

Noise complaints or reports of specific noise events can be submitted by calling the Airport Noise Complaint Line (303) 271-4874 or by using their noise complaint form <https://www.jeffco.us/1697/Noise-Complaint-Online-Form>

We are interested in hearing from you! Please use the form below for submitting questions or input/concerns about aircraft noise issues. You may also use this form for questions about our ongoing work with RMMA and upcoming opportunities for community engagement. For those requesting a response, we strive to respond to questions within 3 business days. We look forward to hearing from you.

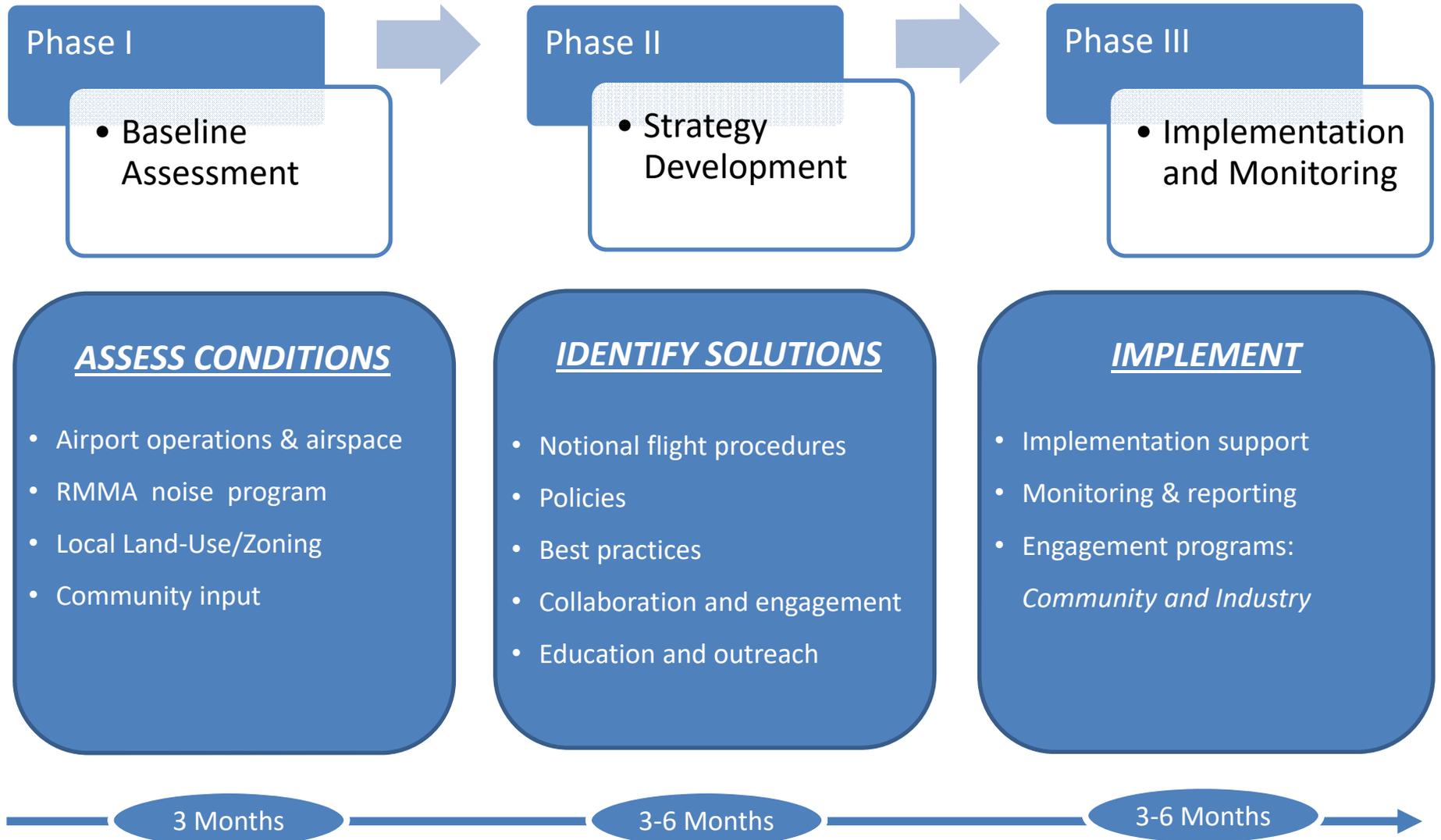
Project Update

Louisville City Council

May 14, 2019



Our Approach



Project Overview

Baseline
Assessment

Community
Engagement

Industry
Engagement

Strategy
Development

Progress and Project Status

Baseline Assessment

- Baseline assessment completed
- Summary report submitted

Community Engagement

- Supporting staff-led outreach
- Addressing resident concerns through email, phone, and in-person
- Web content including:
 - Project overview and status
 - FAQ
 - Contact information for questions/comments/input
- Planning Community Meeting – June 2019

Progress and Project Status (*Continued*)

Industry Engagement

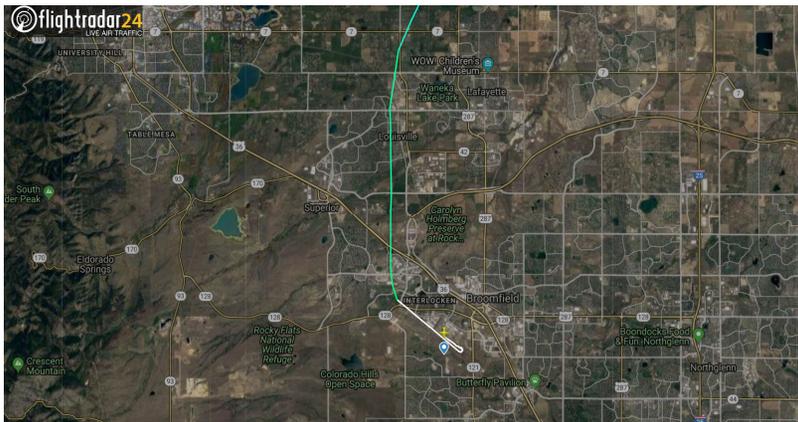
- Ongoing collaboration with Airport management and staff, Airport Advisory Board, FAA Air Traffic Control (RMMA) including Flight Training Forum
- Industry Advisory Group formed

