



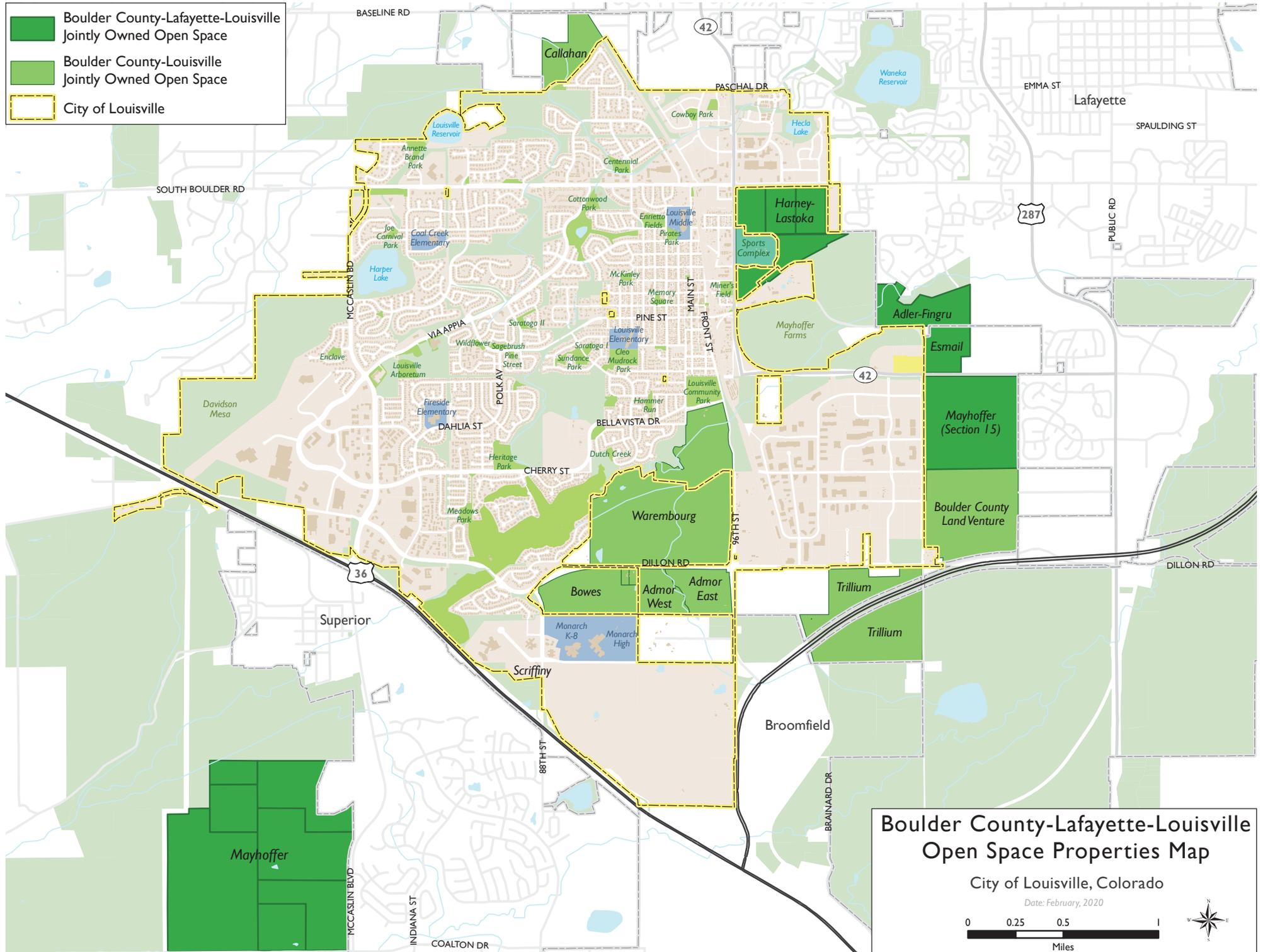
**JOINT STUDY SESSION
CITY OF LOUISVILLE CITY COUNCIL
&
CITY OF LAFAYETTE CITY COUNCIL**

**MARCH 6, 2020
8:00 A.M. – 9:30 A.M.**

Louisville Public Library
1st Floor Conference Room
951 Spruce Street
Louisville, CO

1. Welcome (Louisville Mayor Stolzmann)
2. Introductions
3. Discussion Items:
 - A. Parks, Recreation and Open Space Update
 - a. Lafayette Soccer Fields at Sports Complex
 - b. Jointly Owned Property
 - B. Transportation Issues
 - a. Highway 42/95th
 - b. Highway 7
 - c. Quiet Zones
 - d. RTD 228 Route Changes
 - C. Affordable Housing Update
 - D. Lafayette Urban Renewal Authority Update
 - E. BVSD/Library Partnership
 - F. Solid Waste
 - a. Single use plastics
 - G. Other
 - H. Adjourn

- Boulder County-Lafayette-Louisville Jointly Owned Open Space
- Boulder County-Louisville Jointly Owned Open Space
- City of Louisville



**Boulder County-Lafayette-Louisville
Open Space Properties Map**

City of Louisville, Colorado

Date: February, 2020

0

0.25
0.5
1

Miles

**CITY OF LAFAYETTE
RESOLUTION NO. 2020-13**

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF LAFAYETTE, COLORADO, APPROVING AN
INTERGOVERNMENTAL AGREEMENT FOR THE
SHARING OF COSTS AND LOCAL FUNDS FOR THE
PRELIMINARY AND ENVIRONMENTAL ENGINEERING
AND DESIGN OF PROPOSED IMPROVEMENTS TO
STATE HIGHWAY 7 FROM BRIGHTON TO BOULDER**

WHEREAS, the City and County of Broomfield (“Broomfield”) applied for federal Transportation Improvement Program (“TIP”) funds through the Denver Regional Council of Governments (“DRCOG”) for the Colorado State Highway 7 Preliminary & Environmental Engineering Project (“Project”), which relates to proposed improvements to State Highway 7 from Brighton to Boulder; and

WHEREAS, the Colorado Department of Transportation (“CDOT”) will be the lead agency for the Project; and

WHEREAS, the City of Lafayette, along with Broomfield, Adams County, Colorado, Boulder County, Colorado, the cities of Boulder, Brighton, and Thornton, and the Town of Erie (collectively, the “Parties”), have all committed non-federal funds to the Project; and

WHEREAS, the Parties desire to enter into the Intergovernmental Agreement attached hereto and incorporated herein, to provide for the sharing of costs and local funding for the Project in accordance with the terms and conditions of the Intergovernmental Agreement; and

WHEREAS, the City Council of the City of Lafayette desires to approve the Intergovernmental Agreement, with the City’s contribution to the Project to be \$130,000.00 in the year 2020.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lafayette, Colorado, as follows:

The Intergovernmental Agreement between the Adams County, Colorado, Boulder County, Colorado, the City and County of Broomfield, the cities of Boulder, Brighton, Lafayette, and Thornton, and the Town of Erie, for the sharing of costs and local funds for the Colorado State Highway 7 Preliminary & Environmental Engineering Project, is approved in substantially the same form as the copy attached hereto and made a part of this resolution, and the Mayor is authorized to execute the Intergovernmental Agreement on behalf of the City.

RESOLVED AND PASSED THIS 18th DAY OF FEBRUARY, 2020

CITY OF LAFAYETTE, COLORADO

Jamie Harkins, Mayor

ATTEST:

Susan Koster, CMC, City Clerk

APPROVED AS TO FORM:

Mary Lynn Macsalka, City Attorney

INTERGOVERNMENTAL AGREEMENT

THIS INTERGOVERNMENTAL AGREEMENT (the “Agreement”) , dated this ___ day of ____, 2020, is made by and between ADAMS COUNTY, STATE OF COLORADO (“Adams County”); BOULDER COUNTY, STATE OF COLORADO (“Boulder County”); the CITY AND COUNTY OF BROOMFIELD, a municipal corporation and county (“Broomfield”), the cities of BOULDER (“Boulder”), BRIGHTON (“Brighton”), LAFAYETTE (“Lafayette”) and THORNTON (“Thornton”), each a Colorado home-rule municipal corporation, and the Town of ERIE , a Colorado statutory town (“Erie”). Each of the governmental entities shall be referred to herein, individually by name or as a “Party” and, collectively, as the “Parties.”

RECITALS

WHEREAS, the Parties are authorized by the provisions of Colo. Const. art. XIV, § (18)(2)(a) and C.R.S. § 29-1-201 et seq., to enter into contracts with one another for the performance of functions that they are authorized by law to perform on their own; and

WHEREAS, the Parties are governmental entities, each with authority to build and maintain public roads and regulate traffic within their respective boundaries; and

WHEREAS, the Parties desire to set forth their understanding relating to the Colorado State Highway 7 Preliminary & Environmental Engineering Project (“Project”) which physically relates to proposed improvements to State Highway 7 from Brighton to Boulder; and

WHEREAS, Broomfield was the applicant for federal Transportation Improvement Program (“TIP”) funds through the Denver Regional Council of Governments (“DRCOG”) and the Colorado Department of Transportation (“CDOT”) will be the lead for the Project and, as such, Broomfield and CDOT have entered or will enter into an Intergovernmental Agreement regarding the Project; and

WHEREAS, each of the Parties, has committed non-federal funds which this Agreement hereby is meant to memorialize in addition to outlining any other necessary obligations and responsibilities between the Parties; and

WHEREAS, the Parties desire to enter into this Agreement to share costs for the preliminary and environmental engineering and design of Colorado State Highway 7 and provide for funding for same in accordance with the terms and conditions hereof.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing recitals and the mutual covenants and promises herein contained, the Parties agree as follows:

1. TERM. The term of this Agreement shall commence upon execution of the last of the Parties and be effective through the completion of fiscal year 2023.
2. NON- FEDERAL FUNDING OBLIGATIONS. The Parties agree to provide non-federal funding in the amounts identified on the Funding Commitments chart identified as Exhibit A, attached hereto and incorporated by this reference, solely for the Project. Timing of funding obligations shall be as shown on

Exhibit A.

3. NO WAIVER OF GOVERNMENTAL IMMUNITY. Nothing herein shall be construed as or is intended as a waiver of the rights and protections afforded any of the Parties under the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101 et seq., as the same may be amended from time to time. Further, the Parties agree that in the event any claim or suit is brought against any or some of the Parties, the Parties will cooperate with one another and with the insuring entities of the respective Parties in defending such claim or suit.

4. FINANCIAL OBLIGATIONS. All financial obligations of the Parties under this Agreement are subject to appropriation, budgeting, and availability of funds to discharge such obligations. Nothing in this Agreement shall be deemed to pledge any Parties credit or faith, directly or indirectly.

5. NO NON-PARTY BENEFICIARIES. This Agreement is intended to describe the rights and responsibilities only as to the Parties hereto. This Agreement is not intended and shall not be deemed to confer any rights on any person or entity not named as a party hereto.

6. AUTHORIZED REPRESENTATIVES. Each Party will identify the Name, Title, telephone number and email address of an authorized representative who will be able to field questions or find the appropriate local government agent to assist with questions related to funding, right-of-way acquisitions, utilities and railroad crossings. This information shall be provided to and maintained by Sarah Grant, Transportation Manager for the City and County of Broomfield, 303-438-6385, sgrant@broomfield.org.

7. INTEGRATION AND AMENDMENT. This Agreement represents the entire agreement between the Parties and there are no oral or collateral agreements or understandings. This Agreement may be amended only by an instrument in writing signed by the Parties.

8. SEVERABILITY. If any provision of this Agreement as applied to any Party or to any circumstance shall be adjudged by a court to be void or unenforceable, the same shall in no way affect any other provision of this Agreement, the application of any such provision in any other circumstances, or the validity or enforceability of the Agreement as a whole.

9. ASSIGNMENT. This Agreement shall not be assigned by any Party without the prior written consent of the other Parties.

10. BINDING EFFECT. This Agreement shall inure to the benefit of and be binding upon the Parties and their respective legal representatives, successors, heirs, and assigns, provided that nothing in this paragraph shall be construed to permit the assignment of this Agreement except as otherwise expressly authorized herein.

11. WAIVER OF BREACH. A waiver by any Party to this Agreement of the breach of any term or provision of this Agreement shall not operate or be construed as a waiver of any subsequent breach by any Party.

12. GOVERNING LAW. This Agreement shall be governed by the laws of the State of Colorado. Venue for any legal action related to this Agreement shall lie in the District Court, Broomfield County, Colorado.

13. EXECUTION. This Agreement may be executed electronically and/or in counterparts, each of which shall be deemed an original and all of which shall constitute but one and the same instrument. This Agreement shall not be binding upon any Party hereto unless and until the Parties have executed this Agreement.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be duly authorized and executed.

REMAINDER OF PAGE INTENTIONALLY BLANK.
SIGNATURE PAGES FOLLOW.

**ADAMS COUNTY
BOARD OF COUNTY COMMISSIONERS**

Emma Pinter, Chair

Date: _____

ATTEST:

APPROVED AS TO FORM:

County Clerk

County Attorney

**COUNTY OF BOULDER
BOARD OF COUNTY COMMISSIONERS**

Elise Jones, Chair

Date: _____

ATTEST:

APPROVED AS TO FORM:

County Clerk

County Attorney

CITY AND COUNTY OF BROOMFIELD,
a Colorado municipal corporation and county

Patrick Quinn, Mayor

Date: _____

ATTEST:

APPROVED AS TO FORM:

City and County Clerk

City and County Attorney

CITY OF BOULDER, COLORADO

Jane S. Brautigam, City Manager

Date: _____

ATTEST:

APPROVED AS TO FORM:

Lynette Beck, City Clerk

City Attorney

CITY OF BRIGHTON, COLORADO

Greg Mills, Mayor

Date: _____

ATTEST:

APPROVED AS TO FORM:

Natalie Hoel, City Clerk

City Attorney

CITY OF LAFAYETTE, COLORADO

Jamie Harkins, Mayor

Date: _____

ATTEST:

APPROVED AS TO FORM:

Susan Koster, CMC, City Clerk

City Attorney

CITY OF THORNTON, COLORADO

Jan Kulmann, Mayor

Date: _____

ATTEST:

APPROVED AS TO FORM:

Kristen N. Rosenbaum, City Clerk

City Attorney

TOWN OF ERIE, COLORADO

Jennifer Carroll, Mayor

Date: _____

ATTEST:

APPROVED AS TO FORM:

Jessica Koenig, Town Clerk

Town Attorney

EXHIBIT A

Local (non-federal) share of funding by year of commitment

Participant	Total Commitment	2020	2021	2022	2023
Adams County	\$ 200,000	\$100,000	\$100,000		
City of Brighton	\$ 75,000	\$37,500	\$37,500		
City of Thornton	\$ 125,000	\$125,000			
Boulder County	\$ 164,000	\$164,000			
City of Boulder	\$ 133,000	\$66,500	\$66,500		
City of Lafayette	\$ 130,000	\$130,000			
Town of Erie	\$ 21,000	\$21,000			
City & County of Broomfield	\$ 152,000	\$152,000			
Total	\$1,000,000	\$796,000	\$ 204,000		

SUBJECT: LOUISVILLE TRANSPORTATION UPDATES – SH42, QUIET ZONES AND RTD 228 PROPOSED ROUTE CHANGES

DATE: MARCH 6, 2020

**PRESENTED BY: MEGAN DAVIS, DEPUTY CITY MANAGER
KURT KOWAR, PUBLIC WORKS DIRECTOR**

SH 42 CONCEPTUAL DESIGN STUDY:

In 2019 the Cities of Louisville and Lafayette submitted an application for DRCOG Transportation Improvement Program funding for a joint study of SH 42/95th Street between Empire Road in Louisville and SH 7/Arapahoe Road in Lafayette (application attached). The project cost estimate was \$500,000. It was awarded \$350,000 in federal funds to complete the study, with \$150,000 in local match. The communities agreed to split the local match, contributing \$75,000 each to the project.

The scope of the project is to complete a conceptual design plan (approx. 15% design) for this section of SH 42 and 95th St. that includes the following elements:

- Review of current corridor plans and reconfigure vehicle and multimodal use within the existing corridor to create a cohesive multimodal transportation system along the corridor.
- Improve multimodal connectivity throughout the entire corridor.
- Consider necessary intersection improvements at key locations, including SH 42 and South Boulder Road, Baseline Road, SH7/Arapahoe Road, and Pine Street.
- Consideration/accommodation of future side access points, recognizing each of the entities current access needs and potential future plans.
- Consideration/accommodation of future enhanced transit within the SH 42 corridor, recognizing the Northwest Area Mobility Study (NAMS) includes SH 42 as a potential corridor for transit from US 36 and 96th Street to SH 42 and 95th Street.

The project will help create a cohesive plan for improvements along the corridor and will bring both jurisdictions up to the same level of planning with regard to future plans for SH 42. In addition, it will bring together CDOT, Boulder County Transportation and Boulder County Open Space around the future needs for SH 42.

The two jurisdictions are at various stages of planning for projects along the corridor. The City of Louisville has high-level conceptual design for some aspects of SH 42 between Empire Road and Paschal Drive, and has completed design for the intersection improvements at Short Street and Hecla Street. The City of Louisville's Transportation Master Plan includes a recommendation for a 5 lane configuration of SH 42 between Empire and Paschal. Construction is currently underway to install a signal

SUBJECT: LOUISVILLE TRANSPORTATION UPDATES – SH42, QUIET ZONES AND RTD 228 PROPOSED ROUTE CHANGES

DATE: MARCH 6, 2020

PAGE 2 OF 4

and improve the intersection at SH 42 and Short Street. This signal will allow for improved access to the Sports Complex on jointly owned Louisville/Lafayette property.

The City of Lafayette's upcoming Transportation Master Planning process will incorporate joint SH 42 planning into future plans. Some geometric and signal improvements have been made at SH 42 and Baseline Road, and the SH 7 PEL has provided an analysis of existing traffic conditions, safety analysis, transit infrastructure and cursory resource and environmental analysis in the SH 7/SH 42/96th St intersection.

Staff from the cities met with CDOT in January to review the project scope and discuss desired outcomes from all parties. The final scope of work will be circulated for input prior to the City posting for RFP. The City of Louisville has received the grant agreement from CDOT and Council will consider it sometime in March. The City of Louisville staff and attorney are drafting an IGA for Louisville and Lafayette to complete this project. We estimate the project will take approximately one year.

QUIET ZONES UPDATE:

The City of Louisville/City of Lafayette Railroad Quiet Zone project will establish a quiet zone from Baseline Road in Lafayette to Dillon Road in Louisville. To establish the quiet zone, improvements are required at four of the five highway rail grade crossings including Baseline Road in the City of Lafayette, South Boulder Road, Griffith Street, and Pine Street in Louisville. Additional improvements are desired at Dillon Road to extend the quiet zone farther southeast through Louisville. A grant from DRCOG will fund a portion of the design and construction of all of the improvements except for Dillon Road. Dillon Road design and construction costs will be funded with City of Louisville funds only. The quiet zone improvements were identified through an assessment completed in 2014 (Attachment 2).

Quiet Zone implementation requires not only design work but also extensive approvals from the various bodies that govern roads, utilities and the railroad. The City has contracted with Felsburg Holt and Ullevig (FHU) to design the project and to usher the project through the various approval processes. The plans have been finalized and CDOT has given the project environmental clearance, utility clearance and Right of Way (ROW) clearance. The project is awaiting railroad cost-estimate and easement agreements from the BNSF on some of the crossings. The crossing improvements have received necessary approvals through the Public Utilities Commission with the exception of South Boulder Road. The PUC approved the City's SBR application, however BNSF has appealed the PUC decision and is requesting additional changes to the design.

Although BNSF has created a delay through their appeal of the PUC decision for the SBR crossing, the City has continued to move forward with all necessary approvals on the other 4 crossings. The City has a contract for construction of the City's portion of the

SUBJECT: LOUISVILLE TRANSPORTATION UPDATES – SH42, QUIET ZONES AND RTD 228 PROPOSED ROUTE CHANGES

DATE: MARCH 6, 2020

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railroad crossing safety measures, however the delays may result in a need for the City to re-bid the project. Once all approvals are in place, the City will work to get the projects into BNSF's construction project pipeline.

At this time, the City anticipates construction may take place in late 2020 or early 2021.

RTD PROPOSED ROUTE CHANGES TO 228:

In December RTD approached the City of Louisville, Lafayette and Boulder County to share their plans to reroute the 228 local transit route. The route was extended to serve the BCHA Kestrel affordable housing development in early 2019.

Currently, the 228 provides direct service to Kestrel residents on Hecla Drive, connecting to the Louisville Recreation/Senior Center, the McCaslin station (with access to the Flatiron Flyer to Boulder/Denver), Superior and during certain hours to Flatiron Crossing, Interlocken, and the Broomfield station at US 36. The proposed changes would extend the 228 route north to SH 7/Arapahoe Road in Lafayette, and eliminate the circular loop through the Kestrel neighborhood at the north end of the current route.

The existing route in this area and the proposed new route are depicted on the attached map.

While the City of Louisville is supportive of the extension to serve the Lafayette community, and considers that this will also be a benefit for Louisville residents, Louisville has concerns about potential unintended consequences the route change may have on vulnerable members of our community.

The route will no longer serve Kestrel residents, which includes a large number of seniors, individuals with disabilities, and children/youth. Kestrel residents are all eligible for Ecompass, and therefore are able to ride the bus for free.

The bus would no longer stop on Hecla Drive in Kestrel, instead picking up along SH 42/Courtesy Rd. The new northbound bus stop would be located on the east side of SH 42/Courtesy Rd, just north of Hecla (south of the new pedestrian underpass), the southbound stop on the west side of SH 42, just north or south of the Kestrel entrance at Hecla. The distance from the Kestrel development to the northbound stop is approximately 1/4 mile (using the new pedestrian underpass), and approximately 400 ft. to the southbound stop. This distance could be limiting for people with physical disabilities.

In addition, pedestrians continue to cross SH 42 at Hecla, despite the fact that there was a fatality in 2018. The City has requested a signal at SH 42 and Hecla Dr, but it was not approved by CDOT. Pedestrians may decide to cross the street to catch the northbound buss directly across SH 42 instead of walking the ¼ mile distance through the underpass to the bus stop.

**SUBJECT: LOUISVILLE TRANSPORTATION UPDATES – SH42, QUIET ZONES
AND RTD 228 PROPOSED ROUTE CHANGES**

DATE: MARCH 6, 2020

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Due to these concerns, the City communicated to RTD that we do not support this extension until we have additional information from Kestrel residents about their utilization of the new routes. The City is circulating a survey to Kestrel residents to ask them for their input on the trade-offs associated with extending the route vs. keeping the current route. Feedback will be available for discussion at the joint study session.

ATTACHMENT(S):

1. SH 42 DRCOG TIP application
2. Quiet Zone Assessment Study
3. Map of proposed 228 route changes



2020–2023 Transportation Improvement Program (TIP) Boulder County Subregional Share Project Application Form

APPLICATION OVERVIEW

The **Subregional Share Call for Projects** will **open on January 2, 2019**, with applications **due no later than 3 p.m. on February 27, 2018** to [your subregional forum](#).

- To be eligible to submit, at least one person from your agency must have attended one of the mandatory TIP training workshops (held August 8 and August 16) or a supplemental training held on September 14.
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than January 7, with CDOT/RTD providing a response no later than February 8. The form can be found [here](#).
- Any applications submitted by regional or similar agencies (TMA's), or municipalities crossing multiple subregions, must be submitted through the subregional forum based on where the majority of the project is located.
- Data to help the sponsor fill out the application, *especially Part 3*, can be found [here](#).
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to tcottrell@drcog.org no later than February 6, 2019.
- The application must be affirmed by either the applicant's City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP***, which can be found online [here](#).

APPLICATION FORM OUTLINE

The 2020-2023 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review each forum's submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a final recommendation to the TAC, RTC, and DRCOG Board.

Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant's responses in Part 2.