Strategy Development

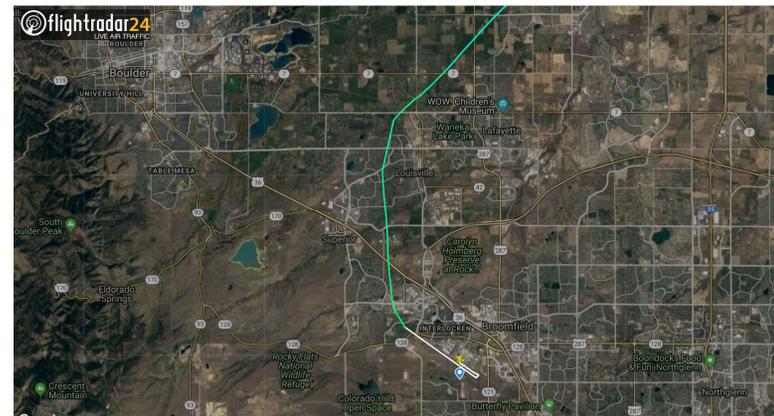
- Initial list of strategies developed
 - Operational focus (Procedures, policies, practices)
 - Education & Outreach (Flight students, local and visiting pilots, air traffic control)
- Continuing to refine and expand based on community and industry input

Baseline Assessment – Key Findings

- **Operations**
 - Consistent growth in operations (2015-2018)
- **Flight Procedures, Patterns, & Airspace**
 - Most overflights are approaches and departures
 - Local operations (i.e. touch-and-goes) do not overfly Louisville
- **Noise complaints and community concerns are growing**



Sample Departure Track

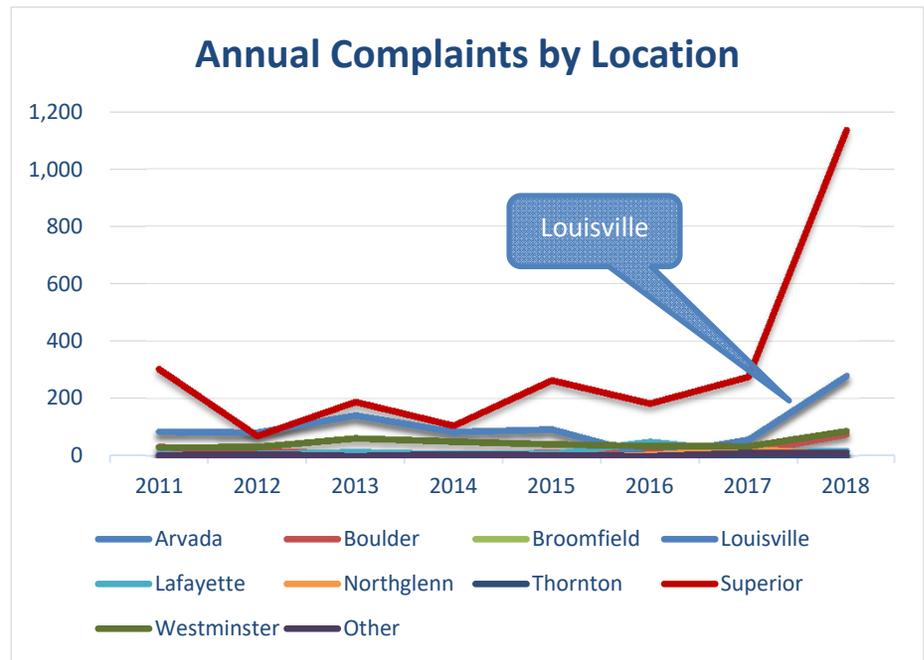


Sample Departure Track

Baseline Assessment – Key Findings (Continued)

Community Input and Complaints

- Louisville accounts for 2nd highest complaint volume (Superior is first)
- Approximately 70% of complaints were attributed to propeller operations
- Approximately 25% of complaints were attributed to jet operations



Initial Mitigation Concepts and Strategies

Airspace and Flight Procedures

- Raise airport pattern altitude to 1,000
- Exploring community-friendly ingress/egress routes (i.e. reporting points)