Scoring Methodology: Each section will be scored using a scale of *High-Medium-Low*, relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

Section A. Subregional Significance of Proposed Projects 40%

High	The project will significantly address a clearly demonstrated major subregional problem and benefit people and businesses from multiple subregions.
Medium	The project will either moderately address a major problem or significantly address a moderate-level subregional problem.
Low	The project will address a minor subregional problem.

Section B. Metro Vision TIP Focus Areas 30%

High	The project will significantly improve the safety and/or security, significantly increase the reliability of the transportation network, and benefit a large number and variety of users (including vulnerable populations*).
Medium	The project will moderately improve the safety and/or security, moderately increase the reliability of the transportation network, and benefit a moderate number and variety of users (including vulnerable populations*).
Low	The project will minimally improve the safety and/or security, minimally increase the reliability of the transportation network, and benefit a limited number and variety of users (including vulnerable populations*).

**Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives 20%

Metro Vision guides DRCOG’s work and establishes shared expectations with our region’s many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region’s residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

High	The project will significantly address Metro Vision transportation-related objectives and is determined to be in the top third of applications based on the magnitude of benefits.
Medium	The project will moderately address Metro Vision transportation-related objectives and is determined to be in the middle third of applications based on the magnitude of benefits.
Low	The project will slightly or not at all address Metro Vision transportation-related objectives and is determined to be in the bottom third of applications based on the magnitude of benefits.

Section D. Leveraging of non-Subregional Share funds (“overmatch”) 10%

Scores are assigned based on the percent of outside funding sources (non-Subregional Share).

% of Outside Funding (non-Subregional Share)	High	60% and above
	Medium	30-59%
	Low	29% and below

Part 3 | Project Data – Calculations and Estimates

Based on the applicant’s project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 3 is not scored, and the quantitative responses should be used to back-up the applicant’s qualitative narrative.

Part 1

Base Information

1. Project Title	SH 42 Conceptual Design Plan for the Reconfiguration of SH 42: Including Highway Access Control, Multimodal and Intersection improvements
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	SH 42 from Empire Road/Lock Street to SH 7/Arapahoe Road (Map, Attachment 1)
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)	City of Louisville
4. Project Contact Person, Title, Phone Number, and Email	Megan Davis, Deputy City Manager, 303-335-4539, mdavis@louisvilleco.gov

5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service? X Yes No
If yes, provide applicable concurrence documentation with submittal
(Concurrence approval, Attachment 2)

6. What planning document(s) identifies this project?

X [DRCOG 2040 Fiscally Constrained Regional Transportation Plan \(2040 FC RTP\)](#)
SH 42 is within the DRCOG FC RTP road network. It is identified as an unfunded vision project for additional lanes. It is also identified as a potential regional corridor for 2040 MV rapid transit system expansion.

X Local plan:
SH 42 Gateway Plan
SH 7 PEL 75th St. to SH 287
<https://assets.bouldercounty.org/wp-content/uploads/2018/04/SH7-PEL-Final-Report-Appendix-A-Corridor-Conditions.pdf>
RTD NAMS Study
<https://www.dropbox.com/s/1uj1mt3z1h80ya4/Final%20Report%20508%5B1%5D.pdf?dl=0>

Other(s):

Provide link to document/s and referenced page number if possible, or provide documentation with submittal

7. Identify the project's **key elements**.

<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP)	<input type="checkbox"/> Roadway
X <input type="checkbox"/> Transit Other: Transit Priority Lanes	<input type="checkbox"/> Railway
X <input type="checkbox"/> Bicycle Facility	<input type="checkbox"/> Bicycle
X <input type="checkbox"/> Pedestrian Facility	<input type="checkbox"/> Pedestrian
X <input type="checkbox"/> Safety Improvements	<input type="checkbox"/> Roadway Pavement Reconstruction/Rehab
X <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP)	<input type="checkbox"/> Bridge Replace/Reconstruct/Rehab
X <input type="checkbox"/> Roadway Operational	X <input type="checkbox"/> Study
	<input type="checkbox"/> Design
	<input type="checkbox"/> Other:

8. Problem Statement What specific Metro Vision-related regional problem/issue will the transportation project address?

SH 42 is considered a principal arterial in the 2040 FCRTTP. The corridor spans from Louisville to Lafayette, and has high vehicle volume with current cars per day (ADT) of 22,600 and DRCOG projections for 2040 ADT of 28,000. According to DRCOG data, population and employment densities along the route are anticipated to continue to grow from 2010 to 2040. This corridor has been identified in the DRCOG MVRTP as one of the key congested corridors in 2016. Economic and population growth in the area has contributed to increased traffic volumes, as well as increased demand for multimodal facilities to accommodate walking, bicycling and transit. Developments that accommodate vulnerable populations, including two senior living facilities and affordable housing for families and individuals with disabilities has also been developed along the corridor.

In terms of functionality, SH 42 has only two lanes, and with more than 20,000 ADT turning vehicles often cause delays. The highway operates at a LOS F according to the Highway Capacity Manual. Travel times along SH 42 between South Boulder Road and the Northwest Parkway were measured and demonstrated considerable delays. (Attachment 3) The major intersections along SH 42 experience high crash rates, with 59 crashes, 14 resulting in injury, occurring at the intersection of SH 7 and SH 42 between 2010 – 2014 (Source: SH 7 PEL 75th St. to SH 287), and 63 crash occurrences at SH 42 and South Boulder Road between 2013 - 2015. A pedestrian fatality occurred in 2017 at SH 42 and Hecla Drive.

The local communities of Louisville and Lafayette have identified the need to improve the overall design and use of the corridor in order to improve safety and reliability, provide consistent, continuous multimodal facilities for walking and biking, improve transit access, and reduce traffic congestion.

The proposed plan will provide design for improvements that address transportation, growth and land development challenges outlined in the DRCOG Metro Vision plan, including: increasing mobility options for individuals without a car or with mobility challenges, reducing traffic congestion, reducing traffic crashes and improving overall safety, and addressing access issues related to population and economic growth and development along this corridor.

9. Define the scope and specific elements of the project.

The project scope is to complete a conceptual design plan for the SH 42 corridor that would include the following elements:

- **Review of current corridor plans and reconfigure vehicle and multimodal use within the existing corridor.** The City of Louisville completed a SH 42 Gateway Corridor Plan in 2013 (The Gateway Plan), and a Transportation Master Plan for the city is currently underway. Many of the recommendations have been implemented from the Gateway Plan, including the installation of traffic signals and medians in some areas. However, current input and analysis gathered as a part of the City's 2019 Transportation Master Plan, a 2018 traffic volume measurement, and updated forecasts suggest that the SH 42 Gateway Corridor Plan may not have provided optimal solutions to address several competing goals throughout the corridor. The study was completed before the regional RTD transit study – Northwest Area Mobility Study (NAMS) – and while the Gateway Plan contemplated transit, it does not include the final NAMS recommendations for enhanced transit along SH 42. In addition, several of the access recommendations on SH 42 were included based upon a secondary road network that will not be installed, and further analysis with updated utilization data has demonstrated that some of the access recommendations will cause more significant travel delays on SH 42 than originally identified. Further, the Gateway Plan proposed 3 lane configuration of SH 42 through Louisville does not meet future capacity needs or maximize the use of the corridor for transit and multimodal use in a safe manner.
- **Improve multimodal connectivity throughout the entire corridor.** There is currently no contiguous bike lane, sidewalk, path or walkway that extends SH 42 between Empire Road in Louisville to Arapahoe Road in Lafayette. Sidewalks exist along various sections of the road, and shoulder width varies throughout. With increased density and commercial development in the area, more residents of both communities are seeking alternate modes to reach amenities such as parks, trails, grocery stores, shopping and other services. Many commuters use the corridor, and with the implementation of BRT on SH 7 from Boulder to Brighton and eventual connection to enhanced transit on SH 42, even more employees coming into Louisville and Lafayette will utilize the SH 42 corridor. This plan will provide a conceptual design for a concrete, separated bicycle/pedestrian path along SH 42

for this entire stretch, and consider necessary pedestrian crossings associated with the bike/ped path at all intersections.

- **Intersection improvements at key locations, including SH 42 and South Boulder Road, Baseline Road and SH 7/Arapahoe Road.** The City of Louisville Transportation Master Plan has made recommendations for intersection improvements at SH 42 and South Boulder Road, which need to be prioritized/agreed upon by the community and conceptually designed. Recent improvements and reconfiguration of the Baseline and SH 42 intersection has been completed, but no facilities for bicycle/pedestrian improvements have been included. Once a bike/ped trail alignment is identified, some improvements will be necessary at this crossing to accommodate alternate modes. The intersection of SH 7 and SH 42 is a high priority due to the ongoing planning of the SH 7 BRT project. Intersection improvements are needed in this area, and will need to be consistent with the recommendations of the SH 7 BRT PEL.
- **Consideration/accommodation of future side access points.** The City of Louisville is mostly built-out in these areas, but there will be some additional development along SH 42 in the coming years, including the Coal Creek Station Development southwest of the South Boulder Road and SH 42 intersection that could require changes to access onto SH 42. The City of Lafayette has planned developments between Pascal Drive (the boundary between the two communities) and Baseline Road that will necessitate additional access onto SH 42, as well as one signal that is planned at Indian Peaks Trail and SH 42. The City of Louisville has planned signals at Short Street and Hecla Drive. Hecla Drive has not been approved by CDOT, but is necessary to serve the growth and special populations in that area. The infrastructure for these signals and accesses are either currently in design or will be designed as a part of future development, but they must be considered in the overall conceptual design of the SH 42 corridor.
- **Consideration/accommodation of future enhanced transit within the SH 42 corridor.** The 2014 NAMS study included a proposal for enhanced transit along the SH 42 corridor. The potential transit line would provide a north-south connection from Lafayette and Louisville to the US 36 US 36 Flatiron Flyer BRT. The study recognized that with limited right of way and narrow shoulder widths, exclusive lane opportunities for BRT would not be feasible along SH 42. However, with no transit currently available along SH 42, this plan will allow the communities to design infrastructure that could support future transit, including the enhanced transit conceptualized through NAMS.

10. What is the status of the proposed project?

The two jurisdictions are at various stages of planning for projects along the corridor. The City of Louisville has high-level conceptual design for some aspects of the portion of SH 42 between Empire Road and Paschal Drive, and has completed design for the intersection improvements at Short Street and Hecla Street. Louisville has been meeting with Boulder County Open Space and has a conceptual alignment identified for the bike/ped path along SH 42 between Empire Road and South Boulder Road, but no designs at this time. In addition, the City's Transportation Master Plan (scheduled to be completed this summer) will include conceptual design for a 5 lane configuration of SH 42 between Empire and Paschal. (Attachment 4) The City of Lafayette has done little to no planning for the portion of SH 42 from Paschal Drive to SH 7. Some geometric and signal improvements have been made at SH 42 and Baseline Road, and the SH 7 PEL has provided an analysis of existing traffic conditions, safety analysis, transit infrastructure and cursory resource and environmental analysis in the SH 7/SH 42/96th St intersection. This plan will bring both entities up to the same level of planning with regard to future plans for SH 42.

11. Would a smaller federal funding amount than requested be acceptable, while maintaining the original intent of the project?

Yes No

If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.

A. Project Financial Information and Funding Request

1. Total Project Cost		\$500,000
2. Total amount of DRCOG Subregional Share Funding Request <i>(no greater than \$20 million and not to exceed 50% of the total project cost)</i>	\$350,000	70% of total project cost
3. Outside Funding Partners (other than DRCOG Subregional Share funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
City of Louisville	\$75,000	15%
City of Lafayette	\$75,000	15%
Total amount of funding provided by other funding partners <i>(private, local, state, Subregion, or federal)</i>	\$150,000	30%

Funding Breakdown (year by year)*	<i>*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2018.</i>				
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds (Subregional)	\$350,000	\$0	\$0	\$	\$350,000
State Funds	\$0	\$0	\$0	\$	\$
Local Funds	\$150,000	\$	\$0	\$	\$150,000
Total Funding	\$500,000	\$	\$0	\$	\$500,000
4. Phase to be Initiated <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Design				

5. By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.



Part 2 Evaluation Criteria, Questions, and Scoring

A. Regional significance of proposed project

WEIGHT **40%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the regional significance of the proposed project.

1. Why is this project regionally important?

SH 42 is an important regional arterial identified in the DRCOG Metro Vision plan. The corridor directly serves the communities of Louisville and Lafayette, as well as Superior, Broomfield and many parts of unincorporated Boulder County. In addition, many people in the metro region employed in Southeast Boulder County utilize the corridor to access work.

The City of Louisville expects to see a 28% increase in employment growth by 2040 (over 2015 employment levels), with most of the growth occurring in the northern and downtown portions of the City (Attachment 5). The City's current commuting patterns indicate that 93% of the people who work in Louisville commute from other places, with 45% in-commuting from the US 36 corridor. The highest density of Louisville employees live in Superior, Broomfield, Thornton and Westminster. SH 42 is the primary corridor for people coming into Louisville to work every day. Likewise, Lafayette sees 45% of its workforce commuting in by way of US 36. With more corridors offering access into Lafayette from US 36, including 287, not all but some of these commuters would be utilizing SH 42. Louisville has a high share of living wage jobs as compared with the Boulder County or the Denver Metro regional average, so the area provides well-paying jobs which attract a diverse workforce from the broader region.

2. Does the proposed project cross and/or benefit multiple **municipalities? If yes, which ones and how?**

Yes, this project travels through the Cities of Louisville and Lafayette, as well as Open Space lands jointly owned by the Cities and Boulder County. It will directly benefit the Cities of Louisville and Lafayette, and provide benefit to the broader region by planning improvements to the SH 42 corridor. The plan will design facility improvements that will reduce traffic delays, improved safety, particularly for vulnerable populations, and increased bicycle and pedestrian use. The terminal point of the study and the SH 42 corridor to the north is SH 7, which is a critical east-west corridor serving Boulder and Adams County, and is currently under consideration for future BRT implementation. When the BRT is completed, the connection of the SH 42 corridor and future transit on this corridor will be important for riders connecting to Lafayette and Louisville.

3. Does the proposed project cross and/or benefit another **subregion(s)? If yes, which ones and how?**

Yes. On the south/east end, SH 42 connects to SH 287, serving as a primary corridor linking the City and County of Broomfield to Louisville and Lafayette. In addition, traffic studies illustrating commuting patterns to Louisville's Technology Center (CTC) have demonstrated a significant amount of in-commuting from US 36 east of the Broomfield interchange, with vehicles exiting US 36 at the Northwest Parkway/Interlocken loop, travelling north to 96th Street onto SH 42 in Louisville. Traffic speeds decrease and wait times increase once vehicles reach SH 42 at 96th Street. This project will create a plan to address the needs in this corridor, which will impact transportation users into and beyond the Boulder County and Broomfield County subregions.

As described above, the SH 42 connection to SH 7 will be important in connecting to the west and east.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement (as submitted in Part 1, #8)?**

This project will address several transportation problems by creating a conceptual design plan for future projects along SH 42. The plan will address the increased demand for multimodal pedestrian and bicycle transportation options by identifying an alignment and design for a cohesive, comprehensive multimodal facility along the SH 42 corridor. The plan will seek to reduce safety concerns at major intersections and all along the SH 42 corridor by separating multimodal uses, improving intersection geometrics and improving the road configurations. The plan will address the current and future congestion and travel time delays by creating a plan to reconfigure the use of the corridor and right of way, including the accommodation of transit. And, the plan will address future/anticipated access demands by Louisville and Lafayette along the corridor.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

There has been significant economic growth in this corridor. SH 42 was previously a rural highway, with little development and economic activity throughout. While the Cities have preserved much of this rural character by purchasing open spaces along the corridor (jointly between Boulder County, City of Louisville and City of Lafayette), several areas along the corridor have been developed or are in various stages of planning for development. The core section of the SH 42 in Louisville includes several existing and anticipated access points that support economic prosperity of the area that is directly adjacent to Louisville’s downtown area (directly to the west of SH 42, including the Downtown East Louisville redevelopment or “DELO” area). There is a sports complex just east of downtown (east of SH 42) which serves as an economic draw for visitors to the community. Just north of South Boulder Road, significant residential and commercial development has occurred and it has become increasingly important for this portion of the community to have multimodal connections to economic activity, including the Louisville downtown and the SH 42 North areas. For Lafayette, there are several commercial and residential developments planned along SH 42 north of Paschal Drive (which serves as the border of Louisville and Lafayette), and the corridor will see more economic opportunity within the next five years. This plan will design transportation infrastructure that supports a sustainable transportation network surrounding SH 42, allowing for regional traffic to effectively move through the corridor and accommodate the access needs of the communities living within the corridor.

6. How will connectivity to different travel modes be improved by the proposed project?

This project will provide connectivity for bicycles and pedestrians where no contiguous connectivity exists. In addition, there is currently no transit service along SH 42 (except a small leg of the 228, but with no stops on SH 42). The NAMS study included a proposal for enhanced transit along SH 42, and one of the goals of this plan will be to design roadway improvements that would accommodate future transit service.

7. Describe funding and/or project partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

The project is a direct partnership between the Cities of Louisville, Lafayette and CDOT. The Cities will each contribute funding for the study, and intend to work together to identify conceptual designs that provide consistency for various travel modes throughout the entire corridor. Our communities have a long history of successful collaboration and partnership, as evidenced by our joint open space purchases in this corridor and our regional trail successes.

Letters of support in Attachment 6

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT

30%

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

1. Describe how the project will improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services).

Over the past ten years, the SH 42 corridor in Louisville has grown significantly. There are approximately 1,100 new dwelling units in this part of Louisville, including the Boulder County Housing Authority Kestrel development, the Foundry (approved but not yet constructed), Coal Creek Station (approved but not yet constructed), Steel Ranch, Steel Ranch South, Lanterns, Balfour, and North End. This increased development has changed the conditions and character of the corridor from rural to more urban/suburban. This development has resulted in increased vehicle traffic generated from within the region, as well as increased pedestrian traffic throughout the area.

Together, these residential communities result in one of Louisville's highest density areas of vulnerable populations, including persons over 65 year of age, minority persons, low-income households, linguistically-challenged persons, individuals with disabilities, households without a motor vehicle and children ages 6 – 17.

Within a mile of this corridor (center of the corridor) there are nearly 4,000 persons over age 65, 2,260 minority persons, 384 linguistically challenged persons, 2,718 people with disabilities and 4,958 children between the age of 6 – 17. There are 2,163 low-income households and 529 households without a car. This represents a high proportion of residents in Louisville and Lafayette that are considered vulnerable and potentially mobility challenged. This corridor is an important transportation connector in their lives.

The Boulder County Housing Authority (BCHA) Kestrel development at SH 42 and Hecla Drive includes a unique population of people with mobility challenges: Of the 341 total residents 128 (37%) are seniors 55 and older, and 60 (18%) have a disability (that qualifies them for federal housing for disabled individuals). Another 86 residents under 18 also live in the development. Many of the residents don't have cars and rely on public transit and/or walking to access employment, food and other basic needs, activities and amenities. A recent car count indicated that there are fewer than 200 vehicles owned within the community.

The Balfour Senior Living Louisville Campus is located east of SH 42 on Hecla Drive, across the street from the Kestrel community. This Balfour campus is comprised of more than 400 residents averaging 85 years of age. The majority of residents reside less than .3 mile from the intersection of SH 42 and Hecla Dr. and are of an age that mandates managing canes, walkers, wheelchairs, or motorized scooters for their walking mobility.

For many of the residents in both of these areas, the nearest healthcare amenities are located 1.6 miles due east on South Boulder Road at the new Clinica Family Health Services (the FQHC clinic serving southeast Boulder County). However, while there is bus service along South Boulder Road, the mobility access to get from Kestrel to the bus stop on SBR requires travel along SH 42, and pedestrian facilities are not easily accessible or don't exist along the entire corridor.

2. Describe how the project will increase reliability of existing multimodal transportation network.

Multimodal travel on SH 42 is currently dangerous and uninviting due to lack of infrastructure, especially during the AM and PM peak hours, when commuter traffic is heavy coming into Louisville and Lafayette. With no current continuous bicycle and pedestrian facility, and heavy traffic along the highway, this travel corridor for modes other than a vehicle is not a viable option. Estimated bicycle use on SH 42 in Louisville is currently approximately 10 cyclists per day. Based on comparable multi-use trail utilization in other parts of the City (Coal Creek regional trail segments and Boulder to Longmont trail segments), we would expect an estimated 250 daily users on the trail. This would reduce the vehicle usage, particularly for short trips (less than 3 miles) which make up 31% of all trips within, to or from Louisville. Further, no transit exists within the corridor. The proposed plan would increase the reliability by establishing multimodal transportation options where they currently are not in existence or possible.

3. Describe how the project will improve transportation safety and security.

The plan will provide for at-grade separated bike and pedestrian facilities that will provide safety for multimodal uses on this heavily traveled corridor. This approach will provide a safety improvement for vehicles and pedestrians/cyclists alike. In addition, the plan will address the current configuration for vehicles along the entire corridor, the safe installation of access improvements, and safety improvements at intersections.

C. Consistency & Contributions to Transportation-focused Metro Vision Objectives

WEIGHT **20%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.

[MV objective 2](#)

Contain urban development in locations designated for urban growth and services.

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?

X Yes No

In Louisville portions of the corridor are nearing build-out, however there are a few planned developments remaining. In Lafayette, there is also some additional development planned and approved along the corridor. This plan will consider this development and planned access points, and also influence infrastructure and service expansions to serve this growth.

[MV objective 3](#)

Increase housing and employment in urban centers.

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?

X Yes No

One of the goals of this project is to create a clear and continuous multimodal connection within the SH 42 corridor. There are urban centers throughout this corridor in both Louisville and Lafayette, including residential, commercial, retail and office as well as many amenities such as the Louisville Sports Complex and Indian Peaks Golf Course. With 28,000 ADT, the busy nature of the corridor makes it difficult for pedestrians and bicycles to travel safely and comfortably. The multimodal connections developed through this plan will provide alternate modes of travel for people living in the corridor.

[MV objective 4](#)

Improve or expand the region's multimodal transportation system, services, and connections.

3. Will this project help increase mobility choices within and beyond the region for people, goods, or services?

X Yes No

This project will increase the capacity of this multimodal regional roadway, SH 42. It will provide additional mobility choices within the SH 42 corridor by creating conceptual design plans for biking, walking and for transit.

[MV objective 6a](#)

Improve air quality and reduce greenhouse gas emissions.

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?

X Yes No

The plan will identify multimodal improvements that will support a shift in uses to alternate modes. The estimated reduction in GHG emissions is 162 lbs. Since this state highway runs directly through the Cities of Louisville and Lafayette, this will result in reductions in particulate matter, improving local air quality.

MV objective 7b	Connect people to natural resource or recreational areas.
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5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region’s open space assets? X Yes No

There are many regional trails and open spaces within the SH 42 corridor. The Highline trail connects trail systems within Louisville and Lafayette and, an underpass is planned for construction just north of Hecla Drive to support this connection. The Cities have made significant investments in open space and trails along SH 42 – many of them joint purchases that enhance the greenways and preserve open spaces and agricultural heritage along the corridor. The Harney-Lastoka property, located on SH 42 in Louisville includes trails, an organic garden stand, and ball fields. The multimodal connections along SH 42 will provide increased accessibility to all of these assets.

MV objective 10	Increase access to amenities that support healthy, active choices.
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6. Will this project expand opportunities for residents to lead healthy and active lifestyles? X Yes No

By providing 2 miles of contiguous multi-use pathway along SH 42, there will be expanded opportunities for walking and bicycling instead of driving. Currently there is not a shoulder stretching this span of SH 42, nor is there a bike lane, so bikes do not utilize this corridor. This plan will provide multimodal improvements that will support cyclists commuting on SH 42.

MV objective 13	Improve access to opportunity.
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7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? X Yes No

With no transit opportunities along SH 42, and limited facilities to support pedestrian mobility, this plan will increase the ability for vulnerable populations to access jobs, education, and health services. Connections to Louisville and Lafayette downtown areas, and other job centers lie along the corridor. Expanding transit along the corridor will provide linkages to the existing service network, reaching the broader region for these opportunities and services.