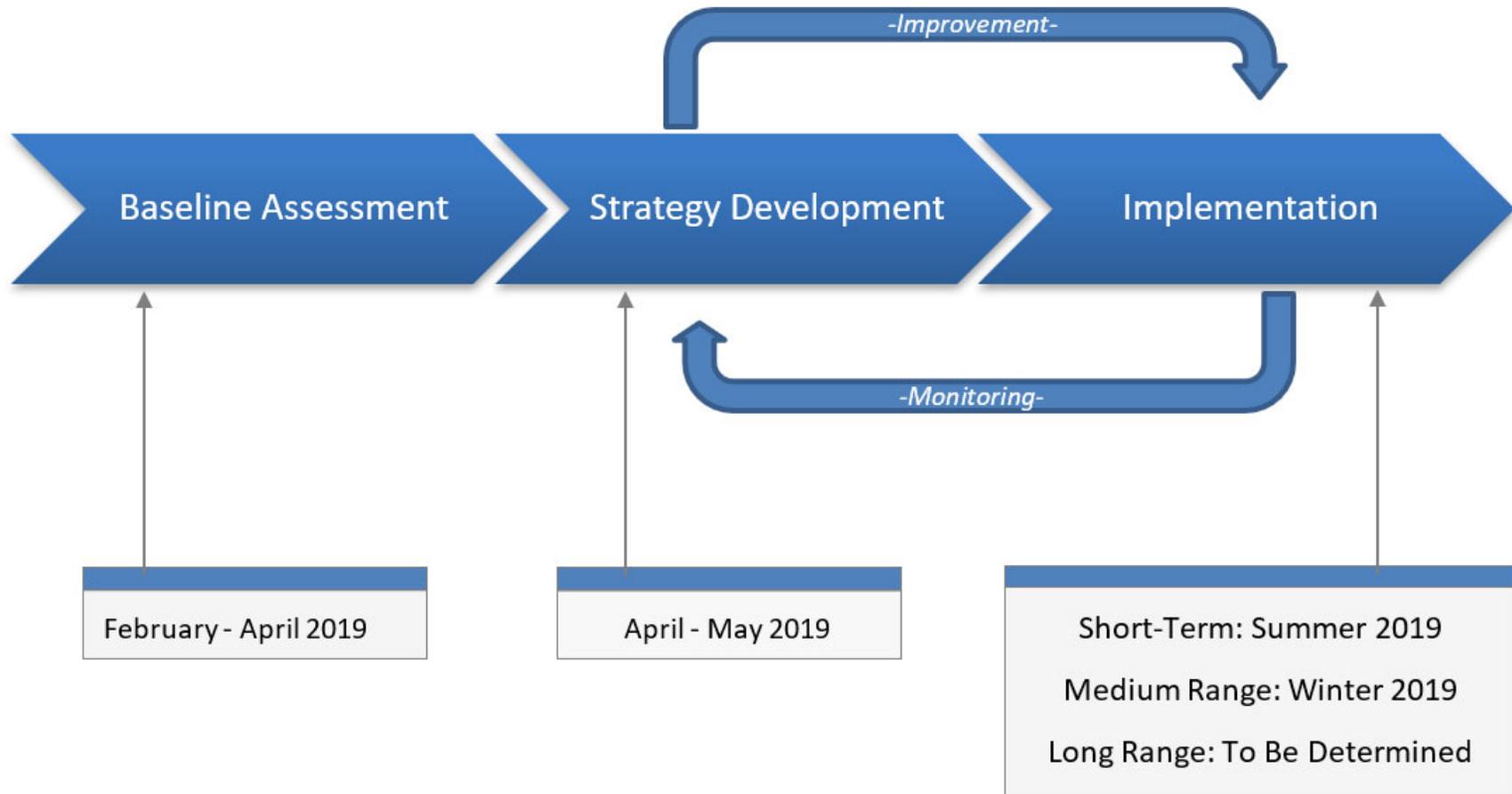
Policies and Practices

- Exploring preferential runway and alternating runway-use programs
- Exploring adjustments to closed-traffic pattern when conditions allow
- Encourage pilots to remain at or above prescribed glide path (PAPI)
- Avoid overflight of noise-sensitive areas when practicable

Education and Outreach

- Flight school training and briefings
- Briefings to local pilots and flying clubs
- Air traffic controller briefings
- Outreach tools and materials (i.e. fly quiet brochures and airport signage)

Schedule / Next Steps



Thank You!

Q & A



SUBJECT: DISCUSSION/DIRECTION – URBAN RENEWAL “101”

DATE: MAY 14, 2019

PRESENTED BY: AARON M. DEJONG, ECONOMIC DEVELOPMENT

SUMMARY:

The City Council has requested an Urban Renewal 101 topic for their May 14, 2019 meeting. The Louisville Revitalization Commission (LRC) recently had a similar discussion. The information provided gives an overview of Colorado Urban Renewal Law, implementation of Tax Increment Financing (TIF), and related documents among governmental entities in Louisville as it relates to urban renewal implementation.

Staff is also providing a draft criteria document to help evaluate requests for direct financial assistance for City Council discussion.

BACKGROUND:

The following is a brief description of the various topics we will discuss at the meeting.

Urban Renewal Statute

Urban Renewal Authorities are governed under Colorado Urban Renewal Law ([C.R.S. 31-25-101](#)). The statute outlines the formation, powers, plan approval process, financing options, coordination with other governing bodies, and other topics related to Urban Renewal Authorities (which the LRC is the City’s designated Urban Renewal Authority). The overarching purpose of the Urban Renewal law is to remediate and prevent the spread of slum and blighted areas within Colorado municipalities. According to the Department of Local Affairs (DOLA) website there are [61 active urban renewal authorities](#).

Several changes have been made to the Urban Renewal Law over the years. The most recent significant change was the approval of HB 15-1348, which requires changes to urban renewal authority boards, negotiating agreements with taxing authorities, and allocation of new approved mill levies when a substantial modification or new urban renewal area is made (through clean-up language from SB 18-248). Should the City modify an existing urban renewal plan, or adopt a new urban renewal plan, the changes needed to comply with the new legislations are:

- Have commissioners appointed that represent BVSD, the County, and a person representing the special districts in town. This can be done through an increase in the number of commissioners appointed to the board.
- Negotiate cooperation agreements with all taxing districts within the urban renewal area boundaries.

- Allocate TIF revenue back to taxing districts that approve increased mill levies after establishing the new area or making a substantial modification.

No substantial modifications have been made to either of Louisville's two urban renewal plans since January 1, 2016, so these statutory changes do not apply to the LRC at this time.