MV objective 14	Improve the region’s competitive position.
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8. Will this project help support and contribute to the growth of the region’s economic health and vitality? X Yes No

SH 42 is a key corridor to the Cities of Louisville and Lafayette, as well as the broader region. This plan will help ensure the region remains competitive by improving the multimodal transportation facilities that businesses depend on for local, regional and global customers. The plan represents a coordinated local and regional effort to planning.

D. Project Leveraging	WEIGHT 10%
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9. What percent of outside funding sources (non-DRCOG-allocated Regional Share funding) does this project have?		80%+ outside funding sources High 60-79%Medium 59% and belowLow
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Part 3

Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1. Current ridership weekday boardings	
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020			
2040			

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>		
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>		
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>		
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)		
7. Enter the value of {#6 x 9 miles} . (= the VMT reduced per day) <i>(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)</i>		
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)		
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

B. Bicycle Use

1. Current weekday bicyclists	10
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	21969	9917	31886
2040	23623	10663	34286

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
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3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	120	240
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: {#3 X 50%} or other percent, if justified)	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	120	240
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	40	72
7. = Number of SOV trips reduced per day (#5 - #6)	80	168
8. Enter the value of {#7 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	160	336
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	152	319.2
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here: Since there is currently no bike lane or trail, so we have not included diversion from another bicycle route.		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	25
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	21969	9917	31886
2040	23623	10663	34286

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	120	240
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: {#3 X 50%} or other percent, if justified)	60	120
5. = Number of new trips from project (#3 – #4)	60	120
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: {#5 X 30%} or other percent, if justified)	20	40
7. = Number of SOV trips reduced per day (#5 - #6)	40	80
12. Enter the value of {#7 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor)	16	32
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	15.2	30.4

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

10. If different values other than the suggested are used, please explain here:

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
	Use Current Census Data	1. Persons over age 65
2. Minority persons		2260
3. Low-Income households		2163
4. Linguistically-challenged persons		384
5. Individuals with disabilities		2718
6. Households without a motor vehicle		529
7. Children ages 6-17		4958
8. Health service facilities served by project		1

E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	22,600
2. 2040 ADT estimate	28,000
3. Current weekday vehicle hours of delay (VHD) (before project)	1883

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of {#3 - #4} = Reduced VHD	0
6. Enter value of {#5 X 1.4} = Reduced person hours of delay <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. After project peak hour congested average travel time reduction per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	
9. If different values other than the suggested are used, please explain here:	

F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians (<i>most recent 5-year period of data</i>)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (<i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i>).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
2. Estimated reduction in crashes <u>applicable to the project scope</u> (<i>per the five-year period used above</i>)		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.
Applicants will rate as: Excellent, Good, Fair, or Poor

Roadway Pavement

1. Current roadway pavement condition	Low/Poor
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	22,800

Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Poor
5. Describe current condition issues and how the project will address them. Currently, bicycle and pedestrian facilities are poor or non-existent through the corridor. There are some sidewalks along various section of the corridor, but no continuous, consistent facility for these modes to connect the Cities of Louisville and Lafayette.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT
2. Describe current condition issues and how the project will address them.
3. Other functional obsolescence issues to be addressed by project

4. Average Daily User Volume over bridge	
--	--

I. Other Beneficial Variables *(identified and calculated by the sponsor)*

1.	
2.	
3.	

J. Disbenefits or Negative Impacts *(identified and calculated by the sponsor)*

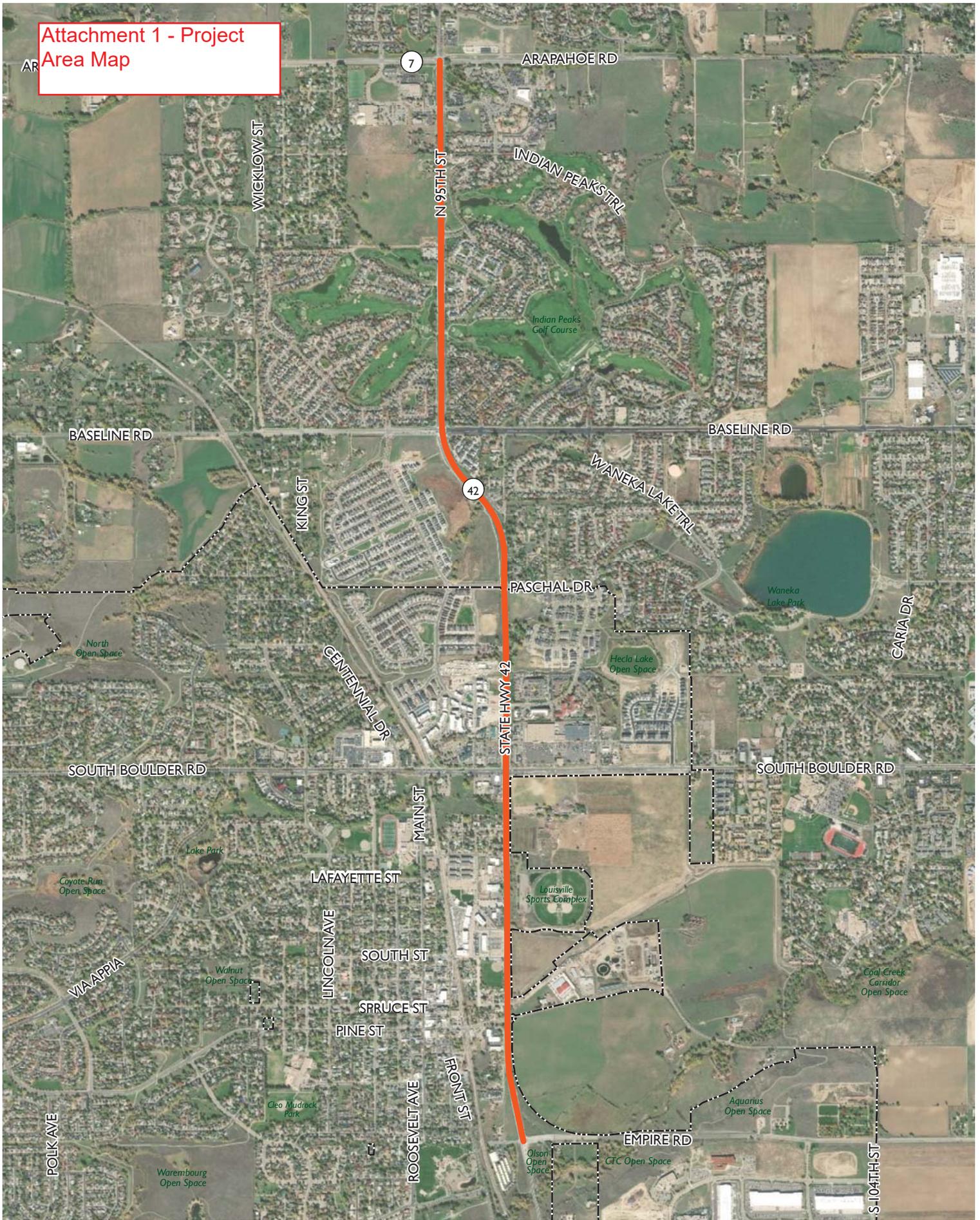
1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
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2. Negative impact on vulnerable populations
--

3. Other:

Attachment 1 - Project Area Map



State Highway 42 Corridor



COLORADO
 Department of Transportation
 Region 4

Regional Director's Office
 10601 W. 10th Street
 Greeley, CO 80634-9000

February 7, 2019

Megan Davis
 City of Louisville
 749 Main Street
 Louisville, CO 80027

Conceptual Design Plan for Reconfiguration of SH 42

Dear Ms. Davis,

RE: CDOT Region 4 Support Request for DRCOG TIP Sub-Regional Call FY20-23

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 4 staff concurs with the following City of Louisville application for the DRCOG Sub-Regional FY20-23 TIP Call. This applies only to the Conceptual Design Plan for Reconfiguration of SH 42 project, in the event it is selected by DRCOG as a sub-regional project around Summer 2019. If this project is awarded DRCOG funds at a later date, the Local Agency (LA) will need to re-affirm CDOT's concurrence at that time.

This concurrence is conditionally granted, based on the scope as described. CDOT does, however, retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses, the LA will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or FHWA requirements, including those associated with clearance for right of way, utilities and environmental. All costs associated with clearances, including right of way acquisition, utilities relocation and environmental mitigation measures, such as wetland creation, must be included in the project costs. CDOT staff will assist in determining which clearances are required for your project. The *CDOT Local Agency Manual* includes project requirements to assist with contracting, design and construction, accessed at: http://www.coloradodot.info/business/designsupport/bulletins_manuals.

Should you have any questions regarding this concurrence, or if your agency would like to schedule time to meet with a member of the CDOT Specialty Unit, please contact Karen Schneiders at (970) 350-2172.

Sincerely,

Johnny Olson, P.E.
 Region 4 Transportation Director

JWO:KAS:mbc
 cc: Todd Cottrell, DRCOG
 Long Nguyen
 Katrina Klobberdanz
 Kateyn Triggs
 Karen Schneiders



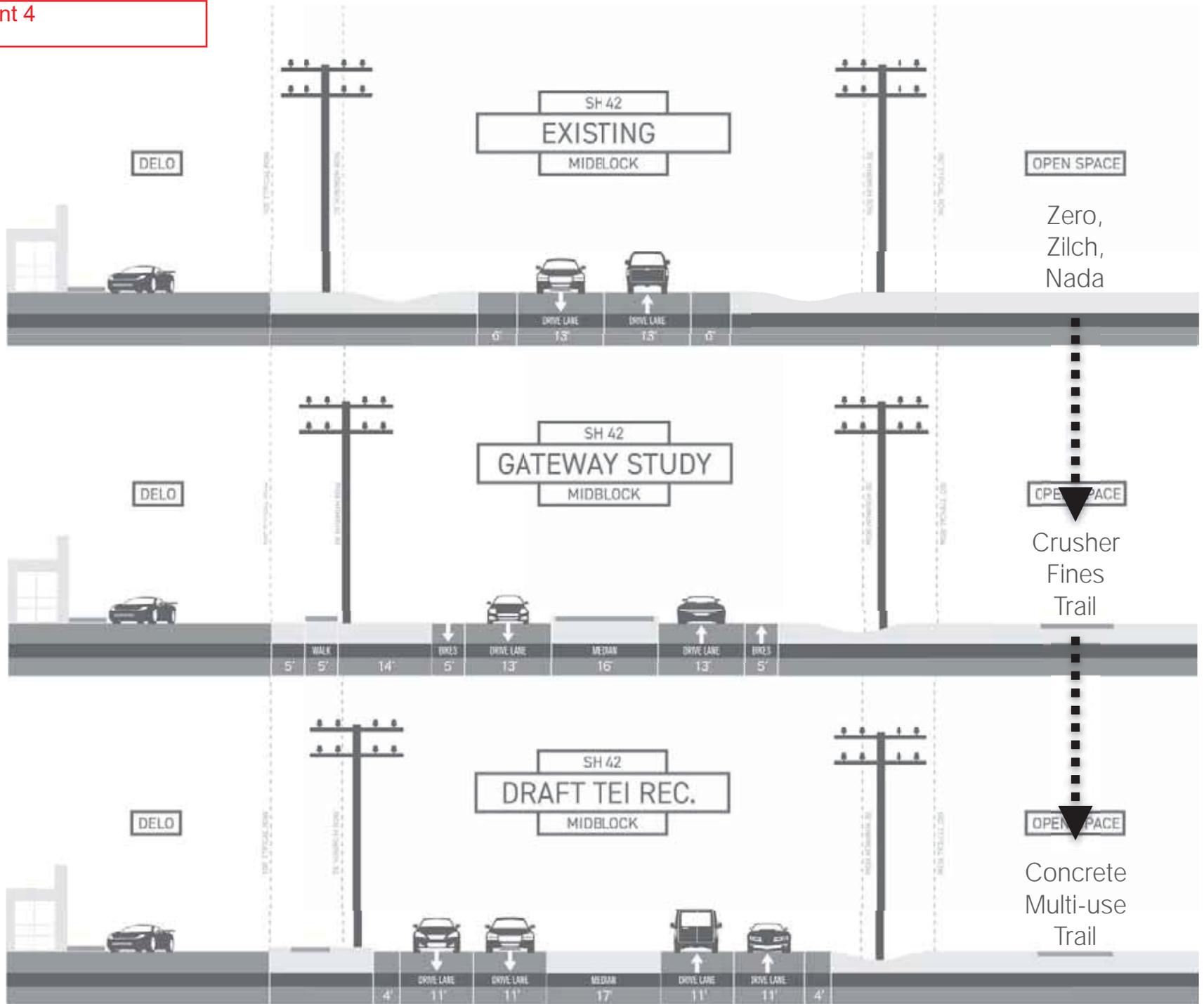
Forecasted Highway 42 Travel Times

Lock to Paschal Travel Times

	2013 Gateway Existing	2018 TMP/Apex Existing	2035 Gateway 3 Lane	2035 Gateway 5 Lane	2040 Apex 3 Lane
AM Peak North ↑	2.9 min	3.0 min	1.50x 4.4 min	1.50x 4.2 min	2.00x 5.8 min
AM Peak South ↓	3.3 min	2.0 min	1.50x 4.6 min	1.25x 4.02 min	1.50x 4.8 min
PM Peak North ↑	3.3 min	3.2 min	1.75x 5.7 min	1.50x 4.76 min	4.10x 13.5 min
PM Peak South ↓	3.2 min	5.1 min	1.50x 4.9 min	1.25x 3.97 min	1.75x 5.5 min
Average Daily Traffic (Cars per Day)	19,200 2013	22,600 Today	21,800 DRCOG	21,800 DRCOG	1.50x 28,000 DRCOG

Evolution of Corridor Planning

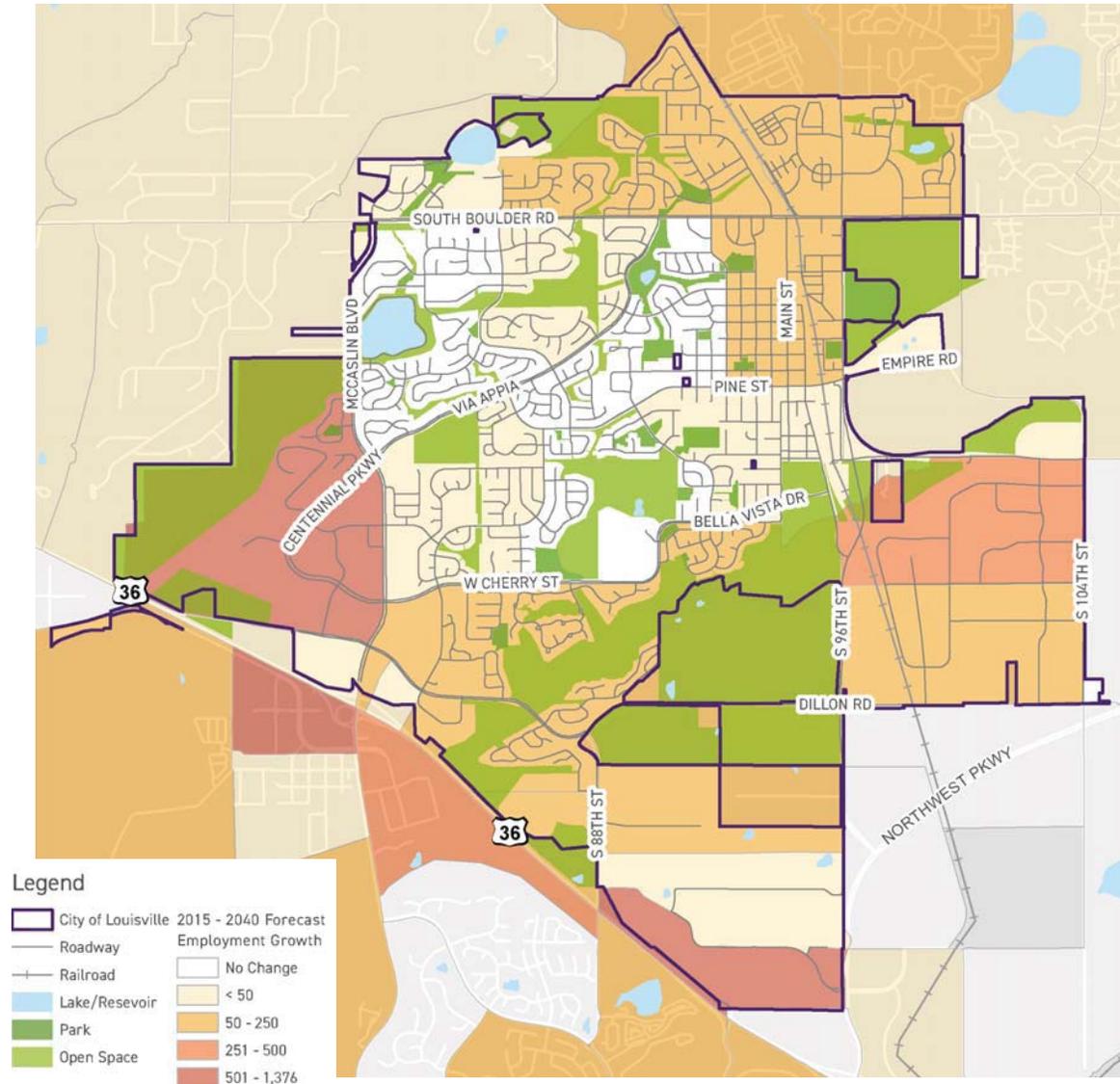
Within Existing ROW



Employment Projection

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

	Employment
2015	15,036
2040 Forecast	19,136





February 21, 2019

Dear DRCOG and Boulder County Subregional TIP Forum,

The City of Lafayette is writing to share our support for the City of Louisville Subregional TIP application for the SH 42 Conceptual Design Plan. This proposal supports a regional, collaborative approach to transportation planning, and a multi-jurisdictional effort to address the transportation and multimodal needs in this corridor. The proposed plan, which has been supported by CDOT, will provide the Cities of Louisville and Lafayette with a comprehensive, cohesive approach to meeting the current and future transportation needs on SH 42.

The plan would accomplish numerous City goals for SH 42, including capacity planning, multimodal connections, intersection improvements and safety improvements. The City of Lafayette has not yet completed intersection improvement plans SH 42 and SH 7 consistent with the SH 7 BRT PEL. In addition, the City wishes to identify and plan for multi-modal connections along SH 42 that will link Lafayette and Louisville. With significant recent and planned future development along this corridor, both communities have an increased need for multimodal facilities that allow residents to reach services and amenities. Also Lafayette has performed very little planning in this area since the large residential development that occurred in the early 90's.

In addition, the plan will look at the current lane configuration and determine the best use of the existing right of way, as well as how access needs might be met in the future. The City will contribute local match for this project in the amount of \$75,000 in 2020.

The City urges DRCOG and the Boulder County Subregional TIP forum to support this project for TIP funding.

Sincerely,

A handwritten signature in blue ink that reads "Douglas M. Short".

Douglas M. Short, P.E.
Public Works Director



CITY OF LOUISVILLE RAILROAD CROSSING QUIET ZONE ASSESSMENT

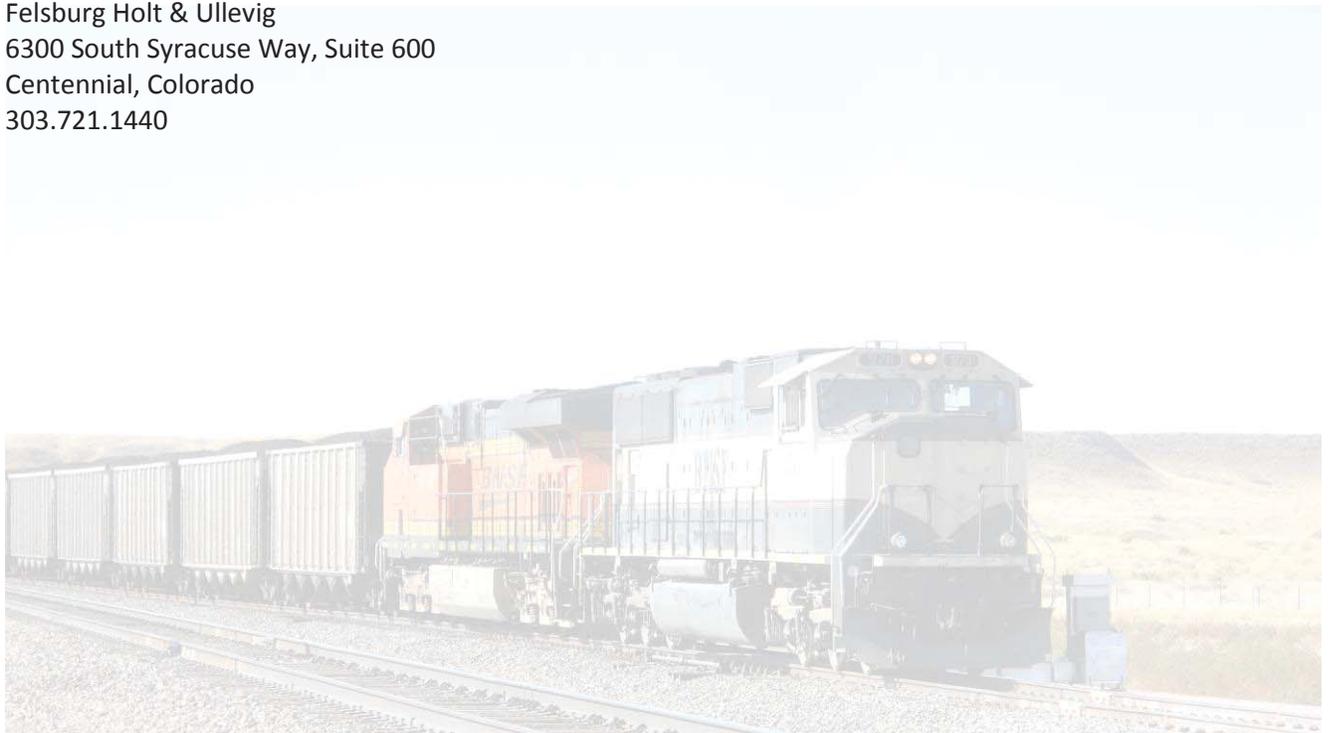
FINAL REPORT

Prepared for:

City of Louisville
749 Main Street
Louisville, CO 80027

Prepared by:

Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, Colorado
303.721.1440



FHU Reference No. 112403-01
February 7, 2014



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I. INTRODUCTION

Felsburg Holt and Ullevig (FHU) was asked by the City of Louisville (City) to complete a railroad grade crossing Quiet Zone assessment at 4 highway-rail grade crossings located within the City of Louisville. The assessment consists of compiling an inventory of existing conditions at each at-grade crossing, conducting a site review with members of City staff, and compiling improvement options for Quiet Zone establishment. Concept crossing improvement exhibits are provided for each option, along with discussion of anticipated costs, possible funding sources and phasing of improvements.

The assessment of the crossings is addressed in four separate sections of this report:

- Existing Conditions Evaluation
- Quiet Zone Requirements
- Development of Quiet Zone Concept Improvements
- Implementation Plan

The portion of rail corridor that is the subject of this study is along the BNSF Railway (BNSF) track corridor. This BNSF line is oriented generally north-south, and passes through Louisville crossing roadways at a slight skew. There are 4 roadway-rail at-grade crossings along the BNSF tracks within the City's limits that are the subject of this assessment report. Those crossings (from south to north) are:

- Dillon Road
- Pine Street
- Griffith Street
- South Boulder Road

The 4 roadway-rail at-grade crossings that are part of this Quiet Zone assessment are shown on **Figure 1**.

Figure 1. Railroad Quiet Zone Assessment Area



II. EXISTING CONDITIONS

The BNSF Railway line runs generally north-south through Louisville. Within the study corridor, the crossings are all single mainline track crossings. The track crosses each road at a slightly skewed angle. The BNSF runs as many as 16 trains per day along this line, with a maximum train speed of 30 MPH.

The U.S. DOT Crossing Inventory Summary Sheets for each study crossing can be found in **Appendix A**. All of the FRA Inventory forms were updated in 2012, and should be substantially accurate.

A. Corridor Site Visit / Data Collection

A field site review was conducted of the BNSF corridor crossings in July 2013 to observe field conditions at each of the study crossings and note current existing crossing warning devices. Railroad corridor information was collected from the FRA and available railroad track charts, including current train movements, average train speed, and crossing circuitry.

B. Highway-Rail Grade Crossings

Table 1 summarizes the existing conditions present at each of the highway-railroad crossings within the study area. The crossings of the BNSF tracks are listed from south to north.

In addition to the roadway name, the operating railroad is provided, along with the number of trains per day operating over that section of track. Also provided are the railroad milepost, railroad circuitry, existing crossing warning devices, and type of crossing surface currently in place. Each inventory indicates whether each crossing approach is equipped with a crossbuck (minimum requirement for crossings without active warning devices) or active warning devices. Adjacent highway traffic signals, if present, are listed along with the distance from the crossing.

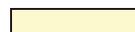
The northern 2 consecutive crossings at Griffith Street and South Boulder Road are less than ¼ mile from each other. Because the distance between Griffith Street and South Boulder Road is shorter than the typical length of time of the locomotive train horn sounding pattern, these two crossings will need to be addressed for Quiet Zone establishment as a corridor at the same time.

Table 1. Existing Crossing Conditions

CROSSING	STREET	RR	M.P.	MIN. DIST BTWN XINGS (mi.)	TOTAL TRAINS	RR CIRCUITRY *	GATES/ LIGHTS	CROSSING SURFACE	ADJACENT TRAFFIC SIGNALS
244798M	Dillon Road	BNSF	18.35	1.38	16	DC/AFO	YES	concrete	NO
244801T	Pine Street	BNSF	19.73	0.47	16	DC/AFO	YES	concrete	NO
244803G	Griffith Street	BNSF	20.20	0.22	16	CWT	YES	concrete	NO
244804N	S Boulder Road	BNSF	20.42	0.22	16	DC/AFO	YES	concrete	YES-20' WEST @ MAIN

 Crossings have required Constant Warning Time Circuitry (CWT) necessary for Quiet Zone establishment (per FRA Inventory Report).

 Street crossings do not have minimum 1/4 mile spacing and will need to be evaluated as a corridor for Quiet Zone establishment.

 Crossings with a minimum 1/4 mile to the next nearest public road crossing in each direction along the tracks. Each of these crossings could, individually, be pursued for Quiet Zone establishment as funding allows.

* DC/AFO Circuitry is a fixed track circuit which does not compensate for train speed
CWT is Constant Warning Time circuitry which compensates for varying train speed

III. QUIET ZONE REQUIREMENTS

The City of Louisville is interested in reviewing the options for establishing Quiet Zones along the BNSF track corridor through the City's limits. This section of the report identifies the treatments necessary at the subject crossings to satisfy the requirements for the establishment of a Quiet Zone.

This portion of the report is based on the criteria for the establishment of Quiet Zones as outlined in the *Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings (Final Rule)*, which was made effective on June 24, 2005 by the Federal Railroad Administration (FRA). The *Final Rule* was last amended on August 17, 2006. On December 18, 2003, the FRA published an interim final rule that required the locomotive horn to be sounded while trains approach and enter public highway-rail crossings. The interim final rule provided exceptions to the above requirement, which enabled local communities to reduce train horn noise by creating "Quiet Zones" where the locomotive horn would not need to be routinely sounded if highway-rail crossings met certain safety conditions. The *Final Rule* facilitates the development of these Quiet Zones, requiring the implementation of Supplemental Safety Measures (SSMs) or Alternative Safety Measures (ASMs), so as to maintain safety at highway-rail crossings where locomotive horns have been silenced.

A Quiet Zone is a section of rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded. The *Final Rule* contains guidelines and minimum requirements for the establishment of a Quiet Zone. For the purposes of this report, all potential crossings must qualify in the New Quiet Zone category, as train horns are currently being sounded at the crossings, and the Quiet Zone would be established after the effective date of the *Final Rule*. These minimum requirements for a New Quiet Zone are as follows:

1. A New Quiet Zone must have a minimum length of ½ mile along the railroad right-of-way.
2. Each public highway-rail grade crossing within a New Quiet Zone must be equipped with active grade crossing warning devices. These devices are comprised of both flashing lights and gates which control traffic over the crossing, and must be equipped with Constant Warning Time (CWT) circuitry, if reasonably practical, and power-out indicators. Any necessary upgrades to or installation of active grade crossing warning devices must be completed before the New Quiet Zone implementation date.
3. Each highway approach to every public and private highway-rail grade crossing within a New Quiet Zone shall be equipped with a Manual on Uniform Traffic Control Devices (MUTCD) compliant advanced warning sign that advises motorists that train horns are not sounded at the crossing (W10-9).
4. Each public highway-rail grade crossing within a New Quiet Zone that is subjected to pedestrian traffic and is equipped with automatic bells shall retain those bells in working condition.
5. Each pedestrian grade crossing within a New Quiet Zone shall be equipped with an MUTCD compliant advanced warning sign that advises pedestrians that train horns are not sounded at the crossing (W10-9).



A. Quiet Zone Alternatives

The public authority that is responsible for the safety and maintenance of the roadway that crosses the rail corridor is the only entity that can apply for the establishment of a Quiet Zone. Private companies, citizens, or neighborhood associations cannot create or apply for the establishment of a Quiet Zone independent of local roadway authorities.

The focus of this report is to determine which Supplemental Safety Measures (SSMs) or Wayside Horns should be used to fully compensate for the absence of the train horn. These measures may be used to mitigate the silencing of locomotive horns at highway-rail grade crossings through a notification process to the FRA without the necessity for FRA review and approval.

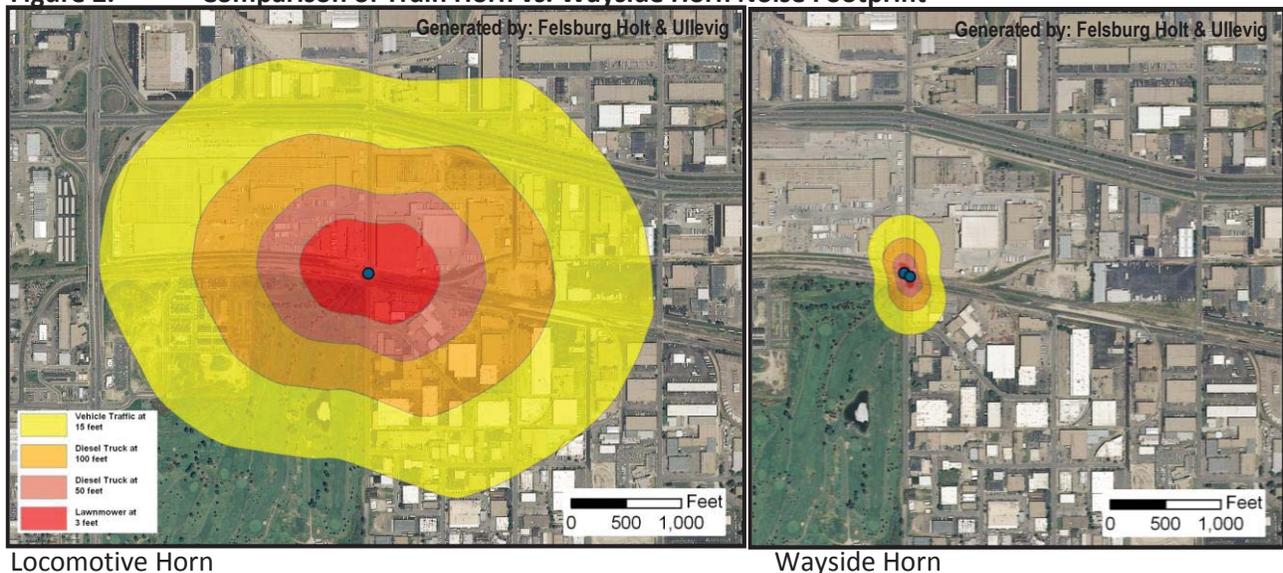
The SSMs to be considered, as identified in the *Final Rule*, include the following:

- Gates with Raised Medians or Channelization Devices
- Four-Quadrant Gate System
- Conversion to One-Way Street with Gates across the roadway
- Temporary Closure (used with a nighttime-only quiet zone)
- Permanent Crossing Closure

SSMs are recognized measures that do not require further FRA review or approval prior to implementation. Photos showing these SSM treatments are provided in **Appendix C**. Alternative Safety Measures (ASMs) consist of improvements that fall outside the scope of SSMs, and may be proposed to FRA for consideration and approval. The effectiveness rate of ASMs must be determined prior to FRA approval; it should be noted that the implementation of several ASMs may be required in order to reduce the risk below the threshold for the silencing of train horns. For the purposes of this assessment, only Modified SSMs consisting of combinations of FRA approved SSMs were considered. For example, where a roadway configuration allowed for a median on one approach, but not on the opposite approach, consideration was given to placing an exit gate on the opposite approach, essentially installing two halves of FRA approved SSMs.

Wayside Horns are FRA approved devices that may be used in lieu of locomotive horns at individual or multiple highway-rail grade crossings, including those within Quiet Zones. The wayside horn is a stationary horn located at a highway-rail grade crossing, designed to provide audible warning to oncoming motorists of the approach of a train. As per the *Final Rule*, a highway-rail grade crossing with a wayside horn shall be considered in the same manner as a crossing treated with an SSM. A comparison of train horn and wayside horn noise footprints are depicted in **Figure 2**. A highway-rail crossing with a wayside horn installation is shown in **Figure 3**.

Figure 2. Comparison of Train Horn vs. Wayside Horn Noise Footprint



NOTE: Legend applies to both views.

Figure 3. Highway-Rail Crossing Equipped with Wayside Horns



B. Quiet Zone Establishment

Per the *Final Rule*, there are two different methods for establishing Quiet Zones; public authority designation and FRA approval. In the public authority designation method, an SSM is applied at every public grade crossing within the proposed Quiet Zone. In this method, the governmental entity establishing the Quiet Zone would be required to designate the limits of the Quiet Zone, install the SSMs, and comply with various notice and information requirements set forth in the rule. No ongoing monitoring or reporting is required when standard SSMs are installed, provided the SSM continues to conform to the requirements of the *Final Rule*.

The FRA approval method provides a governmental entity greater flexibility in using SSMs and ASMs to address the crossings of interest. This method allows FRA to consider Quiet Zones that do not have SSMs at every crossing, as long as implementation of the proposed SSMs and ASMs in the Quiet Zone as a whole, would cause a reduction in risk to compensate for the absence of routine sounding of the locomotive horn. The FRA approval method has stipulations for monitoring the installed treatments and reporting on their effectiveness. Poor performance can result in the requirement for additional crossing treatment or loss of the Quiet Zone.

In either method, a series of notices must be sent out to interested parties. These notices include the Notice of Intent to Create a Quiet Zone, and the Notice of Quiet Zone Establishment. Flowcharts depicting the procedure for the establishment of Quiet Zones can be found in **Appendix B**.

C. Quiet Zone Improvements

Each highway-rail grade crossing within the City limits was assessed for crossing improvement associated with the implementation of a Quiet Zone.

Griffith Street and South Boulder Road -

The BNSF crossings of Griffith Street and South Boulder Road are within ¼ mile of each other, and therefore need to be addressed as a corridor in order to achieve a Quiet Zone. Consideration will be given to these crossings in the prioritization discussion with regard to phasing of the improvements, which must include these two crossings concurrently for Quiet Zone establishment.

Dillon Road and Pine Street -

The crossings of Dillon Road and Pine Street can be addressed individually because these crossings each have the full ¼ mile in each direction along the tracks from the cross street where there are no other public at-grade crossings. Each of these crossings can be treated with standard SSM improvements, or possible Modified SSM improvements, as the roadway-railroad crossing is a typical single roadway crossing of one track with some geometric flexibility on each approach.

Supplemental Safety Measures Evaluation -

The concept evaluation of Supplemental Safety Measures (SSMs) focused initially on the construction of raised medians or channelizing devices on the roadway approaches to the crossing. Other than permanent or temporary closure, this is typically the most cost effective SSM for the establishment of a Quiet Zone. In order to meet the requirements of a Quiet Zone, the installation of raised medians or channelizing devices needs to meet several criteria. The median/channelizing device must extend 100' from the gate arm unless there is a public access or intersection, in which case the median/channelizing device must extend at least 60' from the gate arm. The raised median option should be at least 3' wide (4' is desirable) to allow for avoidance signing on the approach end, with a standard 6" barrier curb. Channelizing devices consist of a 6" bituminous or concrete curb on which hazard panels are placed. For those locations where the construction of raised medians or channelizing devices is not practical or feasible, 4-Quadrant Gate installations or Wayside Horns were considered as optional solutions.

- Dillon Road and Griffith Street are each candidates for the standard SSM of Raised Medians with Approach Gates. Dillon Road is currently equipped with a raised median on the east approach. There are no public accesses or intersecting streets within 100 feet of the crossing on either approach. Griffith Street has public accesses on the west side of the crossing within 60 feet of the approach gate arm. Provided these accesses could be relocated or closed, the crossing could accommodate 60 foot medians on each approach.
- Pine Street and South Boulder Road each have intersecting streets on one side of the crossing, which precludes installation of a minimum 60-foot median. However sufficient distance is present on the opposite approach to each crossing for a minimum 60-foot median. These crossings could be treated with 4-Quadrant Gates, but are excellent candidates for a Modified SSM treatment, with a raised median on one approach, and an exit gate on the opposite approach. This is essentially two halves of two different standard SSM treatments combined at each crossing.

Following field review with City staff, concept improvements for each of these crossings were developed.

It should be noted that a formal Field Diagnostic Review should be held with the railroad and agencies of jurisdiction when the City's pursuit of Quiet Zone establishment at one or more of these crossings is imminent. This will allow the agencies and railroad to review the crossings and provide any further refinement to the concepts presented herein.

IV. DEVELOPMENT OF QUIET ZONE CONCEPT IMPROVEMENTS

A. Development Procedure

The development of the various concepts identified in this report started with a review of the existing street configuration at each crossing and review of the existing crossing warning devices. A field review was then conducted to identify the location of existing railroad crossing passive and active control, as well as pedestrian activity, adjacent land use, and physical features.

Supplementary Safety Measures (SSM) contained in the *Final Rule* were evaluated for appropriateness at each location. Where SSMs did not fit a particular location or unduly penalized operations, Modified SSMs were reviewed and evaluated.

It should be noted that Modified SSMs are treated as Engineering Alternative Safety Measures (ASM) by the Federal Railroad Administration (FRA). Unlike the process for SSMs, where the local public authority can designate a Quiet Zone using the pre-approved measures, ASMs follow a separate procedure whereby an application is made to the FRA for consideration and approval before a Quiet Zone can be implemented. The FRA has the authority and responsibility to decide whether a proposed ASM is as safe as the current situation with train horns sounding. Following is a brief description of each of the measures available to the crossings along the BNSF Railway track corridor through Louisville in accordance with the Final Rule:

Active Controls- For each crossing area certain basic active warning devices must be in place to establish a Quiet Zone. These include flashing lights and gates with constant warning circuitry to provide a consistent message to drivers along the roadway when on approach to a crossing.

Raised Medians- Raised Medians are the lowest cost measure for preventing higher risk behavior of drivers going around the gate arms. Medians should be used wherever possible.

Wayside Horns- The Wayside Horns are considered a one for one trade for the locomotive horn without application to FRA for approval. Wayside Horns provide a sharp cut-off of the horn sound beyond the immediate approaches to the crossing. These are generally used where other SSMs are not deemed feasible and where residential land uses are not in proximity of the crossing.

4-Quadrant Gates- These are placed on both sides of the tracks to prevent vehicles from either intentionally or unintentionally entering the track area while a train is approaching. A 4-quadrant gate installation is typically the most costly of the SSM measures.

Closed Crossing- The safest and least costly treatment is to physically close a crossing whenever possible and where adequate alternate routes are available for circulation. These are generally proposed on cross streets having the lowest through traffic volumes and least continuity across the community.

B. Track Corridor Treatments

Table 2 identifies the concept level options that were considered for each crossing within the crossing assessment area.

Table 2. Quiet Zone Concept Improvement Options

STREET	RR	RR CIRCUITRY	GATES/ LIGHTS	CROSSING SURFACE	SSM Alternatives				Mod SSM	NOTES/ISSUES
					RAISED MEDIANS	4-QUAD GATES	WAYSIDE HORNS	CHANNELIZING	RAISED MEDIAN/ EXIT GATE	
Dillon Road	BNSF	DC/AFO	YES	conc	X					Public accesses are outside 100 feet from approach gates
							X			Minimal construction; not a totally silent crossing
Pine Street	BNSF	DC/AFO	YES	conc		X				4-Quadrant gates are most expensive option; silences crossing; notification process only (standard SSM)
									X	There is room for a 60-foot median to the east; exit gate on the west would allow the parallel public roadway corridor to remain
Griffith Street	BNSF	CWT	YES	conc	X					Public accesses to the west would need to be closed or relocated to 60 feet from the approach gate arm
						X				4-Quadrant gates are most expensive option; silences crossing; notification process only (standard SSM)
							X			Minimal construction; not a totally silent crossing
South Boulder Road	BNSF	DC/AFO	YES	conc		X				4-Quadrant gates are most expensive option; silences crossing; notification process only (standard SSM)
							X			Minimal construction; not a totally silent crossing
									X	Existing raised median to the east is more than 100 feet in length from the gate arm; exit gate on the west closes the crossing from the Main Street intersection

C. Concept Crossing Improvements

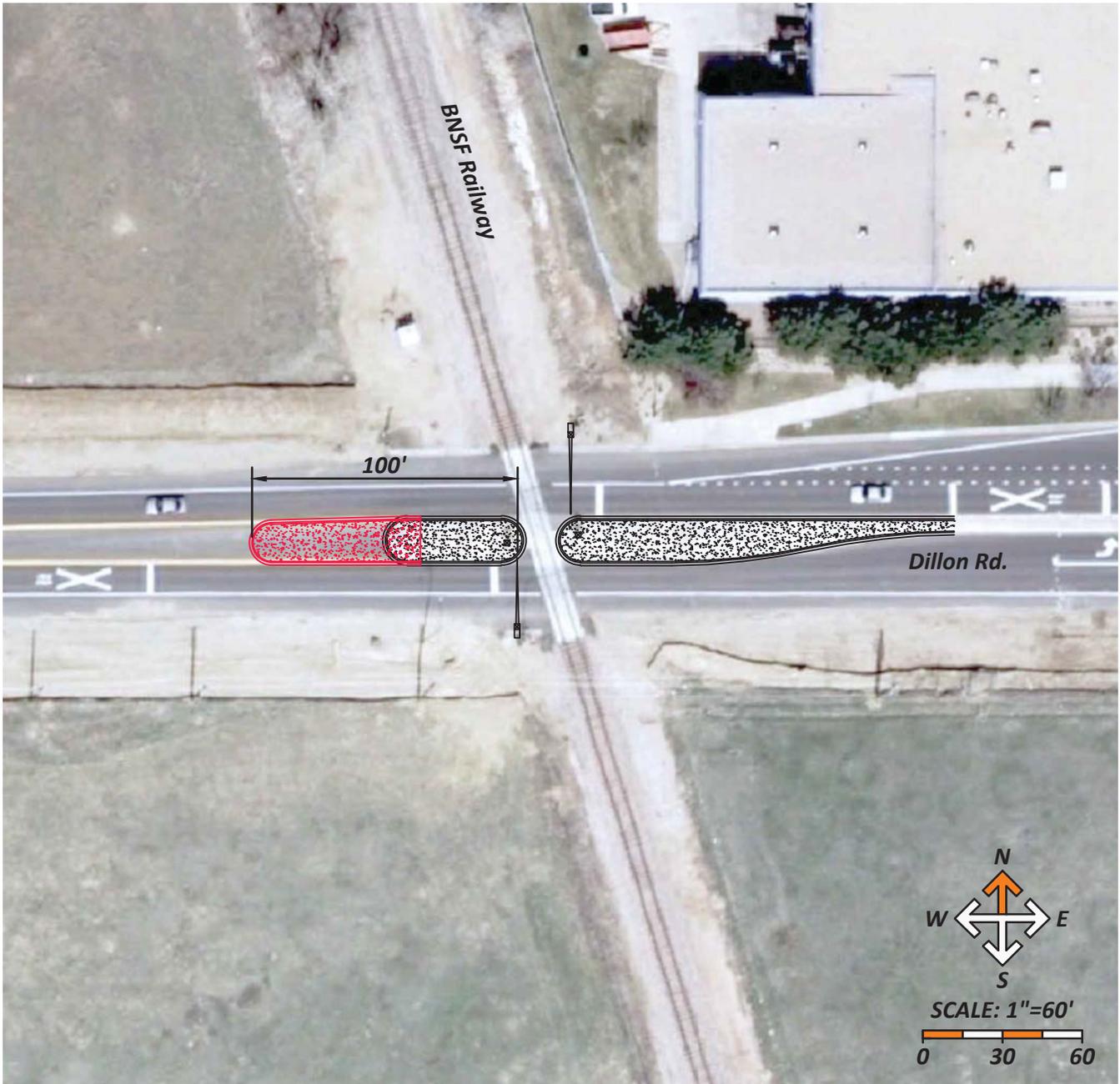
The following pages contain concept crossing improvement exhibits for each crossing shown on aerial base maps to provide identifying landmarks.



Dillon Rd.
 US DOT #244798M
 Main Line Front Range Subdivision
 SSM: Raised Medians with Approach Gates (Option 1)

Concept Crossing Improvements

February 7, 2014



NOTES:

1. Needs CWT Circuitry and new bungalow.
2. Commercial land use on NE quadrant; Open land on NW, SE, and SW quadrants.
3. Approach gates and median flashers may require replacement for compatibility with CWT Circuitry.

LEGEND:

- | | | | |
|--|-----------------------|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Railroad Right-of-Way | | |



Dillon Rd.
 US DOT #244798M
 Main Line Front Range Subdivision
 SSM: Wayside Horns (Option 2)

Concept Crossing Improvements

February 7, 2014



NOTES:

1. Needs CWT Circuitry and new bungalow.
2. Commercial land use on NE quadrant; Open land on NW, SE, and SW quadrants.
3. Approach gates and median flashers may require replacement for compatibility with CWT Circuitry.

LEGEND:

- | | | | |
|--|-----------------------|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Railroad Right-of-Way | | |



Pine St.
 US DOT #244801T
 Main Line Front Range Subdivision
 SSM: 4-Quadrant Gates (Option 1)

Concept Crossing Improvements

February 7, 2014



NOTES:

1. Needs CWT Circuitry and new bungalow.
2. Residential land use on NE quadrant; Commercial land use on NW, SW, and SE quadrants.
3. Nearest edge of detached sidewalk must be 5-feet from railroad gate base, and requires one set of 8-foot railroad crossing surface panels to be added to the crossing.

LEGEND:

	Existing Gate		Proposed Gate
	Existing Median		Proposed Median
	Existing Stop Bar		Proposed Curb and Gutter
	Existing Cantilever		Proposed Wayside Horn
	Existing Sign		Proposed Sign
	Railroad Right-of-Way		



Pine St.
 US DOT #244801T
 Main Line Front Range Subdivision
 SSM: Raised Median (East)/Exit Gate (West) (Option 2)

Concept Crossing Improvements

February 7, 2014



NOTES:

1. Needs CWT Circuitry and new bungalow.
2. Residential land use on NE quadrant; Commercial land use on NW, SW, and SE quadrants.
3. Nearest edge of detached sidewalk must be 5-feet from railroad gate base, and requires one set of 8-foot railroad crossing surface panels to be added to the crossing.