Determining Blight

A step in the Urban Renewal Area approval process is the determination whether blighting factors exist in the Area. A conditions survey is conducted to analyze the Area related to each of the 11 blighting factors outlined in the Urban Renewal Statute. Those blighting factors include:

- (a) Slum, deteriorated, or deteriorating structures;
- (b) Predominance of defective or inadequate street layout;
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- (d) Unsanitary or unsafe conditions;
- (e) Deterioration of site or other improvements;
- (f) Unusual topography or inadequate public improvements or utilities;
- (g) Defective or unusual conditions of title rendering the title nonmarketable;
- (h) The existence of conditions that endanger life or property by fire or other causes;
- (i) Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidation, deterioration, defective design, physical construction, or faulty or inadequate facilities;
- (j) Environmental contamination of buildings or property;
- (k) (Deleted by amendment, L. 2004, p. 1745, § 3, effective June 4, 2004.)
- (k.5) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements; or
- (l) If there is no objection by the property owner or owners and the tenant or tenants of such owner or owners, if any, to the inclusion of such property in an urban renewal area, "blighted area" also means an area that, in its present condition and use and, by reason of the presence of any one of the factors specified in paragraphs (a) to (k.5) of this subsection (2), substantially impairs or arrests the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare. For purposes of this paragraph (l), the fact that an owner of an interest in such property does not object to the inclusion of such property in the urban renewal area does not mean that the

owner has waived any rights of such owner in connection with laws governing condemnation.

Determining whether blight factors exist within such an Urban Renewal Area is a legislative determination made by the City Council of the municipality. Once such determination is made, the blighting factors are determined to exist for all properties within the Urban Renewal Area.

The Urban Renewal Authority

Louisville's Urban Renewal Authority was originally established in the 1970's to utilize state and federal funding opportunities for creating affordable housing in the community. In 2005, the Authority was re-established as the Louisville Revitalization Commission to be the entity for urban renewal activities.

In 2007, a citizen initiative went to the Louisville voters to ask whether the Urban Renewal Authority should transfer to the Louisville City Council' control rather than the appointed LRC board. The initiative failed to pass, continuing the current LRC structure we have today.

Urban Renewal Plans

Within Louisville, there are two Urban Renewal Areas under the jurisdiction of the LRC. They are the Highway 42 Urban Renewal Area and the 550 S. McCaslin Urban Renewal Area.

The [Highway 42 Revitalization Area](#) was established in 2006 by the City Council by Resolution 37-2006. Nine (9) blight factors were determined present for the Highway 42 area. They are:

- a) Slum, deteriorated, or deteriorating structures;
- b) Predominance of defective or inadequate street layout;
- c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- d) Unsanitary or unsafe conditions;
- e) Deterioration of site or other improvements;
- f) Unusual topography or inadequate public improvements or utilities;
- h) The existence of conditions that endanger life or property by fire or other causes;
- i) Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidation, deterioration, defective design, physical construction, or faulty or inadequate facilities;
- j) Environmental contamination of buildings or property;
- k.5) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical and underutilization of vacancy of sites, buildings, or other improvements.

The [550 S. McCaslin Urban Renewal Area](#) was established in 2015 by the City Council by Resolution 58-2015. Four (4) blight factors were determined present for the 55 S. McCaslin area. They are:

- a) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- b) Deterioration of site or other improvements;
- c) Defective or unusual conditions of title rendering the title nonmarketable;
- d) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements.

Urban Renewal Plans are documents that lay out the qualifying conditions, objectives, implementation, and financing tools for the LRC to implement.

City/LRC Cooperation Agreement

When the City approved the initial Urban Renewal Plan for the Highway 42 Area the City also approved a [Cooperation Agreement](#) between the City and the LRC, which Agreement was amended and restated in 2015. Highlights of the Amended and Restated Cooperation Agreement include:

- The City provides administrative and legal support services to the LRC in connection with its operations.
- The LRC's budget must be submitted to the City Council for review and approval prior to LRC adoption each year.
- Any LRC expenditure not included in its annual budget must be reviewed and approved by the City Council.
- Prior to issuing bonds (or any other capital financial obligation or financial obligation extending beyond the end of the current fiscal year) must be approved by resolution adopted by a majority of the City Council finding the City's interests in connection with such bonds or other obligations are adequately protected.
- As provided in the Urban Renewal Plan, the City Council must approve allocation of any municipal sales tax increment.
- Also as provided in the Urban Renewal Plan, the City Council must approve by resolution any redevelopment agreement or other contract with developers or property owners.

Tri-Party Agreement with the City, LRC, and Boulder County

When the Highway 42 Urban Renewal Plan was approved, a [Tri-Party Agreement](#) among the City, LRC, and Boulder County was executed to commit a portion of the TIF revenues back to the County during the life of the TIF collection period (25 years). The original agreement committed to the LRC paying to the County 14.3% of annual TIF revenues starting January 1, 2015, not to exceed \$6,150,000 in total payments to the County. There is a renegotiation clause in the agreement that states if the County does not enter into a similar agreement with another Boulder County municipality within the first 7 years of the Plan, the County reimbursement percentage changes to 7.15% of TIF revenues and maximum payment is \$3,075,000.

No other Boulder County municipality has a similar agreement with the County.

LRC Budget and Projections

The LRC approves an annual budget to layout the anticipated revenues and expenses for the year. The budget is also reviewed by the City Council in accordance with the Cooperation Agreement. Attached is a spreadsheet summarizing the annual budgets since 2012. The LRC first started seeing revenues exceed costs in 2014 and has gradually increased from new construction projects being completed in the UR Area.

The LRC developed a spreadsheet to help in modeling future TIF revenues and updates it on a periodic basis. The model assumes organic increased values of the base and increased valuations and estimates when anticipated new construction projects may be completed. Attached is the most recent version of the model.

Property Tax Increment Financing

Tax Increment Financing (TIF) is a unique mechanism that enables an urban renewal authority or board to use the net new tax revenues generated by projects within a designated urban renewal area to help finance future improvements. TIF is new source of tax revenue, not an additional tax, which would not be available but for the increased property value that is largely attributable to the new investment. When a redevelopment project is being planned, the urban renewal authority or board analyzes how much additional property and/or sales taxes may be generated once it is completed. That “tax increment” then can be used by the urban renewal entity either to finance the issuance of bonds or to reimburse developers for a portion of their project costs. In either case, the new tax revenue that is created must be used for improvements that have a public benefit and that support the redevelopment effort by eliminating blight, such as site clearance, streets, utilities, parks, the removal of hazardous materials or conditions, or site acquisition. (Source: Denver Urban Renewal Authority)

The Urban Renewal area has a base property valuation established on the value of property and its improvements when the area was formed. That base valuation then ‘floats’ over the 25 year life of the area as the value of the original improvements and property may go up or down over time. The incremental property value is created through taxable new construction and improvements to properties in the area that generates property tax revenue above the base valuation for the area.