LEGEND:

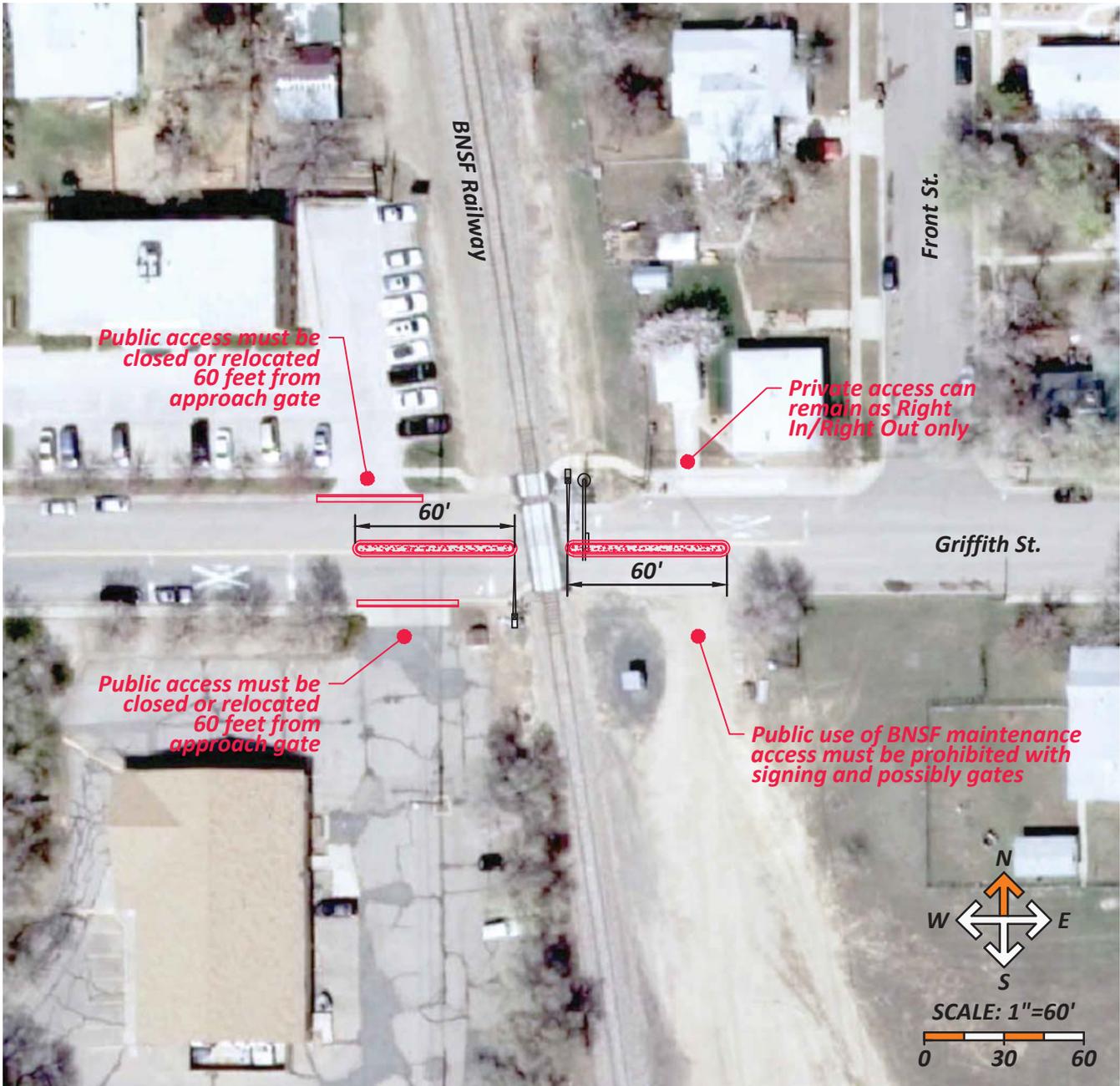
- | | | | |
|--|-----------------------|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Railroad Right-of-Way | | |



Griffith St.
 US DOT #244803G
 Main Line Front Range Subdivision
 SSM: Raised Medians with Approach Gates (Option 1)

Concept Crossing Improvements

February 7, 2014



NOTES:

1. Residential land use to the east; Commercial land use to the west.
2. Public access west of the crossing needs to be closed or relocated a minimum of 60 feet from the approach gate arm.
3. This crossing is within 1/4 mile of S. Boulder Rd., therefore both crossings must be treated as a corridor to achieve a Quiet Zone.

LEGEND:

	Existing Gate		Proposed Gate
	Existing Median		Proposed Median
	Existing Stop Bar		Proposed Curb and Gutter
	Existing Cantilever		Proposed Wayside Horn
	Existing Sign		Proposed Sign
	Railroad Right-of-Way		



Griffith St.
 US DOT #244803G
 Main Line Front Range Subdivision
 SSM: 4-Quadrant Gates (Option 2)

Concept Crossing Improvements

February 7, 2014



NOTES:

1. Residential land use to the east; Commercial land use to the west.
2. This crossing is within 1/4 mile of S. Boulder Rd., therefore both crossings must be treated as a corridor to achieve a Quiet Zone.
3. Nearest edge of detached sidewalk must be 5-feet from railroad gate base, and requires one set of 8-foot railroad crossing surface panels to be added to the crossing for each sidewalk. Sidewalks should provide full connectivity to adjacent sidewalks for user safety.

LEGEND:

- Existing Gate
- Existing Median
- Existing Stop Bar
- Existing Cantilever
- Existing Sign
- Railroad Right-of-Way
- Proposed Gate
- Proposed Median
- Proposed Curb and Gutter
- Proposed Wayside Horn
- Proposed Sign



Griffith St.
 US DOT #244803G
 Main Line Front Range Subdivision
 SSM: Wayside Horns (Option 3)

Concept Crossing Improvements

February 7, 2014



Detached 6-foot sidewalk
 (desired by City but not
 required for Quiet Zone)

NOTES:

1. Residential land use to the east; Commercial land use to the west.
2. This crossing is within 1/4 mile of S. Boulder Rd., therefore both crossings must be treated as a corridor to achieve a Quiet Zone.
3. Nearest edge of detached sidewalk must be 5-feet from railroad gate base, and requires one set of 8-foot railroad crossing surface panels to be added to the crossing. Sidewalk should provide full connectivity to adjacent sidewalks for user safety.

LEGEND:

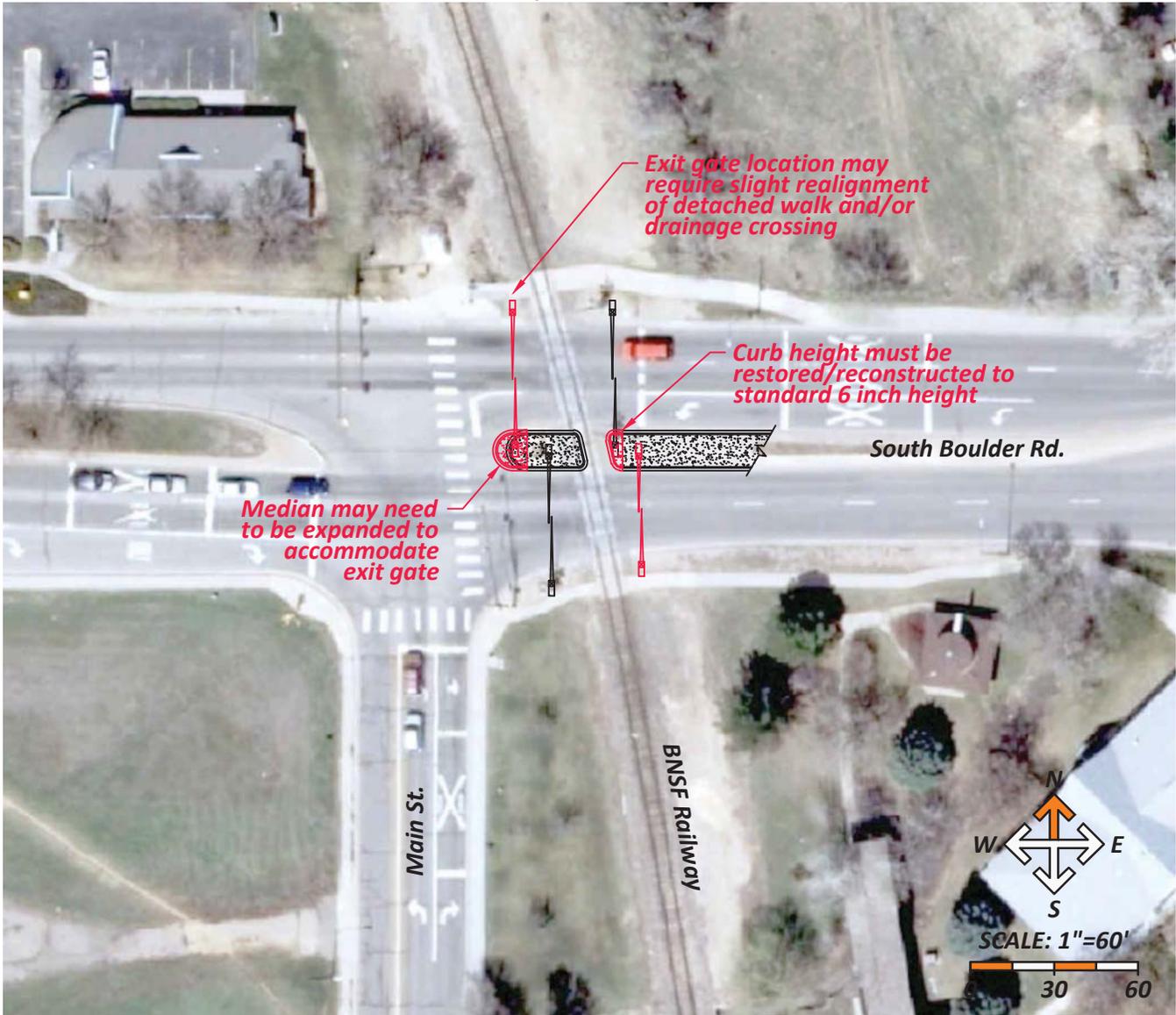
- Existing Gate
- Existing Median
- Existing Stop Bar
- Existing Cantilever
- Existing Sign
- Railroad Right-of-Way
- Proposed Gate
- Proposed Median
- Proposed Curb and Gutter
- Proposed Wayside Horn
- Proposed Sign



South Boulder Rd.
 US DOT #244804N
 Main Line Front Range Subdivision
 SSM: 4-Quadrant Gates (Option 1)

Concept Crossing Improvements

February 7, 2014



NOTES:

1. Needs CWT Circuitry and new bungalow.
2. Residential land use on SW quadrant; Commercial land use on NW, NE, and SE quadrants.
3. Approach gates may require replacement due to age.
4. This crossing is within 1/4 mile of Griffith St., therefore both crossings must be treated as a corridor to achieve a Quiet Zone.

LEGEND:

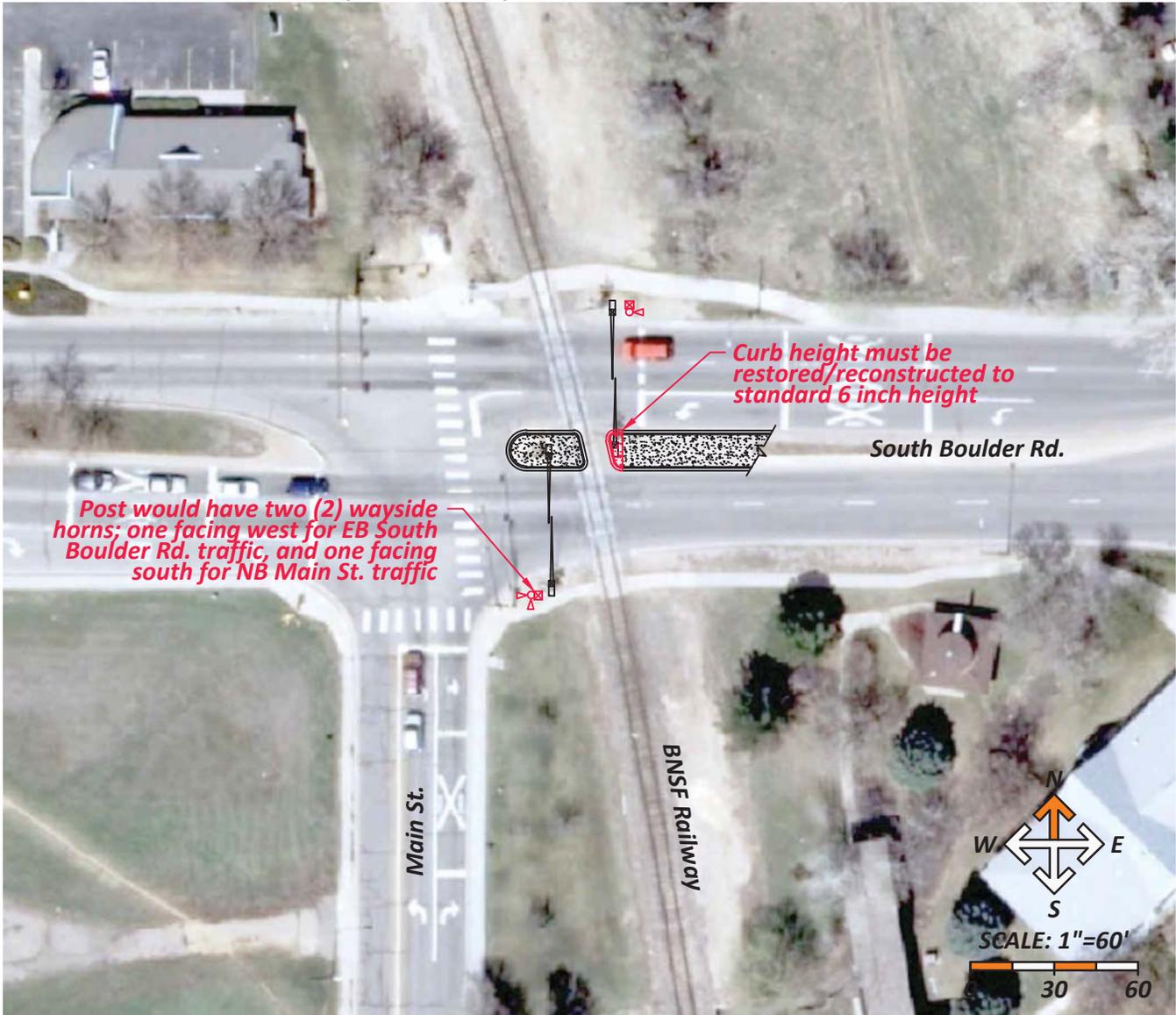
- Existing Gate
- Existing Median
- Existing Stop Bar
- Existing Cantilever
- Existing Sign
- Proposed Gate
- Proposed Median
- Proposed Curb and Gutter
- Proposed Wayside Horn
- Proposed Sign
- Railroad Right-of-Way



South Boulder Rd.
 US DOT #244804N
 Main Line Front Range Subdivision
 SSM: Wayside Horns (Option 2)

Concept Crossing Improvements

February 7, 2014



NOTES:

1. Needs CWT Circuitry and new bungalow.
2. Residential land use on SW quadrant; Commercial land use on NW, NE, and SE quadrants.
3. Approach gates may require replacement due to age.
4. This crossing is within 1/4 mile of Griffith St., therefore both crossings must be treated as a corridor to achieve a Quiet Zone.

LEGEND:

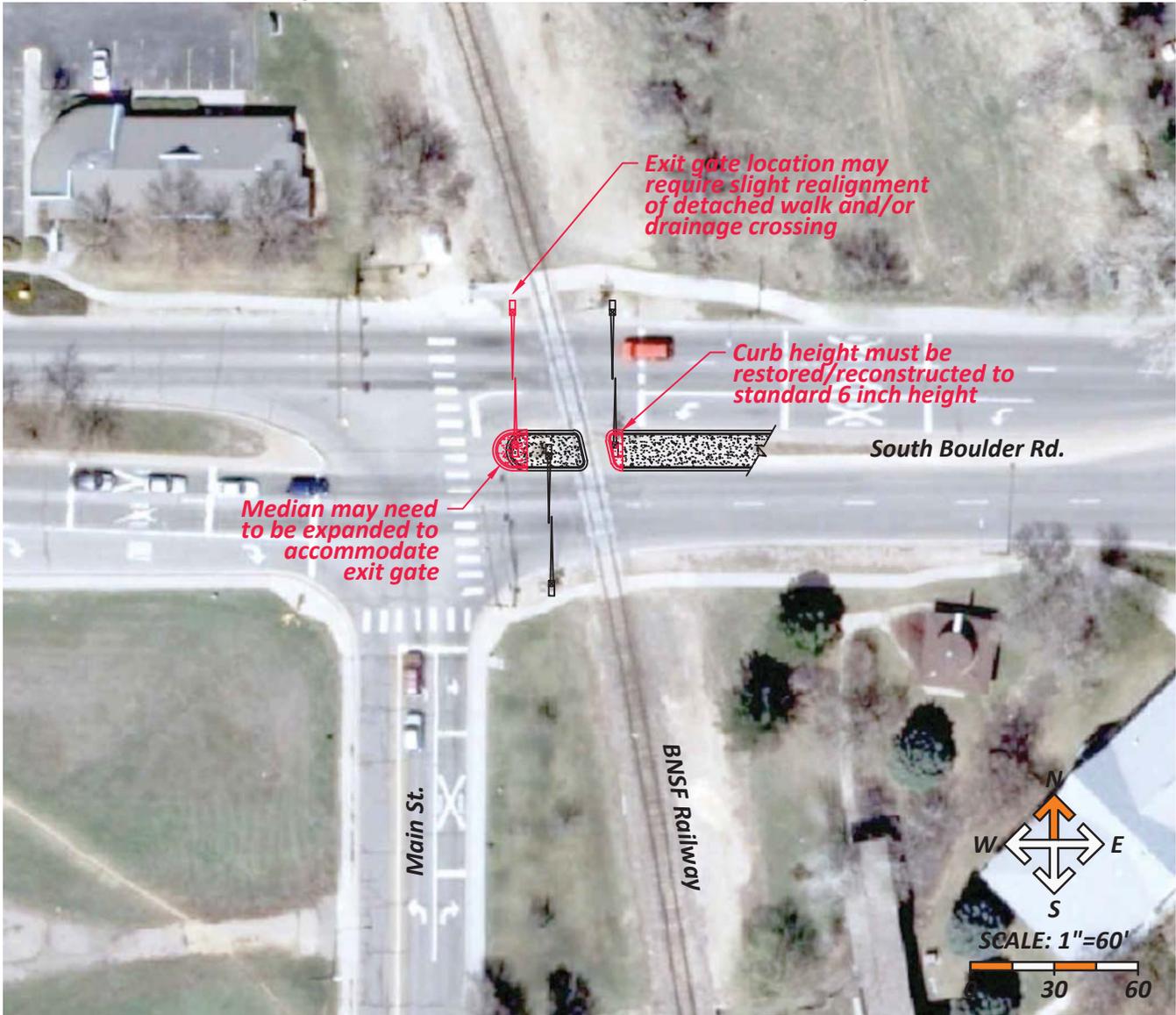
- Existing Gate
- Existing Median
- Existing Stop Bar
- Existing Cantilever
- Existing Sign
- Proposed Gate
- Proposed Median
- Proposed Curb and Gutter
- Proposed Wayside Horn
- Proposed Sign
- Railroad Right-of-Way



South Boulder Rd.
 US DOT #244804N
 Main Line Front Range Subdivision
 Modified SSM: Raised Median (East)/Exit Gate (West) (Option 3)

Concept Crossing Improvements

February 7, 2014



NOTES:

1. Needs CWT Circuitry and new bungalow.
2. Residential land use on SW quadrant; Commercial land use on NW, NE, and SE quadrants.
3. Approach gates may require replacement due to age.
4. This crossing is within 1/4 mile of Griffith St., therefore both crossings must be treated as a corridor to achieve a Quiet Zone.

LEGEND:

- Existing Gate
- Existing Median
- Existing Stop Bar
- Existing Cantilever
- Existing Sign
- Proposed Gate
- Proposed Median
- Proposed Curb and Gutter
- Proposed Wayside Horn
- Proposed Sign
- Railroad Right-of-Way

V. IMPLEMENTATION PLAN

A. Oversight and PUC Regulated Costs

State jurisdiction over railroad safety is extremely broad, however most areas have been preempted by the federal government. The Public Utilities Commission (PUC) of Colorado has primary jurisdiction over all public highway-rail crossings, including the opening and closing of at-grade crossings, upgrading of crossings, overpasses or underpasses, and the allocation of costs for grade separations, if requested. All economic jurisdiction over railroads that are part of the national railroad system come under the jurisdiction of the Surface Transportation Board.

Typically, applications to the PUC are required for highway-railroad crossings if the roadway is being widened, if additional crossing elements (such as pedestrian walkways, bike trails, etc.) are being added to a crossing, when crossing warning devices are being installed or upgraded, or if there are operational changes on the part of the railroad. The following activities do not require a PUC application:

1. Replacement of the roadway crossing surface material (provided the surface is not being lengthened to widen the roadway)
2. Placement or replacement of approach signing or striping in accordance with MUTCD standards
3. Slight raising or lowering of the crossing to match approaches for smoothness

According to PUC regulations, costs for improvements to at-grade crossings are allocated to the road authority and railroad as follows:

1. Surfacing
 - a. Road Authority
 - i. Crossing material and maintenance
 - ii. Road approach material, labor and maintenance
 - b. Railroad
 - i. Labor to install crossing material
 - ii. Track, tie, ballast, subballast material, labor and maintenance
2. Signing, Striping and Signals
 - a. Road Authority
 - i. Approach warning signs and pavement striping in accordance with MUTCD
 - ii. Signal improvements if the road authority is the project proponent
 - b. Railroad
 - i. Crossing sign (cross bucks)

B. Funding Options

Federal and State Funding

There is no specific funding mechanism at the Federal or State level that is in place to fund Quiet Zone improvements. Federal and State funds are in place for a variety of improvements related to crossing safety. There are also other funding mechanisms, such as the Safe Routes to School Program, which could be applied to crossing improvements at crossings meeting the conditions of the funding program.

Possible funding sources include:

1. Categorical Section 130 funds. These funds are specific to the elimination of hazards at existing highway-rail at-grade crossings. Activities eligible for the use of Section 130 safety funds are as follows:

- a. Crossing consolidations (including the funding of incentive payments up to \$15,000 on a 50-percent matching basis to local jurisdictions for crossing closures)
 - b. Installation of grade separations at crossings or repair of existing grade separations
 - c. Signing
 - d. Pavement marking
 - e. Illumination
 - f. New highway-railroad grade crossing signals
 - g. Upgraded highway-railroad grade crossing signals or circuits
 - h. Improved crossing surfaces
 - i. Traffic signal interconnection/preemption
 - j. Sight distance or geometric improvements
 - k. Data improvements (up to 2 percent of apportionment)
2. Other categorical safety programs, such as the Safe Routes to School Program. School districts and local governments are eligible to apply for Safe Routes to School infrastructure and non-infrastructure funds. With MAP-21 (the new transportation bill) Safe Routes to School projects require a 20 percent funding match. Minimum funding for infrastructure projects is set at \$50,000 with maximum funding at \$250,000. Minimum funding for non-infrastructure projects is set at \$3500.
 3. Regular federal-aid highway funds may be used for safety improvements such as the installation of standard signs and pavement markings; the installation or upgrading of active traffic control devices; crossing illumination; crossing approach and surface improvements; new grade separations and the reconstruction of existing grade separations; crossing closures or the removal of existing crossings; and crossing closures by the relocation of highways and/or the relocation of railroads.”
 4. Grant opportunities are a more recent mechanism for funding Quiet Zone improvements. The projects need to meet the requirements of the Grant and compete with a variety of projects, not exclusively Quiet Zone projects, nationwide for funding. Several communities nationwide have been successful in securing some or all of the necessary funds for crossing improvements associated with pursuit of Quiet Zones. In July 2013, one Colorado community was awarded funds as a result of a TIGER Grant application specifically for railroad crossing improvements associated with Quiet Zone establishment.

Colorado Section 130 Funds

The Federal Section 130 railroad/highway hazard elimination program (Section 130 Funding) is a source of federal funds available for crossing safety improvements. CDOT allocates the Federal Section 130 money for the State of Colorado for at-grade crossings and grade separated crossings.

CDOT has historically received approximately \$1.4 to \$1.5 million in funding from the Federal government each year for Section 130 at-grade crossings. There are approximately 1875 grade crossings in Colorado. Every three to four years, CDOT distributes applications to all local governments in the state, all municipal planning organizations, and all CDOT region offices. A rating is calculated for each application filed using a Federal Railroad Administration software program called GradeDec that incorporates several factors including average daily traffic, number of school buses, number of heavy trucks, number of hazardous material movements, crossing angle, etc. This program calculates a cost benefit ratio and an accident reduction factor to allow ranking of projects.

Although the FHWA Section 130 Safety Funds are not usually used to directly establish Quiet Zones, these funds can be used to upgrade the active warning devices if necessary for safety reasons, thereby reducing the costs for a community that later expresses its intent to establish a Quiet Zone at the same crossing.

Other Funding

Other potential funding sources include local General Fund, Sales Tax revenue, Special Districts, Tax Increment Financing (TIF), Street Maintenance Funds, Development/Redevelopment Impact Fees and Federal earmarks. Some States have also been successful in pursuing use of Federal Stimulus Funding over the last several years to be used for safety improvements which also positioned those crossings for Quiet Zone establishment. Use of federal funding does trigger compliance with the National Environmental Policy Act (NEPA). The cost to perform NEPA studies are not included in the estimates provided.

Many communities experiencing redevelopment around or in close proximity to railroad crossings have considered implementation of developer impact fees directly associated with anticipated increased use of the railroad crossing. These fees can be used for crossing improvement study and design, safety improvements, and/or Quiet Zone assessment and establishment.

Railroad Rehabilitation & Improvement Financing (RRIF) Program

The Railroad Rehabilitation & Improvement Financing (RRIF) Program provides direct federal loans and loan guarantees to finance development of railroad infrastructure. Under this program the Federal Railroad Administration (FRA) Administrator is authorized to provide direct loans and loan guarantees up to \$35.0 billion. Up to \$7.0 billion is reserved for projects benefiting freight railroads other than Class I carriers.

The funding may be used to:

1. Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops;
2. Refinance outstanding debt incurred for the purposes listed above; and
3. Develop or establish new intermodal or railroad facilities

Direct loans can fund up to 100% of a railroad project with repayment periods of up to 35 years and interest rates equal to the cost of borrowing to the government. Eligible borrowers include railroads, state and local governments, government-sponsored authorities and corporations, joint ventures that include at least one railroad, and limited option freight shippers who intend to construct a new rail connection. In Colorado, this loan program was successfully pursued by the Denver Union Station Project Authority in 2010 for \$155 million for station improvements associated with RTD's Fastraks projects.

C. *Improvements Discussion*

Many communities interested in Quiet Zone establishment prioritize and phase crossing improvements over a period of time to allow for budgeting, planning and design, and to spread the costs out, making the overall pursuit more affordable. The following section discusses conditions to be considered with regard to crossing improvement options and the level of effort for each. Following this discussion, concept costs are provided, along with suggested prioritization of crossing improvements based on existing conditions, possible improvement options, known or anticipated surrounding land use, and cost.

North Crossings

The two crossings on the north end of the corridor, Griffith Street and South Boulder Road, do not have adequate spacing on each side to be pursued individually as Quiet Zones. Each of these crossings has several options available for Quiet Zone establishment. However, because these two crossings are within ¼ mile of each other, the typical locomotive horn pattern and timing is such that the horn pattern may overlap when moving along the corridor. In other words, the typical train horn pattern for one crossing may end in such close proximity to where the horn pattern in advance of the next crossing needs to begin, that the sound may seem continuous.

South Boulder Road –

South Boulder Road crosses the BNSF tracks at a slight skew. The roadway currently has an extended raised median to the east, which is well in excess of the required 100 feet from the gate arm. There are also no public accesses within 100 feet of the gate arm on the east approach. To the west, Main Street intersects South Boulder Road from the south forming a T-intersection just west of the crossing. The proximity of this intersection precludes the ability to construct a minimum 60-foot raised median on the west approach. Standard SSM treatment options at this crossing include 4-Quadrant Gates or Wayside Horns. This crossing also could be fitted with two halves of standard SSM treatments to form a Modified SSM. The existing raised median with approach gate on the east approach could be combined with an exit gate on the west approach. Note that combining two halves of standard SSMs into a Modified SSM requires an application process with the FRA for approval. However, the fact that the treatments are engineered solutions taken from standard SSM treatments, increases the likelihood of streamlined approval by FRA.

Griffith Street –

Griffith Street also crosses the BNSF tracks at a slight skew. This crossing is listed as having the necessary Constant Warning Time circuitry for Quiet Zone compliance. To the west of the crossing, public accesses to the north and south from Griffith Street are within 60 feet of the crossing. These accesses would need to be closed or relocated to a distance of 60 feet from the approach gate arm in order to allow for the standard SSM treatment of Raised Medians with Approach Gates. The east approach has one private drive to the north, which can remain, and the BNSF maintenance road to the south, both of which are within 60 feet of the approach gate arm. The BNSF maintenance access would need to be restricted to BNSF use only (no public use) in order to allow construction of a 60-foot median as part of the standard SSM of Raised Medians with Approach Gates. Other standard SSM treatment options at this crossing include 4-Quadrant Gates or Wayside Horns. Wayside Horns may not be as desirable due to the residential land use to the east. The 4-Quadrant Gate installation does require relocation of the north sidewalk to allow for installation of the exit railroad gate on the west side of the crossing. The City is interested in adding a sidewalk along the south side of Griffith Street across the crossing, which is shown in several of the figures within this assessment report, although it should be noted that sidewalks are not required for Quiet Zone compliance.

South Crossings

The crossings on the south end of the corridor have adequate spacing on each side to be pursued individually as Quiet Zones. The crossings at Dillon Road and Pine Street each have a couple options available for Quiet Zone establishment. Either of these crossings could be improved individually to gauge the length of the process, actual costs, and community reaction to silencing train horns.

Pine Street –

Pine Street crosses the BNSF tracks nearly perpendicular. The northeast quadrant of this crossing is residential land use, with the remaining quadrants of this crossing having commercial land use. This crossing has public roadway accesses on the west side of the crossing within 60 feet of the approach gate arms that need to remain. East of the crossing, there are no public accesses within 60 feet of the approach gate arm. This crossing could be treated with the standard SSM of 4-Quadrant Gates. This crossing also could be fitted with two halves of standard SSM treatments to form a Modified SSM. An exit gate could be installed on the west approach, in combination with a 60-foot median on the east approach. Note that combining two halves of standard SSMs into a Modified SSM requires an application process with the FRA for approval. However, the fact that the treatments are engineered solutions taken from standard SSM treatments, increases the likelihood of streamlined approval by FRA.

Dillon Road –

Dillon Road crosses the BNSF tracks at a slight skew. The roadway currently has an extended raised median to the east, which is well in excess of the required 100 feet from the gate arm. The west approach has an existing 40-foot raised median. There are also no public accesses within 100 feet of the gate arm on either the east or west approaches. The standard SSM installation of Raised Medians with Approach Gates could be used at this crossing for Quiet Zone establishment. Another viable SSM treatment includes Wayside Horns. Wayside Horns do not render a crossing completely silent. Therefore, future development of the surrounding property should be considered if there is potential for residential land use.

D. Concept Costs

Conceptual costs for each alternative were generated using current unit costs for roadway items available from CDOT, as well as from recent bid tabulations from local contractors for similar work. Estimates for railroad items were taken from similar recent work estimates, or from conversations with railroad representatives. All opinions of conceptual costs are provided for information only and are intended for use in comparison with various improvement options by the reader.

Table 3 provides the Opinion of Conceptual Costs for each concept improvement. Additional civil costs necessary for Quiet Zone compliance such as those for adjustments to adjacent public accesses, curb and gutter work, or stub medians needed in 4-quadrant gate installations, are included in the Civil Costs column, and are part of the associated overall Opinion of Construction Cost.

Table 3. Opinion of Conceptual Costs

STREET	RR CIRCUITRY	GATES/ LIGHTS	CROSSING SURFACE	SSM Alternatives			Mod SSM	Concept Level Costs by Option							Civil Costs (C&G, drivecut, stub medians, etc.)	Opinion of Construction Cost	
				RAISED MEDIANS	4-QUAD GATES	WAYSIDE HORNS	RAISED MEDIAN/ EXIT GATE	CWT Circuitry /New Bungalow	Upgrade d Circuitry	Raised Medians	Channel- izing Devices	Approach Gates/ Flashers/ Bells	4-Quad Gates	Wayside Horns			
Dillon Road	DC/AFO	YES	conc	X				\$150,000		\$30,000		\$110,000					\$290,000
						X		\$150,000				\$110,000		\$100,000			\$360,000
Pine Street	DC/AFO	YES	conc		X			\$150,000					\$280,000				\$430,000
							X	\$150,000		\$30,000			\$140,000				\$320,000
Griffith Street	CWT	YES	conc	X					\$60,000	\$60,000		\$110,000				\$20,000	\$250,000
					X				\$60,000				\$280,000			\$20,000	\$360,000
						X			\$60,000			\$110,000		\$100,000			\$270,000
South Boulder Road	DC/AFO	YES	conc		X			\$150,000					\$280,000			\$10,000	\$440,000
						X		\$150,000						\$100,000		\$5,000	\$255,000
							X	\$150,000					\$140,000		\$10,000		\$300,000

NOTE: Costs for additional sidewalks are not included in Table 3. The following estimated costs are provided for information only: One set of 8-foot crossing surface panels can be estimated at \$24,000, installed; Concrete Sidewalk (6 inch) can be estimated at \$50/square yard, assuming minimal subgrade preparation.

Cost Range:	Low	High
Griffith Street & South Boulder Road	\$505,000	\$800,000
Pine Street	\$320,000	\$430,000
Dillon Road	\$290,000	\$360,000
Corridor Total	\$1,115,000	\$1,590,000

E. Suggested Prioritization

The City has options for initiating pursuit of Quiet Zones in Louisville. There are two crossings that can be pursued independently, and two crossings that will need to be pursued as a corridor, due to proximity. In consideration of existing conditions, possible improvement options, known or anticipated surrounding land use, and cost, the following is a suggested prioritization of the crossing improvement projects. Note that City Staff will have insight with regard to crossings that have been the subject of complaint calls by residents or businesses, and may wish to adjust the prioritization to account for that input.

1. Dillon Road – This crossing can be pursued for Quiet Zone establishment independently, and would require minimal roadway work to extend the west raised median to the required length. The crossing does require upgraded railroad circuitry and potentially upgraded railroad equipment, but has no close proximity access issues or other obvious crossing concerns that may delay progress toward Quiet Zone establishment.
2. Griffith Street – This crossing has Constant Warning Time circuitry (per the FRA Inventory Report). If no modifications are required with regard to the circuitry, no PUC application would be required for the standard SSM installation of Raised Medians with Approach Gates. Roadway work would include closure or relocation of the public accesses to the west of the crossing, and signing prohibiting public use of the BNSF maintenance road on the southeast quadrant of the crossing. This work could be done as the City's budget allows. Coordination with BNSF would be required when median work is within 25 feet of the centerline of track, for safety. This crossing would need to be pursued for Quiet Zone establishment with the crossing at South Boulder Road, but could be undergoing modifications while the South Boulder Road crossing process is progressing.
3. South Boulder Road – Due to proximity, this crossing would need to be pursued for Quiet Zone establishment concurrent with Griffith Street. This crossing has several optional treatments available for Quiet Zone establishment. Because this crossing has no obvious operational issues, and the intersection with Main Street is already signalized and interconnected to the crossing, the timeline would predominantly be the process for PUC application/ruling, railroad agreement, and installation of crossing improvements and equipment.
4. Pine Street – Pine Street is most limited in the options for Quiet Zone establishment. This crossing requires the newer Constant Warning Time circuitry to be installed. Of more concern is the use of the west edge of the BNSF right-of-way north and south of the crossing for public parking. This is likely to be an issue for the railroad if no formal easement is in place allowing the parking. Associated with the work toward Quiet Zone establishment, the BNSF may request this parking be removed, and fencing or other measures be installed to prohibit public use. Anticipating this issue to require more time for resolution, this crossing, despite its location in the heart of the urban area, is prioritized lower to allow for resolution of the west side right-of-way parking issue.

F. Conclusions and Next Steps

Generally, the following steps outline the order of tasks for the City moving forward with a Quiet Zone in the state of Colorado:

1. Determine which crossing or crossings the City would like to pursue for Quiet Zone establishment

2. Coordinate a Field Diagnostic Review with the Railroad, FRA, PUC, City and CDOT (if necessary) to confirm the current crossing warning devices, discuss safety issues, and review the concept crossing improvements proposed for Quiet Zone establishment
3. Design any street-related improvements, signing, striping and adjacent traffic signal timing (if needed). Formally request a railroad work items cost estimate from the railroad for crossing warning devices, circuitry or signal work that would need to be completed by the railroad for Quiet Zone compliance
4. Submit a Public Utilities Commission application for the crossing(s) improvements and await the process to final ruling from the Commission (typically about 60 days for uncontested applications).
5. Send the Notice of Intent to Create a Quiet Zone (for SSM installations) or an Application (for ASM installations) to the Federal Railroad Administration, with copies to the Railroad, PUC and CDOT for review.

The SSM Notice review period is 60 days. Allowing time for receipt of comments and response to comments, if necessary, a reasonable estimate of total time is 90 days. Note that the SSM Notice of Intent can be sent concurrent with the PUC application if the PUC, Railroad and City are in agreement regarding the crossing improvements at a given crossing.

Timelines for ASM installations vary greatly depending upon the ASM proposed. Modified SSM installations are processed as ASMs and can take 9 months for review and approval by the FRA. These installations do require ongoing monitoring and reporting. There are no Quiet Zones currently that have been successfully established using Non-Engineering ASM solutions. Therefore, a timeframe for FRA review and approval for this process is unknown.

6. Following completion of the PUC application/ruling and the FRA notice/application process, the City must construct the approved crossing improvements and/or implement the approved safety measures, and the Railroad must install the approved railroad warning devices.
7. Following completion of construction and warning device testing, the Notice of Quiet Zone Establishment is sent by the City to the FRA. Following receipt of this notice, trains horns will cease sounding at the designated crossings 21 days following FRA's receipt of the notice.

SSM installations are complete once construction is finished, and require only an Affirmation letter every 5 years to the FRA indicating that the crossing warning devices remain in place, are operating properly and the crossing remains compliant.

ASM installations have more frequent monitoring and reporting requirements to the FRA, depending upon the ASM installed. ASM installations may also require subsequent additional safety measures at the discretion of the FRA.

SSM installations that do not require railroad work can achieve Quiet Zone establishment in as little as 3-4 months. SSM installations that do require railroad work can achieve Quiet Zone establishment in 9-18 months.

Modified SSM installations are processed as ASMs through an application. Depending upon the review and approval timeline of the FRA, these crossings can take 1-2 years to Quiet Zone establishment.

There is no known timeline to Quiet Zone establishment for Non-Engineering ASM solutions.

APPENDIX A U.S. DOT CROSSING INVENTORY SUMMARY SHEETS

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 7/15/2013**

Crossing No.: **244798M** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **06/29/12**
 Railroad: **BNSF BNSF Rwy Co. [BNSF]** End-Date of Record:
 Initiating Agency **Railroad** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	ADAMS
Branch or Line Name:	DEN UD-WENDOVER	City:	Near BROOMFIELD
Railroad Milepost:	0018.35	Street or Road Name:	DILLON RD
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	BROOMFIELD	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	BOULDR 1
Crossing Owner:		Latitude:	39.9578100
ENS Sign Installed:		Longitude:	-105.1231010
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: **(800)832-5452** Railroad Contact: **(913)551-4540** State Contact: **(303)757-9425**

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 30 mph	Maximum Time Table Speed:	30
Type and Number of Tracks: Main: 1 Other 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **244798M**

Continued

Effective Begin-Date of Record: **06/29/12**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	4	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify:
			0

Train Activated Devices:

Gates:	4	4 Quad or Full Barrier:	
Mast Mounted FL:	4	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Concrete and Rubber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available?	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Minor Collector
Is Crossing on State Highway System:	No	AADT Year:	1989
Annual Average Daily Traffic (AADT):	001000	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 7/15/2013**

Crossing No.: 244801T Update Reason: Changed Crossing Effective Begin-Date of Record: 06/29/12
Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	BOULDER
Branch or Line Name:	DEN UD-WENDOVER	City:	Near BROOMFIELD
Railroad Milepost:	0019.73	Street or Road Name:	PINE ST
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	BROOMFIELD	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	BOULDR 1
Crossing Owner:		Latitude:	39.9768380
ENS Sign Installed:		Longitude:	-105.1300100
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact: (303)757-9425

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 30 mph	Maximum Time Table Speed:	30
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 244801T

Continued

Effective Begin-Date of Record: 06/29/12

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available?	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Minor Collector
Is Crossing on State Highway System:	No	AADT Year:	1989
Annual Average Daily Traffic (AADT):	004000	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 7/15/2013

Crossing No.: 244803G Update Reason: Changed Crossing Effective Begin-Date of Record: 06/29/12
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	BOULDER
Branch or Line Name:	DEN UD-WENDOVER	City:	Near BROOMFIELD
Railroad Milepost:	0020.20	Street or Road Name:	GRIFFITH ST
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	BROOMFIELD	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	
Crossing Owner:		Latitude:	39.9836250
ENS Sign Installed:		Longitude:	-105.1312950
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A ST/RR B ST/RR C ST/RR D	

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact: (303)757-9425

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 30 mph	Maximum Time Table Speed:	30
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 244803G

Continued

Effective Begin-Date of Record: 06/29/12

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	No
Mast Mounted FL:	3	Total Number FL Pairs:	7
Cantilevered FL (Over):	2	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	Constant Warning Time
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Concrete	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available?	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Urban Local
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	000150	AADT Year:	1994
Estimated Percent Trucks:	02	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 7/15/2013

Crossing No.: 244804N Update Reason: Changed Crossing Effective Begin-Date of Record: 06/29/12
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	BOULDER
Branch or Line Name:	DEN UD-WENDOVER	City:	Near BROOMFIELD
Railroad Milepost:	0020.42	Street or Road Name:	S BOULDER RD
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	BROOMFIELD	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	BOULDR 1
Crossing Owner:		Latitude:	39.9868850
ENS Sign Installed:		Longitude:	-105.1319420
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A ST/RR B ST/RR C ST/RR D	

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact: (303)757-9425

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 30 mph	Maximum Time Table Speed:	30
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 244804N

Continued

Effective Begin-Date of Record: 06/29/12

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	4	Highway Stop Signs:	0	
Advanced Warning:	Yes	Hump Crossing Sign:		
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	1	Specify: OTHRSTPSGN
			0	

Train Activated Devices:

Gates:	4	4 Quad or Full Barrier:		
Mast Mounted FL:	4	Total Number FL Pairs:	0	
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0	
Other Flashing Lights:	0	Specify Other Flashing Lights:		
Highway Traffic Signals:	2	Wigwags:	0	Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:		
Channelization:		Type of Train Detection:		DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:		Simultaneous Preemption

Part IV: Physical Characteristics

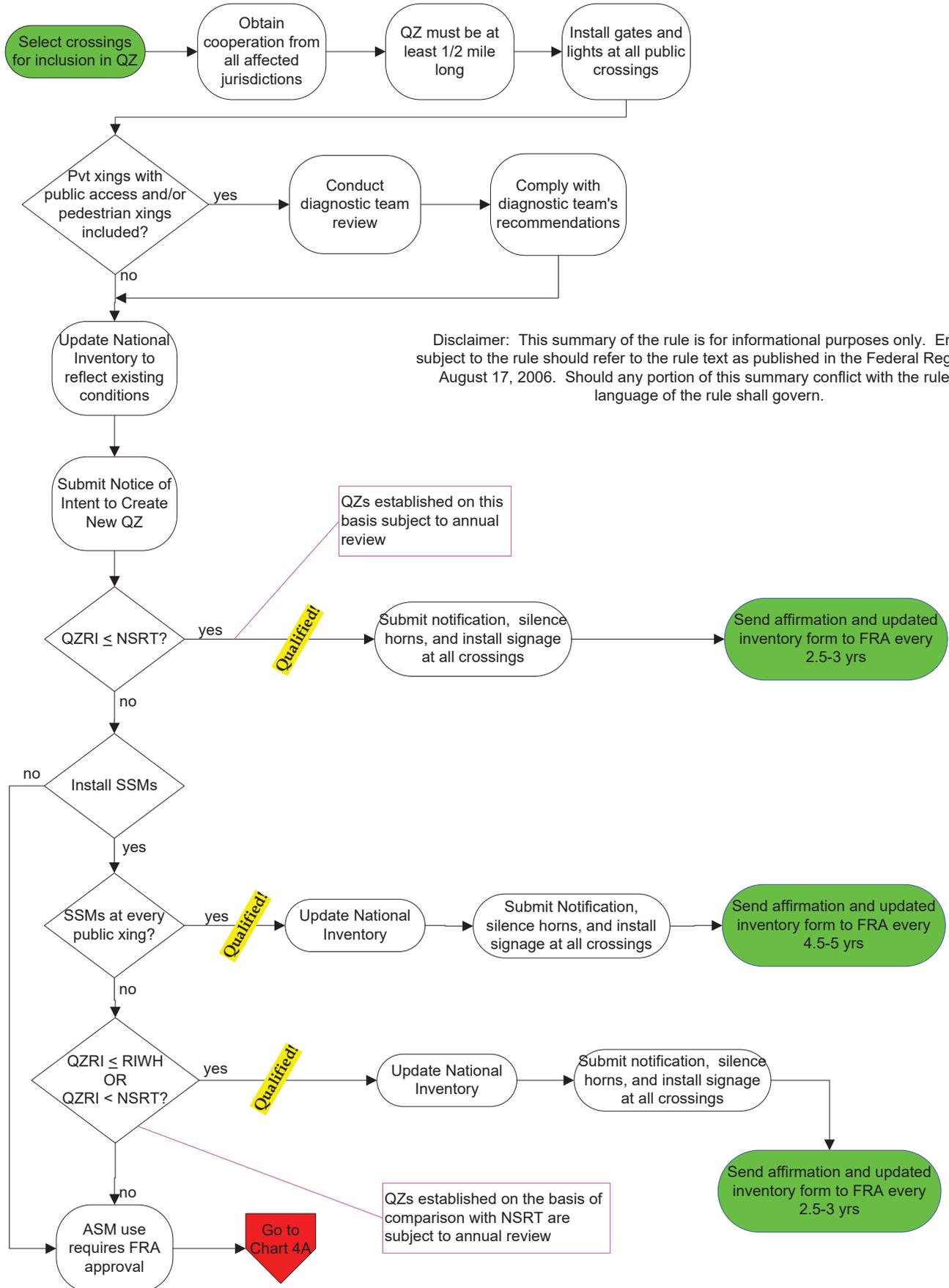
Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	4	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Concrete and Rubber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power Available? Yes			

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Major Collector
Is Crossing on State Highway System:	No	AADT Year:	1989
Annual Average Daily Traffic (AADT):	003500	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	09		
Posted Highway Speed:	0		

APPENDIX B QUIET ZONE SUMMARY FLOWCHART

Chart 3 - Creating a New Quiet Zone or New Partial Quiet Zone using SSMs



Disclaimer: This summary of the rule is for informational purposes only. Entities subject to the rule should refer to the rule text as published in the Federal Register on August 17, 2006. Should any portion of this summary conflict with the rule, the language of the rule shall govern.