TIF can be utilized through several methods to a project:

- TIF Rebate – The increased property tax revenue generated by the project in future years is rebated back to the owner.
- TIF Bond – The LRC can sell a bond to generate up-front funding to a project paid back through the project’s increased property taxes collected through TIF. The LRC has completed one TIF revenue bond (Delo Core Area). The bond is

owed by the LRC, not the City of Louisville, so the debt is not an obligation to be repaid by the City.

- TIF Contribution – LRC may use existing TIF revenues to contribute to a project. Assistance to City CIP projects has been done this way.

The LRC is not a taxing district with its own mill levy, as defined in TABOR, so the LRC is not subject to TABOR's requirements and limitations.

Property tax increment financing has been implemented for the Highway 42 Area, but not for the 550 S. McCaslin area.

Sales Tax Increment Financing

Urban Renewal Law also allows for Authorities to collect the increase of sales taxes generated within an Area above the base amount established when the area was established. Similar to property tax increment, sales tax increment funds can go towards projects that meet the requirement of the Urban Renewal Plan.

Sales tax increment financing is not authorized under the 550 South McCaslin Urban Renewal Plan. And although it is authorized under the Highway 42 Revitalization Area Urban Renewal Plan, further action by the City Council would be required to allocate municipal sales tax increment within the urban renewal area. Sales tax increment has not been collected or used in the Highway 42 area.

Eminent Domain

Another power Authorities may use is the ability to acquire private property through eminent domain if the Authority (and in Louisville, also the City Council) finds it is necessary for the "public good" and usually as a last resort. Most municipalities are extremely reluctant to use their eminent domain powers for many reasons, not the least of which is the lengthy acquisition and negotiation process.

The Highway 42 urban renewal area does not have eminent domain power as such actions must be done within 7 years of establishing the area. The 550 McCaslin area does have eminent domain power, but only with the approval of the property owner. This is due to the area having only 4 identified blight factors (5 factors are needed to allow for involuntary eminent domain actions).

LRC Financial Assistance

In 2013, the LRC established an application for assistance for property owners to request the LRC's help in completing a project. The application envisions two ways in which the LRC can assist a development: Infrastructure projects and direct financial assistance.

- Infrastructure Projects

Assistance is generally provided to projects for public infrastructure improvements needed to facilitate the revitalization of property within the Urban Renewal Area. Typical public infrastructure investments may include but are not limited to unifying streetscape elements, improving access and circulation, improving streets and parks, providing for railroad corridor improvements and grade separation, providing for parking, completing utilities. The infrastructure can be either public infrastructure or infrastructure that is privately owned, but needed to remediate or prevent blight.

The LRC has assisted in completing five infrastructure investments to date. They include:

- South Street Pedestrian Gateway – In partnership with the City, the LRC committed to paying for half the construction costs for the new underpass/gateway under the BNSF railroad at South Street. LRC contributed just over \$1,400,000 to the project.
- Delo Core Area public infrastructure bonds – Sold \$4,500,000 in tax increment bonds to build streets and underground infrastructure to facilitate the Delo project.
- Core Area Detention Facility – Budgeted \$325,000 for a regional detention facility to eliminate the need for on-site detention within the Core Area.
- South Street Reconstruction – During the Cannon Street construction, Public Works needed to also reconstruct South Street from Cannon to Highway 42. The LRC contributed \$200,000 to the City for the work.
- Alfalfa's/Centre Court Infrastructure assistance – LRC assisted with sidewalk, lighting, and on-site detention components of the redevelopment project. Provided \$380,000 in TIF rebates to the Developer to pay for the improvements.

The LRC utilizes an [Urban Renewal Assistance Application](#) for property owners to request assistance for their project.

- Direct Financial Assistance

LRC assistance can also come in the form of direct financial assistance to achieve financial feasibility for the project. If a project requests direct financial assistance, additional information is required of the applicant to determine whether the project needs it. Project seeking direct financial assistance uses the same [application](#) as for public infrastructure, except for the added requirement to provide financial information showing the project will not occur but for the assistance.

Several Colorado municipalities have provided direct assistance to private developments. Through conversations with colleagues running other authorities or doing research on websites, the following is a list of such projects spurred by TIF assistance directly:

- [Park West Building](#) in Erie – 16,700 square foot commercial building in downtown Erie. Provided a 90% property tax increment rebate up to a maximum of \$1,500,000.

- [Echo Brewery](#) Expansion in Erie – Major expansion of the business’s operation in downtown Erie. Provided a 90% property tax increment rebate up to a maximum of \$1,500,000.
- 615 Briggs St. in Erie – Mixed-Use Commercial building with restaurant, retail, and office. 100% property tax increment rebate not to exceed \$446,050.
- The Post in Lafayette – tenant improvement assistance through existing TIF revenues. \$75,000 forgivable loan.
- 802 Public Road patio improvement in Lafayette– \$60,000 contribution to new patios, fencing, and lighting.
- Downtown Superior - \$2,000,000 allocation for encouraging enhancements to private and public architectural elements and facades.
- Flatiron Marketplace Redevelopment in Broomfield – redevelopment consisting of 890 residential units and 14,000 sf of office and retail uses. TIF rebate consisting of 75% of City and County mill levy and 100% of BVSD mill levy through 2038. Additional reimbursements include \$3,815,305 for water and sewer fees, \$1,670,000 in public land dedication, and 50% rebate of increased sales and use taxes through 2050. Total assistance of \$34,000,000.
- [2460 Welton](#) development in Denver – redevelopment of a vacant lot into a residential and retail mixed use building. \$1,350,000 in developer reimbursement through property tax TIF.
- [Marriott](#) in Colorado Springs - \$15,000,000 TIF bond to construct a parking structure for a new Marriott property.
- [Arvada Ridge Marketplace](#) – \$6,670,000 Sales and Property Tax Pledge to encourage the redevelopment into a Super Target anchored retail center.