QZs established on this basis subject to annual review

Qualified!

Qualified!

Qualified!

QZs established on the basis of comparison with NSRT are subject to annual review

APPENDIX C SSM TREATMENT EXAMPLE PHOTOS

Permanent Closure



Temporary Closure



One Way Street with Full Width Gates



Four Quadrant Gates

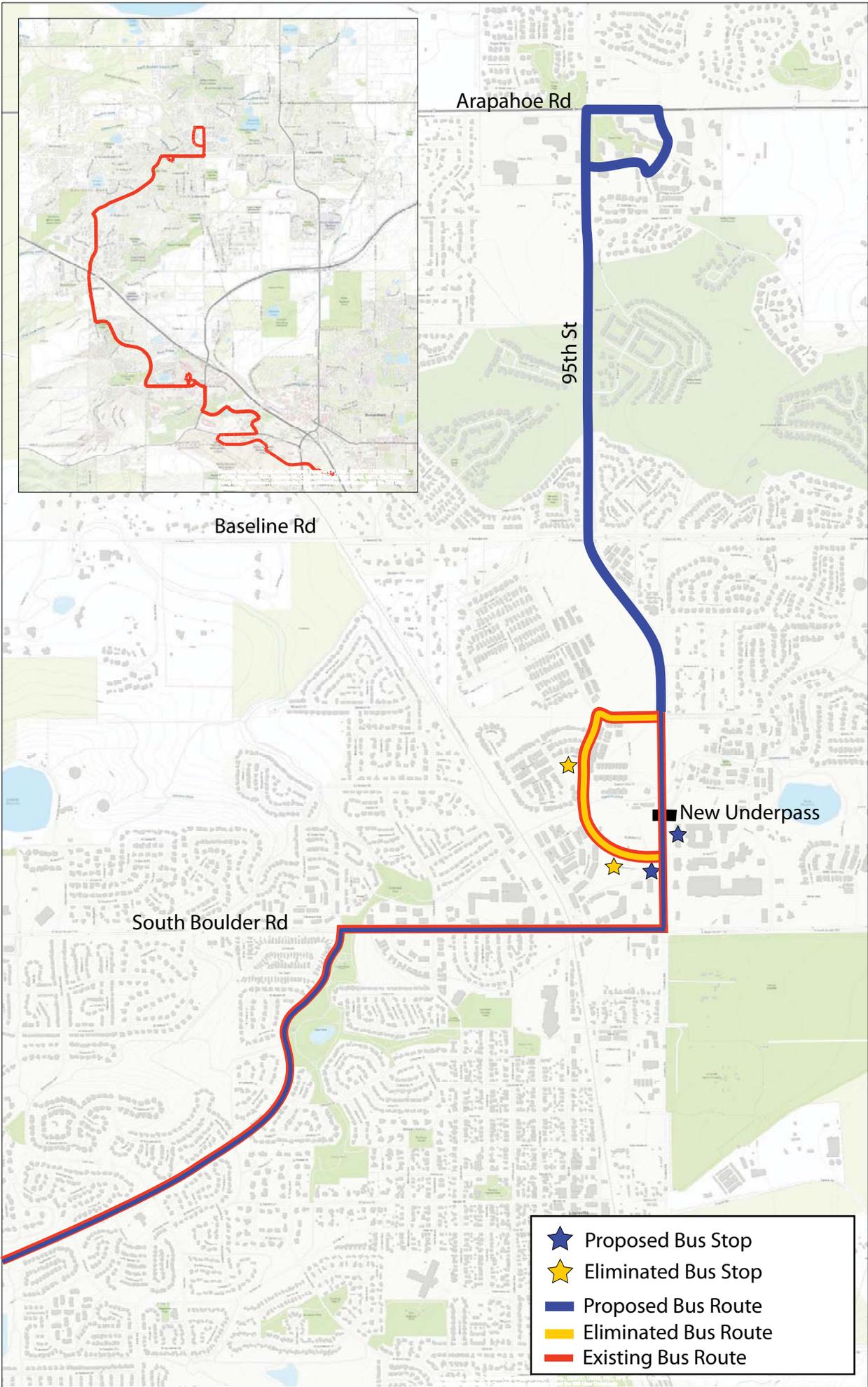


Raised Medians with Approach Gates



Channelizing Devices with Approach Gates





The City of Lafayette will have met our 12% goal by two-thirds (67%) once Traditions and Willoughby are built.

2019 Housing Stock

12% Affordable goal (excl. M/M)

Housing	Units	# Affordable or Percent
Total Units @ Build-Out (Est)*	15748	1890
Existing affordable	730	5%
Future BCHA, Willoughby Corner	400	3%
Future Traditions at SoLa (approved)	133	1%
TOTAL PROJECTED	1263	8%
Remaining needed	627	4%
Mobile/Manufactured (M/M)	856	5%
Total with M/M	2119	13%
Market Rate/Other	13629	87%

Housing	Units
# DUs in City (2017)	11343
Blue Sage	78
Galt Plaza Mixed Use	27
Baseline Mixed Use	15
Baseline Apartments	35
Avalon Meadows	30
City Center	207
Silver Creek	154
Cannon Trail	39
Cherrywood	63
Sundar	684
Silo	424
40 North (pending/exempt)	420
Willoughby Corner (affordable)	400
Traditions at SoLa (affordable)	133
TOTAL EXISTING & PLANNED	14052
TOTAL UNITS@ Build-Out (Est)	15748
<i>Subtotal</i>	<i>1696</i>
IP17 Marketplace (pending/non-exempt)	64
Porchlight (planned/non-exempt)	6
Total remaining to be permitted	1626

ORDINANCE NO. 16, Series 2019
INTRODUCED BY: COUNCILOR STEPHANIE WALTON

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAFAYETTE,
COLORADO, AMENDING SECTION 28-10 THE LAFAYETTE CODE OF
ORDINANCES PERTAINING TO AFFORDABLE HOUSING DEVELOPMENT FEE**

WHEREAS, on December 1st, 2015, the Lafayette City Council enacted Ordinance No. 41, Series 2015, that, among other things, established an affordable housing development fee; and

WHEREAS, since the enactment of Ordinance No. 41, Series 2015, the City has undertaken significant steps to address the need for affordable housing, using both general fund monies and funds generated by affordable housing development fees; and

WHEREAS, on February 20, 2018, Lafayette City Council enacted Ordinance No. 08, Series 2018, which increased the affordable housing development fee from 30¢ to 60¢.

WHEREAS, the high demand for housing in Lafayette continues to cause a lack of presently available housing options for low income and moderate income households and has significantly discouraged developers from creating housing that is affordable to lower and moderate income households; and

WHEREAS, a number of factors have caused the cost of affordable housing projects to increase, including but not limited to increases in labor and material costs, continued population increase, and an increasingly limited supply of developable land; and

WHEREAS, to continue to offset the impacts attributable to new development and the lack of availability of, and need for, affordable housing in the City of Lafayette, and to compensate for the increased costs of those projects, City Council has determined that it is necessary to increase the affordable housing development fee; and

WHEREAS, as City Council finds that an increase of the fee from 60¢ per square foot to \$1.00 per square foot for residential development does not place a disproportional burden on new development and is reasonably related to the burden to provide affordable housing that is generated by new development.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAFAYETTE, COLORADO, AS FOLLOWS:

Section 1. Subsection (a), of Section 28-10. – Affordable housing development fee, of Article II. – Affordable housing, of Chapter 28 – Community Development, of the Lafayette Code of Ordinances is hereby amended as follows:¹

¹ Additions to the current text of the Code are indicated by underlining, and deletions are indicated by ~~strikethrough~~.

Sec. 28-10. - Affordable housing development fee.

- (a) No person engaged in residential development in the city shall fail to pay an affordable housing development fee as provided herein. Such fee shall be assessed and collected before the issuance of a building permit for any new structure that includes one (1) or more dwelling units. The affordable housing development fee shall be assessed at the rate of ~~sixty cents (.60)~~ one-dollar (\$1.00) per square foot of interior floor area of the structure, including unfinished areas, garages, accessory structures, and interior common areas in multi-unit structures. In mixed use structures, the fee shall be calculated on the basis of the square footage directly devoted to residential use, with common areas that are used for both commercial and residential uses being assessed such fee in the same proportion as the ratio of residential use to commercial use for the entire structure.

Section 2. If any article, section, paragraph, sentence, clause or phrase of this ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the validity or constitutionality of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each part or parts hereof irrespective of the fact that any one part or parts be declared unconstitutional or invalid.

Section 3. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof is hereby repealed to the extent of such inconsistency or conflict.

Section 4. The repeal or modification of any provision of the Code of Ordinances, City of Lafayette, Colorado, by this ordinance shall not release, extinguish, alter, modify or change in whole or in part any penalty, forfeiture or liability, either civil or criminal, which shall have been incurred under such provision. Each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings and prosecutions for enforcement of the penalty, forfeiture or liability, as well as for the purpose of sustaining any judgment, decree or order which can or may be rendered, entered or made in such actions, suits, proceedings or prosecutions.

Section 5. This ordinance is deemed necessary for the protection of the health, welfare and safety of the community.

Section 6. Violations of this ordinance shall be punishable in accordance with Section 1-10 of the Code of Ordinances, City of Lafayette, Colorado.

Section 7. This ordinance shall become effective upon the latter of the 10th day following enactment, or the day following final publication of the ordinance.

INTRODUCED AND PASSED ON FIRST READING THE 7TH DAY OF MAY 2019.

PASSED ON SECOND AND FINAL READING AND PUBLIC NOTICE ORDERED
THE 21ST DAY OF MAY 2019.

CITY OF LAFAYETTE, COLORADO

Alexandra Lynch, Mayor

ATTEST:

Susan Koster, CMC, City Clerk

APPROVED AS TO FORM:

David S. Williamson, City, Attorney

ORDINANCE NO. 18, Series 2019
INTRODUCED BY: COUNCILOR JD MANGAT

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAFAYETTE,
COLORADO, AMENDING SECTION 28-10 THE LAFAYETTE CODE OF
ORDINANCES PERTAINING TO AFFORDABLE HOUSING DEVELOPMENT FEE**

WHEREAS, on December 1st, 2015, the Lafayette City Council enacted Ordinance No. 41, Series 2015, that, among other things, established an affordable housing development fee; and

WHEREAS, since the enactment of Ordinance No. 41, Series 2015, the City has undertaken significant steps to address the need for affordable housing, using both general fund monies and funds generated by affordable housing development fees; and

WHEREAS, on February 20, 2018, Lafayette City Council enacted Ordinance No. 08, Series 2018, which increased the affordable housing development fee from 30¢ to 60¢.

WHEREAS, on May 21, 2019, Lafayette City Council enacted Ordinance No. 16, Series 2019, which increased the affordable housing development fee from 60¢ to \$1.00; and

WHEREAS, new residential and non-residential development is demonstrably associated with the generation of new jobs at various income levels, with the number of jobs associated with any particular development being correlated with the type and size of the development; and

WHEREAS, when jobs at a low or moderate income level are generated as a direct consequence of new non-residential development, employees receiving such incomes will experience a lack of housing availability and affordability in Lafayette under current market conditions, unless efforts are taken by the city to increase housing opportunities to keep pace with job growth

WHEREAS, the high demand for housing in Lafayette continues to cause a lack of presently available housing options for low income and moderate income households and has significantly discouraged developers from creating housing that is affordable to lower and moderate income households; and

WHEREAS, job growth associated with new residential development is directly related to the income and spending capacity of the household occupying the residence and that the size of the residence, as measured in gross square footage, correlates with the income and spending capacity of the residents, thus causing a larger residence to drive more job growth and more concomitant secondary housing demand than a smaller residence; and

WHEREAS, to continue to offset the impacts attributable to new development and the lack of availability of, and need for, affordable housing in the City of Lafayette, City Council has determined that it is necessary to impose an affordable housing development fee on non-residential development and modification of existing structures; and

WHEREAS, City Council finds that the fee set forth herein per square foot for non-residential development and modification of existing structures does not place a disproportional burden on new development and is reasonably related to the burden to provide affordable housing that is generated by new development.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LAFAYETTE, COLORADO, AS FOLLOWS:

Section 1. Section 28-7—Definitions, of Article II—Affordable housing, of Chapter 28, of the Lafayette Code of Ordinances is hereby amended by the addition of the following definition, to be inserted alphabetically:

Non-residential development means the construction or provision of a facility or structure containing any industrial, manufacturing, commercial or agricultural uses as such terms are used in Chapter 26 of the Lafayette Development and Zoning Code.

Section 2. Section 28-10. – Affordable housing development fee, of Article II. – Affordable housing, of Chapter 28 – Community Development, of the Lafayette Code of Ordinances is hereby amended as follows:¹

Sec. 28-10. Affordable housing development fee.

- (a) No person engaged in residential development in the city shall fail to pay an affordable housing development fee as provided herein. Such fee shall be assessed and collected before the issuance of a building permit for any new structure that includes one (1) or more dwelling units or for any addition to an existing structure containing one (1) or more dwelling units that increases the gross floor area of the existing structure by one hundred twenty (120) or more square feet. The affordable housing development fee shall be assessed at the rate of one-dollar (\$1.00) per square foot of interior floor area of the structure, including unfinished areas, garages, accessory structures, and interior common areas in multi-unit structures. In mixed use structures, the required fee shall be ~~calculated on the basis of the square footage directly devoted to residential use based upon an apportionment of the gross floor area in the structure attributable to each of the proposed uses,~~ with common areas that are used for both commercial and residential uses being assessed such fee in the same proportion as the ratio of residential use to commercial use for the entire structure.

- (b) No person engaged in non-residential development in the city shall fail to pay an affordable housing development fee as provided herein. Such fee shall be assessed and collected before the issuance of a building permit for any new structure or for any addition to an existing structure that increases the gross floor area of the existing structure by four hundred (400) or more square feet. The affordable housing development fee shall be assessed at the rate of one-dollar (\$1.00) per square foot of gross floor area of the structure, including garages and accessory structures. In mixed use structures, the required fee shall

¹ Additions to the current text of the Code are indicated by underlining, and deletions are indicated by ~~strike through~~.

be based upon an apportionment of the gross floor area in the structure attributable to each of the proposed uses, with common areas that are used for both commercial and residential uses being assessed such fee in the same proportion as the ratio of residential use to commercial use for the entire structure.

- (b) (c) The following are excluded from the requirement to pay the affordable housing development fee pursuant to this section:
- (1) Set-aside inclusionary zoning developments, as defined in this article.
 - (2) Those portions of new residential development structures that meet the definition of "permanently affordable dwelling units," as that term is defined in section 6.10 of the City of Lafayette Home Rule Charter.
 - (3) Dwelling units that replace a dwelling unit that is in existence as of January 1, 2016, and, therefore, does not increase the total number of dwelling units within the City of Lafayette, provided that such new dwelling unit is located on the same lot as the existing dwelling unit. A replacement dwelling unit shall not be exempted from payment of such fee to the extent that the interior gross floor area of the replacement dwelling unit exceeds the interior gross floor area of the original dwelling unit.
 - (4) Residential dwelling units that are built by any tax-exempt charitable organization under Section 501(c)(3) of the Internal Revenue Code and deed-restricted to ensure affordability of the dwelling unit to low and moderate income households.
 - (5) Non-residential projects that are built by any tax-exempt charitable organization under Section 501(c)(3) of the Internal Revenue Code and that are primarily used to provide shelter, housing, housing assistance or related services to low income households or persons experiencing homelessness.
 - (6) Construction by or on behalf of the federal, state or local governments or any department or agency thereof, to the extent any and all of the gross floor area in the structure will be used solely for a governmental or educational purpose.
- (c) The fees collected pursuant to this article are to be used to fund the purchase, development of, or otherwise provide for new affordable housing units in the City of Lafayette in accordance with section 28-11 below. The fee is not intended to, nor may it be used for the general costs of government.
- (d) The affordable housing development fee assessed by this article applies regardless of the value of the property developed.
- (e) The city council intends and specifically finds that the affordable housing development fee assessed by this section is generally applicable to broad classes of residential and non-residential property; the above fees reflect the reasonable impacts of proposed residential and non-residential development on the availability of affordable housing; and

these charges are set a level no greater than necessary to defray the impacts directly related to new development.

Section 2. If any article, section, paragraph, sentence, clause or phrase of this ordinance is held to be unconstitutional or invalid for any reason, such decision shall not affect the validity or constitutionality of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each part or parts hereof irrespective of the fact that any one part or parts be declared unconstitutional or invalid.

Section 3. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof is hereby repealed to the extent of such inconsistency or conflict.

Section 4. The repeal or modification of any provision of the Code of Ordinances, City of Lafayette, Colorado, by this ordinance shall not release, extinguish, alter, modify or change in whole or in part any penalty, forfeiture or liability, either civil or criminal, which shall have been incurred under such provision. Each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings and prosecutions for enforcement of the penalty, forfeiture or liability, as well as for the purpose of sustaining any judgment, decree or order which can or may be rendered, entered or made in such actions, suits, proceedings or prosecutions.

Section 5. This ordinance is deemed necessary for the protection of the health, welfare and safety of the community.

Section 6. Violations of this ordinance shall be punishable in accordance with Section 1-10 of the Code of Ordinances, City of Lafayette, Colorado.

Section 7. This ordinance shall become effective upon the latter of the 10th day following enactment, or the day following final publication of the ordinance.

INTRODUCED AND PASSED ON FIRST READING THE 18th DAY OF JUNE 2019.

PASSED ON SECOND AND FINAL READING AND PUBLIC NOTICE ORDERED THE 2nd DAY OF JULY 2019.

CITY OF LAFAYETTE, COLORADO

Alexandra Lynch, Mayor

Ordinance No. 18-2019 – Affordable Housing Development Fee Amendment

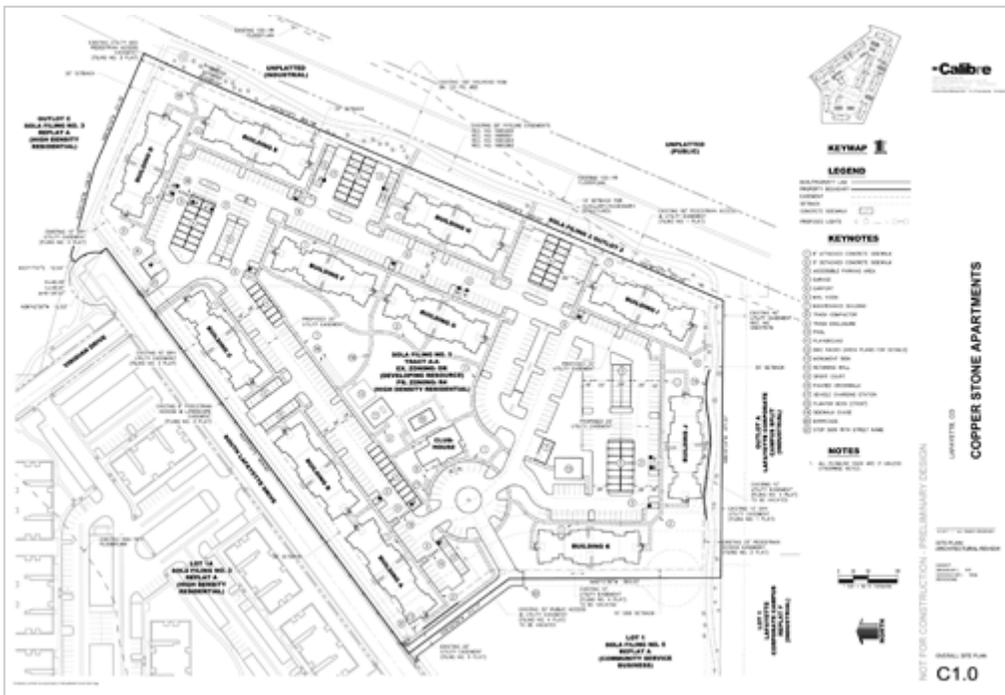
ATTEST:

Susan Koster, CMC, City Clerk

APPROVED AS TO FORM:

David S. Williamson, City, Attorney

Copper Stone Apartments - So Public Rd / So Lafayette Dr



A plan has been submitted to develop 260 apartments on approximately 14.4 acres immediately east of the Luna Bella Apartment Development. The applicant has indicated there will be 54 one-bedroom units, 150 two-bedroom units, and 56 three-bedroom units in 11 buildings, with the rental for each unit set to be attainable for residents making 60% of the Boulder County Area Median Income (AMI).

The Planning Commission held a public hearing on April 25, 2017, and approved the Site Plan/Architectural Review with conditions. City Council held a public hearing on June 6, 2017, and approved the Site Plan/Architectural Review. All public processes are complete and this project is in progress.

UPDATE OCTOBER 2017: City Council originally approved the project with the condition that a second primary building material be added to the buildings in addition to the stucco that was originally proposed. The applicant added stone to the apartment buildings similar to what was proposed for the clubhouse and bike storage facility. Staff had determined that the revised architectural elevations met the City Council conditions of approval. However, the applicant has determined utilizing stucco will dramatically affect their ability to bring an affordable rental project to the site. The stone as proposed by the applicant would still be utilized but instead of stucco, vinyl siding would be added as the second primary building material. The applicant has found that today's vinyl siding is very durable, long-lasting, includes a 25-year warranty and requires much less maintenance than stucco. Planning Commission found that the amended architectural plans comply with the site plan/architectural review criteria, and that the new materials are compatible with the location and proposed use. This change was approved by City Council during a public hearing on October 17, 2017.

Traditions at Lafayette - SE Corner of So Public Rd / So Lafayette Dr

The Traditions at Lafayette (Traditions) is a 133-unit affordable senior apartment community on 3.4 acres located at the southeast corner of So. Public Road and So. Lafayette Dr.

Proposed project amenity spaces will include resident lounge/lobby, theater, library, internet café, conference room, leasing offices, billiards/cards, family dining, game, and crafts rooms. Exterior amenities include raised gardens, outdoor firepit, reserved carport covered parking, open surface parking, and car charging stations.

All of Traditions' units will target households with incomes at or below 60% of the area median income (AMI) for Boulder County. HUD establishes area median incomes by county each year, with the 2019 data anticipated to be published at the end of March. For 2018, AMI is \$108,600 for a family of four, meaning that for a renter household to qualify for occupancy at Traditions, a two-person household could earn no more than \$52,140 (60% of the area median income). Rents are intended to be affordable for such households, with the 2018 maximum allowable rents of \$1,141 for studio units, \$1,222 for one bedroom units, and \$1,467 for two-bedroom units.

At their November 28, 2018 meeting, the Planning Commission reviewed and recommended approval of the site plan/architectural review, special use review, PUD, comprehensive plan amendment, and rezoning.

City Council approved the site plan/architectural review, special use review, PUD, comprehensive plan amendment, and rezoning on January 15, 2019. Second reading of the comprehensive plan amendment and rezoning occurred on February 5, 2019.

Because the Final PUD was not recorded within 90 days of approval pursuant to the development agreement requirements, the comprehensive plan amendment and rezoning will be taken to City Council on January 7, 2020, for reconsideration. This meeting will be a public hearing. Nothing has changed since the project was approved in February 2019. City Council approved the comprehensive plan amendment and rezoning on January 7, 2020.

Plan Sets

[View the site plan](#) (November 2018)

[View the elevation drawing](#) (November 2018)



Willoughby Corner - Emma / 120th St

Willoughby Corner is a new neighborhood of affordable homes located just southwest of the intersection of 120th Street and East Emma Street in Lafayette. The neighborhood, developed by Boulder County Housing Authority, proposes 400 permanently affordable homes in a variety of building types including duplexes, townhomes, and apartments as well as significant public amenities. In addition to new affordable workforce housing, the 24-acre neighborhood will include community gardens, a community building, dog park, trails, and park space.

BCHA anticipates that approximately 20% of the homes will be for-sale to those earning between 60% - 120% of the Area Median Income, while approximately 80% of the homes will be for-rent to those earning between 30% - 60% of the Area Median Income.