The decision to approve a TIF agreement for a project is not a part of the Planned Unit Development (PUD) process. The PUD process relates to whether the project meets the regulatory requirements (e.g. zoning, design, layout) within the City’s codes and ordinances. The discussion of approving financial assistance through Urban Renewal is legislative and independent of the PUD process. An assistance agreement can be considered at any time during the PUD approval process, if the project needs a PUD approval. To date, all approved assistance agreements were considered either concurrent or after a project’s development/PUD process.

The LRC has been working on a document to outline criteria in evaluating the merits of projects requesting direct financial assistance. Attached is the most recent draft. The LRC will be discussing the criteria at their May 13, 2019 meeting. They may have changes to the document that are not reflected in the attached version regarding the evaluating criteria and the eligible rebate percentages. City Council requested this information for discussion at this meeting. Staff is seeking any Council feedback regarding the criteria document components and rebate percentages.

SUBJECT: URBAN RENEWAL 101 TOPICS

DATE: MAY 14, 2019

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ATTACHMENTS:

1. Presentation
2. Summary of LRC Budgets since 2012
3. LRC TIF Revenue Projection Model
4. Draft Criteria for Direct Financial Assistance Requests as of April 4, 2019



Urban Renewal in Louisville

City Council Presentation
May 14, 2019



- Urban Renewal Law
 - Purpose
 - Formation
 - Powers
 - Tax Increment Financing
 - Property Tax (real and personal property)
 - Sales Tax (not utilized in Louisville)



- Determining Blight
 - Conditions Survey
 - Blighting Factors
 - **(a)** Slum, deteriorated, or deteriorating structures;
 - **(b)** Predominance of defective or inadequate street layout;
 - **(c)** Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
 - **(d)** Unsanitary or unsafe conditions;
 - **(e)** Deterioration of site or other improvements;
 - **(f)** Unusual topography or inadequate public improvements or utilities;
 - **(g)** Defective or unusual conditions of title rendering the title nonmarketable;



- **(h)** The existence of conditions that endanger life or property by fire or other causes;
- **(i)** Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidation, deterioration, defective design, physical construction, or faulty or inadequate facilities;
- **(j)** Environmental contamination of buildings or property;
- **(k.5)** The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements; or



- **Louisville Revitalization Commission (LRC)**
 - Originally formed in 1970's for affordable housing creation
 - Re-established in 2005 to be the urban renewal authority for the Highway 42 Plan.
 - Voter initiative failed in 2007 to make the City Council the urban renewal authority and have LRC be an advisory board.



- **Recent Urban Renewal Law changes**
 - HB-1348 – Requires changes to urban renewal authority boards, negotiating agreements with taxing authorities, and allocation of new approved mill levies when a substantial modification or new urban renewal area is made.



- **Highway 42 Urban Renewal Plan**
 - Blight Factors
 - Purpose
 - Objectives
 - Implementation
 - Property Tax TIF
 - Eminent Domain through Urban Renewal
 - Super majority



- **City/LRC Cooperation Agreement**
 - Support Services
 - Approval of LRC Budget
 - Approving Agreements, Bonds, other financial commitments
 - LRC and City Council as separate



- Agreement with County (Tri-Party Agreement)
 - Shareback of TIF revenues
 - Originally 14.3% of revenue starting in 2015
 - Reduces to 7.15% as no other municipality did a similar agreement
 - No other Boulder County municipality has a similar agreement



- LRC Budget and Projections
 - Budget approved annually by LRC and City Council
 - 2019 budget anticipates \$1,617,000 in revenue, \$1,868,000 in expenditures.
 - 2015 was first annual budget to see significant TIF revenue (\$363,000)
 - LRC Projection for life of TIF updated
 - Estimate revenues from new projects, growth of base and increment value
 - For 2020, \$995,000 in revenue exceeding expenses



- Urban Renewal Tools
 - Tax Increment Financing
 - Property Tax
 - Sales Tax
 - (requires additional authorization by City Council)
 - Facilitating Projects
 - Infrastructure
 - Direct Financial Assistance
 - Bonds, rebates, contributions
 - LRC Application for Assistance



- Infrastructure
 - 5 projects assisted to date
 - South Street Pedestrian Gateway
 - Delo Core Area Infrastructure Bonds
 - Core Area regional detention facility
 - South Street Reconstruction (Cannon to Hwy 42)
 - Alfalfa's / Center Court Infrastructure



- Direct Financial Assistance
 - Assistance to make a redevelopment project financially feasible
 - No agreements to date
 - Application requires financial information on project to determine need
 - Many neighboring communities do direct financial assistance for private development



- Direct Financial Assistance
 - Separate from development approval process
 - LRC working on draft Criteria to assist in project evaluation
 - Draft included in packet



Questions / Discussion

**City of Louisville, Colorado
Urban Revitalization District Fund
Summary of Annual Budgets**

Account Description	2012 Budget	2013 Budget	2014 Amended Budget	2015 Budget	2016 Amended Budget	2017 Amended Budget	2018 Budget	2019 Budget
Beginning Fund Balance	5,997	-	589	726,608	522,718	3,398,942	1,078,703	867,755
General Property Tax Revenue	57,270	64,950	194,726	363,740	562,200	800,000	1,330,502	1,615,382
Core Area Project Proceeds - City of Louisville			-	490,000	-	-	-	-
Interest Earnings	500	250	250	700	2,000	2,000	2,000	2,000
Net Increase (Decrease) in Fair Value	-	-	-		-	-	-	-
Developer Contribution	-	-	93,440		-	-	-	-
Bond Proceeds	-	-	750,000		3,750,000		-	-
Total Revenue	57,770	65,200	1,038,416	854,440	4,314,200	802,000	1,332,502	1,617,382
Professional Services - Investment Fees	20	20	30	50	200	200	200	200
Professional Services - Other	-	-	-		-	-	-	-
Support Services - City of Louisville	63,750	63,540	35,900	42,000	33,180	34,030	34,900	60,000
Capital Contribution - City of Louisville	-	-	-	45,000	65,000	75,000	300,118	948,107
Capital Contribution - Regional Detention				325,000				
Repayment of TIF Revenue to Boulder County	-	-	-	54,250	40,200	60,000	95,131	115,500
Utility Line Undergrounding (City CIP)							-	170,000
Gateway Base w/Plaque						3,000		
Gateway Opening Celebration						4,000		
Downtown Ornamental Light Replacement (City CIP)							-	70,000
Private Development Financial Assistance							-	-
Downtown Parking Feasibility Study						80,000	80,000	-
TIF Rebate - Safeway/Loftus Development					91,200	130,000	192,193	-
South Street Reconstuction					200,000	325,000	146,673	-
Payments from Construction Fund - DELO	-	-	100,000	967,000	3,750,000	3,069,885	487,735	-
Bond Maintenance Fees - Paying Agent	-	-	-	1,500	6,500	6,500	6,500	7,150
Bond Payment - Interest	-	-	-		315,000	125,000	200,000	344,374
Bond Payment - Principal						-	-	153,391
Bond Issuance Costs	-	-	55,500		37,500	-	-	-
Total Expenditures	63,770	63,560	191,430	1,434,800	4,663,780	3,912,615	1,543,450	1,868,722
Ending Fund Balance (Budget Basis)	-	1,640	847,575	146,248	173,138	288,327	867,755	616,415
TIF Bond Principle (adjusted to 12/1 of Year)							4,919,631	4,766,240

Res AV % 7.20%
 Comm AV % 29%

= Actual Values

TOTAL

Assumptions:																	
Organic Value Growth	2%																
Mill Levy	87.560	87.560	87.560	87.560	87.560	87.560	87.560	87.560	87.560	87.560	87.560	87.560	87.560	87.560	87.560	87.560	
Tax Year as of January 1	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2032	
Year Tax paid	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2033	
Assessed Value Base	41,986,395	42,826,123	43,682,645	44,556,298	45,447,424	46,356,373	47,283,500	48,229,170	49,193,754	50,177,629	51,181,181	52,204,805	53,248,901	54,313,879	55,400,157		
Assessed Value Total	61,021,831	62,242,268	64,902,669	66,872,308	70,097,570	72,088,877	73,934,575	75,413,266	76,921,532	78,459,962	80,029,161	81,629,745	83,262,340	84,927,586	86,626,138		
+ DELO Res	-	675,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	675,000
+ DELO Comm	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
+ DELO Lofts	-	-	-	954,000	-	-	-	-	-	-	-	-	-	-	-	-	954,000
+ Coal Creek Station	-	-	339,417	577,800	577,800	396,000	-	-	-	-	-	-	-	-	-	-	1,891,017
+ North End Res	-	712,800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	712,800
+ North End Comm	-	-	217,500	217,500	-	-	-	-	-	-	-	-	-	-	-	-	435,000
+ TEBO	-	-	101,500	101,500	-	-	-	-	-	-	-	-	-	-	-	-	203,000
Total Assessed Value plus Projects	61,021,831	63,630,068	65,561,086	68,723,108	70,675,370	72,484,877	73,934,575	75,413,266	76,921,532	78,459,962	80,029,161	81,629,745	83,262,340	84,927,586	86,626,138		
Total TIF Assessed Value	19,035,436	20,803,945	21,878,441	24,166,809	25,227,946	26,128,505	26,651,075	27,184,096	27,727,778	28,282,334	28,847,980	29,424,940	30,013,439	30,613,707	31,225,982		
TIF Revenue	1,666,743	1,821,593	1,915,676	2,116,046	2,208,959	2,287,812	2,333,568	2,380,239	2,427,844	2,476,401	2,525,929	2,576,448	2,627,977	2,680,536	2,734,147		37,445,671
Prior Year Fund Balance																	
Expenditure Assumptions																	
% Growth of Admin Costs	3%	3.60%	3.39%	3.32%	3.10%	3.06%	3.04%	3.07%	3.10%	3.13%	3.16%	3.19%	3.22%	3.26%	3.29%	3.32%	
% payback to City for Underpass	25%																
Underpass contribution	\$ 1,408,500																
Underpass Interest	0.650%																
County Payment %	7.15%																
Expenditures																	
Professional Services - Investment Fees	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	
Professional Services-Other	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Admin & Ops - Current GF Labor Costs	60,000	61,800	63,654	65,564	67,531	69,556	71,643	73,792	76,006	78,286	80,635	83,054	85,546	88,112	90,755		
Payments out of Construction Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
Bond Maintenance Fees	7,150	7,150	7,150	7,150	7,150	7,150	7,150	7,150	7,150	7,150	7,150	7,150	7,150	7,150	7,150		
Core Area Bond Principal Payment	362,469	554,766	566,303	660,021	673,528	687,126	700,638	714,413	728,457	742,774	757,371	772,251	787,420	802,885			
Core Area Bond Interest Payment																	
South Street Road Reconstruction																	
County Payment	119,172	130,244	136,971	151,297	157,941	163,579	166,850	170,187	173,591	177,063	180,604	184,216	187,900	191,658	195,492		
Downtown Parking Feasibility Study																	
Utility Undergrounding	170,000																
Downtown Street Pole Replacement	70,000	72,000	75,000	80,000													
Underpass Commitment	948,107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Expenditures	1,737,098	826,160	849,278	964,232	906,349	927,611	946,481	965,743	985,404	1,005,474	1,025,959	1,046,871	1,068,216	1,090,006	286,448		16,174,780
Yearly Revenue Exceeding Expenditures	(70,356)	995,434	1,066,399	1,151,814	1,302,610	1,360,201	1,387,087	1,414,496	1,442,440	1,470,928	1,499,970	1,529,577	1,559,760	1,590,530	2,447,699		19,914,408

DRAFT Version 04/04/2019

LOUISVILLE REVITALIZATION COMMISSION Property Tax Increment Financing Rebate Assistance Policy

Implementation Date: _____

Introduction:

The Louisville Revitalization Commission (“LRC”) is the Urban Renewal Authority for the City of Louisville, Colorado (“City”). The LRC’s mission includes implementing the Highway 42 Revitalization Area Urban Renewal Plan (“Plan”) which was adopted by the City of Louisville in December 2006.

The purpose of the Plan is to reduce, eliminate and prevent the spread of blight within the Urban Renewal Area (“URA”) and to stimulate growth and reinvestment within the Area boundaries, on surrounding blocks and throughout the Louisville downtown business district.

Policy on Use of Property Tax Increment Rebates:

It is the principal goal of the urban renewal effort to afford maximum opportunity, consistent with the sound needs of the City as a whole, to redevelop and rehabilitate the Area by private enterprise.

However, in unique situations, and on a case-by-case basis, in the sole and absolute discretion of the LRC and the City, certain forms of financial and other economic assistance may be awarded to a private property owner to undertake projects to redevelop or rehabilitate properties contained in the Area. Projects that are awarded support must demonstrate that they would provide exceptional and unique public benefits to qualify and would not be reasonably expected to be feasible without City financial or other economic support.

Property Tax Increment Rebates for Private Development:

It is the policy of the LRC and the City that consideration may be given to requests for financial assistance by the use of property tax increment rebates to private property owners within the LRC authority to collect incremental property taxes from taxable new construction in the Area and to provide assistance to projects meeting the goals and objectives in the Highway 42 Urban Renewal Plan and which are also deemed to be in the best interests of the City.

To be considered for assistance, proposed projects must support the overall goals of the City and the Plan which specifically include promoting an environment which allows for a range of uses and product types which can respond to market conditions over time

along with furthering the goals and objectives of the Louisville Comprehensive Plan; Highway 42 Framework Plan and other relevant policies, while leveraging the community's investment in public improvement projects in the Area.

In addition, proposed projects must address at least several of the objectives outlined in the Plan. Those objectives include:

- A. Eliminate and prevent blight
- B. Improve relationship between the URA and surrounding areas
- C. Increase property values
- D. Provide uses supportive of and complementary to planned improvements
- E. Encourage a mix of uses and/or mixed-use projects
- F. Promote a variety of products to address multiple income segments
- G. Provide ease of vehicular and pedestrian circulation and improve connections
- H. Encourage continued presence of businesses consistent with the plan vision
- I. Provide a range of financing mechanisms for private property re-investment and investment
- J. Mitigate impacts from future transportation improvements
- K. Encourage public-private partnerships to implement the plan
- L. Adjust parking ratios to reflect future densities
- M. Encourage shared parking among projects in the area
- N. Develop higher design standards including flexible lighting and signage standards
- O. Landscape streetscapes to unify uses and plan components.

As specifically related to the use of property tax increment financing, a proposed project must clearly demonstrate that the project will provide the clear and present potential to generate substantial increases to the property tax values directly attributable to the project which could support the sharing of the incremental property tax increments between the property owners and the LRC.

Criteria for Evaluation

After a property owner submits an application for property tax increment rebate assistance, the project will be evaluated on criteria that include, but are not limited to:

1. The ability to stimulate growth and reinvestment in the URA
2. The elimination or prevention of blight in the URA
3. The magnitude of positive effect caused by the project
4. The need for public assistance to complete the project
5. The economic benefits to the community from the project
6. The effect of the project on surrounding property
7. The increase in property value created from the project

In addition to the criteria listed above, the LRC will give special consideration to projects that will also provide potential sales and other forms of tax revenue increases to the City

and/or other significant community benefits, which might include but would not be limited to providing outdoor and indoor public spaces, public art, affordable housing, transportation infrastructure improvements, (add additional community benefits possibilities).

The LRC and the City will not typically award a property tax increment rebate towards any particular project that exceeds 50% of the tax increment for period longer than five (5) years from the first collection of the incremental property taxes attributable to the project. However, for projects that provide extraordinary community benefits and that will generate substantial additional sales and other taxes for the City, the LRC and the City may consider awarding up to a 90% property tax increment rebate for a period of up to ten (10) years.

A property tax increment award shall automatically expire if the property is sold or transferred by the applicant to a non-related entity.

Applicants for tax increment property tax rebates or other financial assistance must first obtain the City's required land-use approvals for the project prior to receiving approval by the LRC and the by the City for the financial assistance.

Applicants must submit all pertinent project financial information related to the project and the developer organization, including estimated development costs and a financing and operating plan. All financial information will be subject to a City-appointed third-party review by a qualified appraiser and/or real estate consultant.

All information submitted to the LRC or to the City is subject to public disclosure consistent with the requirements of the Colorado Open Records Act, the City of Louisville Charter, and related City, policies and ordinances.

The application for property tax increment rebate assistance may be found on the City's website at the following address:

<http://www.louisvilleco.gov/home/showdocument?id=22682>

Contact Information

For additional information on Louisville's Urban Renewal assistance options, please contact Aaron DeJong at 303.335.4531 or aarond@louisvilleco.gov.