The illustrative plan was developed based on community input received thus far as well as the goals and mission of the Boulder County Housing Authority. BCHA looks forward to further refining the plan for Willoughby Corner through continued public engagement as well as through the formal City planning process.

For more information on Willoughby Corner please visit www.lafayettehousing.org

Planning Commission reviewed and approved the Willoughby Corner Sketch Plan Review with 8 conditions at their September 24, 2019 Meeting. A sketch plan is valid for 2 years.

Plan Sets

[View the illustrative plan \(January 2019\)](#)

SUBMIT YOUR ONLINE COMMENTS for the Illustrative Plan though **FEBRUARY 8, 2019**.

[View the Sketch Plan Site Plan \(August 2019\)](#)

[View the Complete Sketch Plan Set \(September 2019\)](#)

[View the Exhibits \(September 2019\)](#)

[View the Sketch Plan Landscape Plan \(August 2019\)](#)

[View the Sketch Plan Conceptual Rendering \(August 2019\)](#)

The applicant will hold a neighborhood meeting on March 6, 2019. Visit www.lafayettehousing.org for details. [View a tentative Project Timeline](#)

PRELIMINARY PLAN

The Illustrative Plan for the Preliminary Plan is now available (see below link) and the online public comment period will run from March 11, 2020, through March 20, 2020. Written comments outside of this timeframe can be sent to Jana Easley, the project planner, via email to jana.easley@cityoflafayette.com or by mail or in person to Planning Department, City Hall, 1290 S. Public Road, Lafayette, CO 80026.

Once the formal submittal for the Preliminary Plan is received, it will be updated on this page.

[View the Preliminary Plan Illustrative Plan set](#)

[View the Narrative](#)



Estimated Schedule

SKETCH & PRELIMINARY PLANS	DATE	DAY OF WEEK	NOTES
Pre-Application meeting (city staff & applicant)	2/13/2020	Thursday	completed
Applicant to provide illustrative plan (PDF), 1-2 paragraph project narrative & 750' owners list	2/20/2020	Thursday	completed
City to put plans put on website	2/25/2020	Tuesday	
Applicant to mail Notice of Intent to Develop letter to 750-ft neighbors (10 days prior to comment period) (copy of notice to city)	2/28/2020	Friday	
Applicant to post at least one sign (18x24" min, "Intent to Develop" plus relevant city website and contact info (provide photo of posted sign(s) to city)	2/28/2020	Friday	
Comment period start (at least 15 days prior to 2nd Pre-App meeting)	3/11/2020	Wednesday	public comment period (10 days) on Illustrative Plan / completed
Comment period end (10 day comment period)	3/20/2020	Friday	
2nd Pre-Application meeting (at least 15 days after comment start period)	3/26/2020	Thursday	
Submit formal application (usually 4th Friday of month)	3/27/2020	Friday	Start here/ plug in date

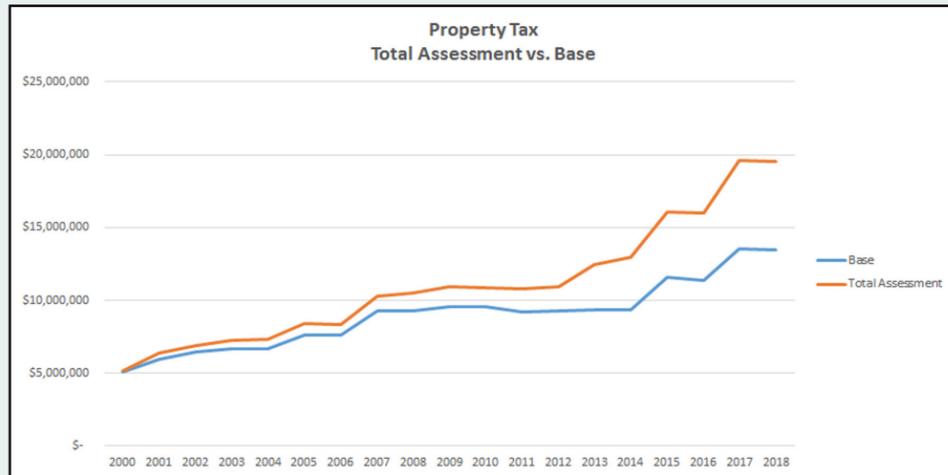
What is Tax Increment Financing (TIF)?

Tax Increment Financing (TIF) is a state authorized tool that allows local municipalities to divert tax revenues (sales tax and/or property taxes) above an established base, back into the geographical area the taxes were taken from. The sales tax base remains static, whereas the state allows the property tax base to fluctuate. This means that every dollar collected by the City from sales taxes in the area above the base, is transferred to the Authority. In contrast, the fluctuating property tax base means other taxing jurisdictions (school district, urban drainage, county) receive some of the benefit from increasing property values of the area while the Authority is in existence.

Property Tax

In odd numbered years, the County Assessor is required to reassess properties for increases or decreases in value. Since 2018 is an even numbered year, the Authority anticipated the change in assessed value from 2018 as compared to 2017 to be minimal. In 2017, the assessed value of properties within the Urban Renewal Area was \$19,611,080 with the base being \$13,574,555 and the increment being \$6,036,525. In 2018, the \$19,532,733 with the base being \$13,457,881 and the increment being \$6,074,852. The increment increased \$38,327 between 2018 and 2019.

Per state law, the County assessor uses a multiplier formula of actual value x (7.0% for residential or 29% for commercial) to determine assessed value of properties.

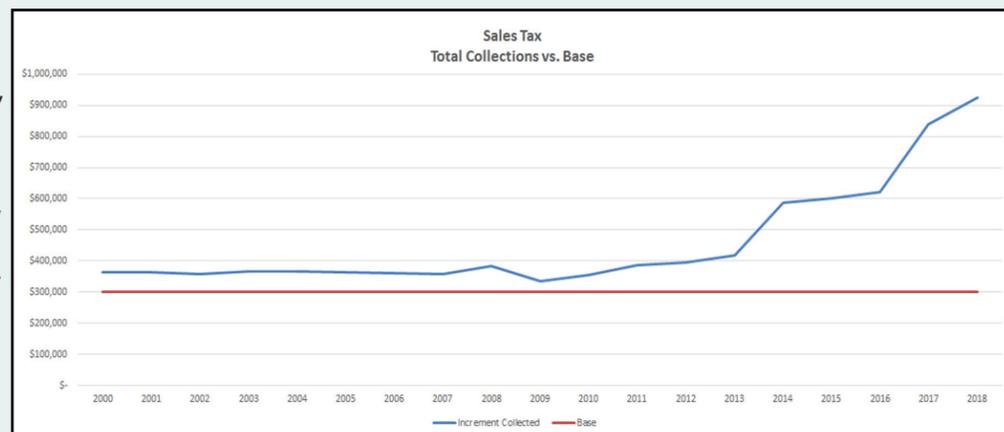


When the Urban Renewal Area was created, the base assessed value within the area was established. The base is adjusted every two years by the Boulder County Assessor. Increases in valuation above the base are used to calculate the additional incremental property tax to be remitted to the Urban Renewal Authority. Growth beyond the base is due to increasing property values or from investments in rehabilitated properties or new construction.

Sales Tax

When the Authority was founded in October 1999, the sales tax base was established at \$300,274. As mentioned above, increases over this base collection are remitted to the Authority for reinvestment into streetscapes, businesses, and properties. The 2017 collections above the base were \$436,917 while the 2018 collections above the base were \$624,422. This was an increase of 42.9%.

Primary reasons for these increases were: William Oliver's Publiick House, Just Dandy, Ras Kassa's Ethiopian Restaurant, Stam Chocolaterie, Deli-Cious Z's, Tangerine, Elizabeth's, On Point Distillery, Mon Cheri Bakery and Bistro, Efrain's, and other unnamed but very important businesses.



Lafayette Urban Renewal Authority 2018 ANNUAL REPORT



2018 was about Projects and Partnerships for the Urban Renewal Authority. Overall, nearly \$900,000 in private investment occurred within the Old Town Urban Renewal Area. The efforts of LURA in the coming year promise to build on past successes with a commitment to continue building a vibrant and robust Old Town district.

The Authority bid farewell to Commissioners Harkins and Ramos, and welcomed Commissioners Arrington and Bonner.

2018 Lafayette Urban Renewal Authority

The mission of LURA is to encourage revitalization and redevelopment in the Old Town Urban Renewal Area and the South Boulder Road Urban Renewal Area by working in partnership with property owners to improve existing structures, fostering new development, and preventing deterioration of properties within the urban renewal areas.

URBAN RENEWAL AUTHORITY BOARD

Kevin Muller, Chair
 Luke Arrington
 Janet Bonner
 Carolyn Cutler
 Pat Gross

Jamie Harkins
 Bill Pomerory
 Jamie Ramos
 Kate Williams

LURA EXECUTIVE DIRECTOR

Roger Caruso
 rogerc@cityoflafayette.com
 (303) 661-1262

Projects

In March, the Authority put 610 W. Baseline Road (former U-Pump-It Gas Station) and 504 W. Baseline Road (vacant lot) under contract. The Authority subsequently assigned the contracts to the owner of the property between the two properties with an anticipation of future redevelopment of the site.

In November, the Authority put 103 S. Public Road (former Miller's Grille) under contract. The Authority subsequently assigned the contract to the co-founder of Stem Ciders. The owner has up to 6 months to present plans to the City for rehabilitation of the property.

In April, the Authority entered into a contract with HPM Contractors for construction of the "Front Porch". The Front Porch was imagined through workshops with the public in late 2015. This streetscape project on the east side of Public Road, from Geneseo Street to Cleveland Street, is an investment in Old Town's robust pedestrian activity seen within the area over the last four years with the opening of many restaurants and retail shops. The project included new fencing, lighting, banner poles, colored concrete, tree planters, and seating for visitors to enjoy.

In other projects, the Authority added two new public private parking lots to our expanding list. The new parking lots are located at 806 and 808 S. Public Road. These parking lots add an additional 70 parking spaces to Old Town.

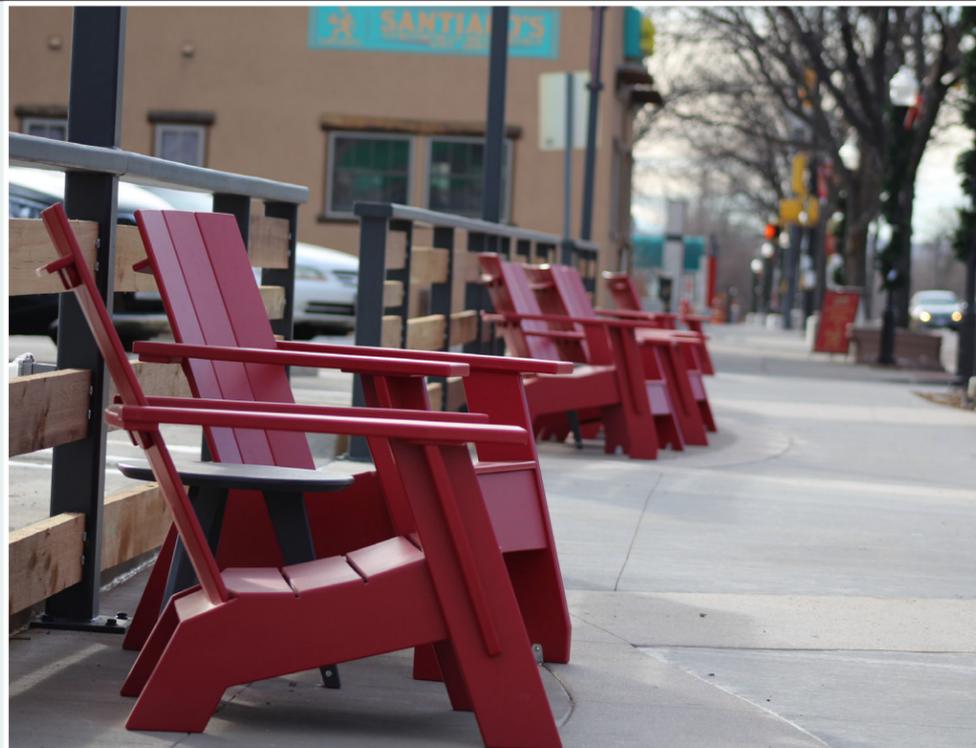
Additionally, the Authority commissioned a Streetscape Maintenance Plan to strategize maintenance of improvements on Public Road. This resulted in the Authority contracting with a local company to paint the many black pedestrian lights, green benches, trash cans, and railings within Old Town.

In 2018, the Authority helped improve the aesthetics of Public Road by partnering to purchase new winter street decorations. This included garlands and bows for pedestrian lights and winter banners for the street lights. The Authority has received positive feedback that this investment was a great improvement for Old Town during the holiday season.

Partnerships

The Authority was proud to accept the 2018 Downtown Colorado Inc. Governor's Award for the Collective Community Arts Center, in the category of Best New Addition to Downtown. The Collective grew out of a partnership between the property owner/developer, City Council, the Authority, and the Arts and Cultural Resources Department.

In late 2018, the Authority entered into an Intergovernmental Agreement allowing up to the anticipated remaining revenues of the Authority to be borrowed from the City. The agreement gives LURA more flexibility to investment in the near term. The Authority also conducted a workshop with City Council to discuss the projects of the past year, to receive feedback and ideas on past and future projects, and to further the understanding of LURA's goals and limited timeframe.



In an effort to build relationships and trust between the two groups, the Historic Preservation Board (HPB) and Authority met multiple times in 2018. They discussed what each board is charged with and how each entity looks at development. Later in the year, they took a walking tour of Old Town. HPB and the Authority plan meet at least once a year, in a workshop setting, to continue to engage on issues that affect both LURA and HPB.

In late 2018, the Authority, with support from City Council, and a partnership with the Arts and Cultural Resources Department, commissioned the new "Arts on Tap" sign at The Collective Community Arts Center. This sign is a recreation of the former "Coors on Tap" sign that hung from the building in the 1940's. The sign has been well received by the public and the Authority appreciates the partnership of the Arts and Cultural Resources Department to make this former iconic sign a reality once again.

Lastly, the Authority was able to partner with Mon Cheri for the installation of their new patio; 12 Point Distillers for the installation of their new patio; Tangerine signage and awning improvements; and Due South on a storefront door for their expanding footprint.

2019 and Beyond

The Urban Renewal Authority tax increment was approved for 25 years from October 1999. This means that the increment tax collections, as established from the base, will cease to be remitted to LURA past October 2024. With less than six (6) years remaining, LURA is cognizant that investments in properties and businesses need to occur sooner rather than later. As such, some of the most difficult rehabilitation and redevelopment conversations will be in the near future. In fact, 2018 and 2019 has already seen the announcement of two major redevelopment/rehabilitation projects.

Although LURA's mission and responsibilities are outlined in State Statutes, the Urban Renewal Plan, and the 2011 Vision Plan, the Authority believes public input

vital to success in redeveloping and rehabilitating projects. Even though the Authority must work behind the scenes to negotiate rehabilitation or redevelopment properties, once made public, the ship has not sailed. LURA looks forward, at that time, for help, guidance, and assistance from what the community's vision is. LURA is working to make Public and Baseline Roads, and Simpson Street, a welcoming place for those within our community and neighboring communities, to spend a morning, afternoon, or evening.



Current Projects

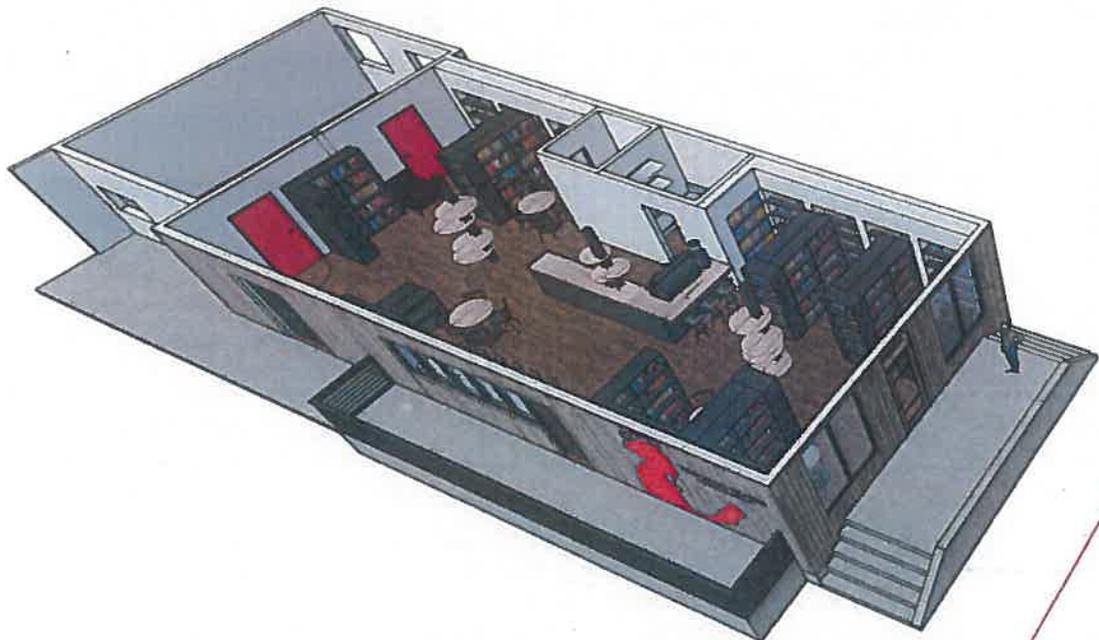
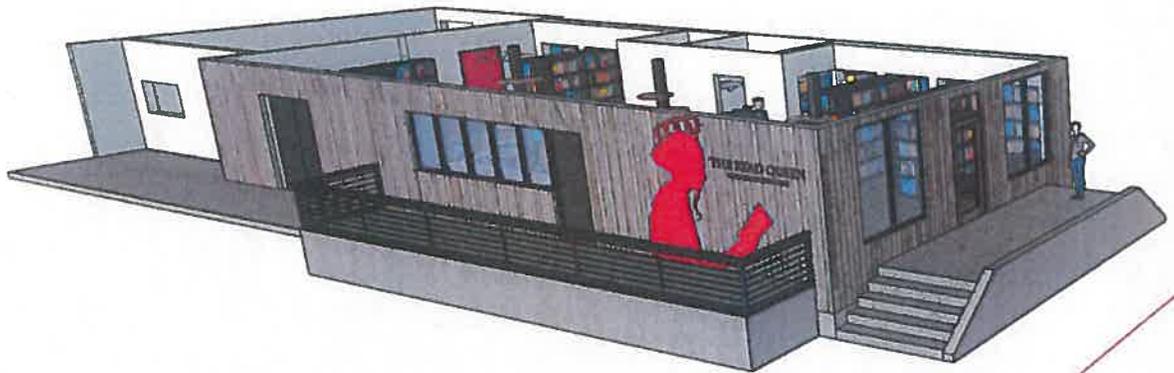
1. 103 S. Public Road – redevelopment of old restaurant space
2. 129 N. Harrison – Read Queen Bookstore
3. 404 W. Baseline Road – Mixed use
4. 700 Block of S. Public Road – Mixed use
5. 201 N. Carr – in process of purchasing
6. 504, 508, and 610 W. Baseline – no proposals received to date, but mixed use is anticipated



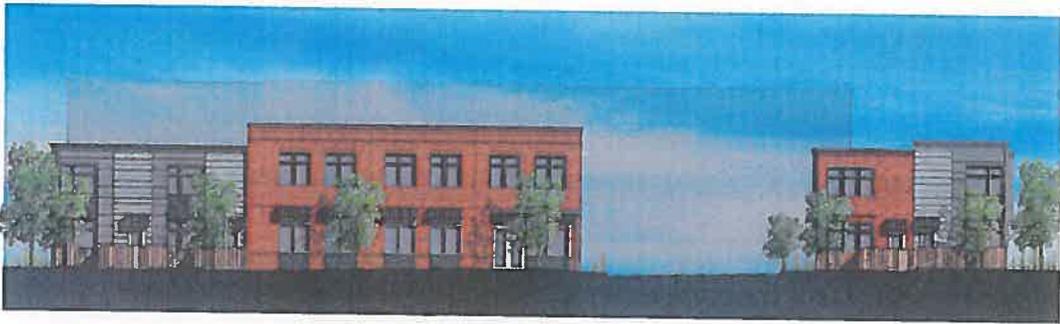
103 South Public Road



Images from Wheelhouse Design Concept of The Read Queen Bookstore and Cafe



404 W. Baseline Road



1 NORTH ELEVATION BUILDING A & B
SCALE: 1/8" = 1'-0"



1 SOUTH ELEVATION BUILDING C
SCALE: 1/8" = 1'-0"

M K L

ARCHITECTURE PC
1000 CAMPUS PLACE, SUITE 201
DENVER, COLORADO 80202
303.733.8800
WWW.MKLARCHITECTURE.COM

**BASELINE
OLDTOWN VILLAGE**
404 WEST BASELINE ROAD
LAKEWOOD, COLORADO
JANUARY 2019

DATE: 1/15/19
DRAWN BY: JAC
CHECKED BY: JAC
PROJECT NO: 19-001

NO.	REVISION	DATE

BY: JAC
DATE: 1/15/19
SCALE: 1/8" = 1'-0"
SHEET: 101 OF 101
COLOR: PANTONE



Lafayette Urban Renewal Authority | 1290 South Public Road | Lafayette, Colorado 80026



700 PUBLIC ROAD

Retail, Office, and Residential Opportunity

REQUEST FOR PROPOSALS

Date Issued: November 15, 2019

Date Responses Due: February 10, 2020



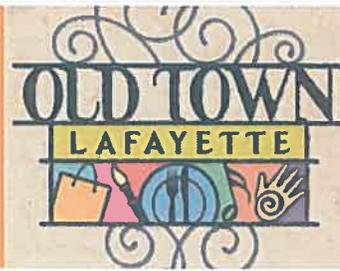
PART 1

Lafayette Urban Renewal Authority – Request for Proposals

INTRODUCTION



INTRODUCTION



THE LAFAYETTE URBAN RENEWAL (THE “AUTHORITY”) IS EXCITED TO SEEK QUALIFIED DEVELOPERS WHO POSSESS THE *ability, desire, and financial resources* TO DEVELOP AN APPROXIMATE 1.03-ACRE SITE WITHIN THE LAFAYETTE OLD TOWN REVITALIZATION AREA (THE “AREA”). TO THE MAXIMUM EXTENT POSSIBLE, YOUR RESPONSE TO THE REQUEST FOR PROPOSALS (THE “PROPOSAL”) SHOULD EVIDENCE ‘**CREATIVE, DIVERSE, & ECLECTIC**’ AS ITS THEME.

On September 20, 2011 ‘Downtown: The Vision’ (see attachment) was adopted to guide future development within the area. Your response to the Proposal will be highly graded on weaving the proposed development with Lafayette’s ‘Downtown: The Vision’ guide.



A successful response to the Proposal will be one that the public can understand and *connect with emotionally*. Although the plan is advisory and serves as a guide for public decisions related to development in the district, be sure to treat it as a living document that has served and will continue to serve as a source of inspiration to our community.

MAKE SURE YOU MIX
market reality,
community desires,
AND
economic feasibility.

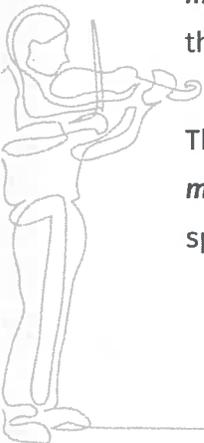


One of the identified issues in the **VISION PLAN** is the length of Public Road and lack of community along the street. The responder should focus on how their Proposal **improves the community along the street.**



The cultural arts community is active and vibrant in Lafayette. Keep asking yourself: **“How does my Proposal capitalize on the strength of Lafayette’s cultural arts.”** Once you feel comfortable that your Proposal meets that intent – *push yourself harder.*

The Vision Plan states **“Diverse, kid-friendly, value-oriented shops and restaurants were often mentioned and are desired by many residents”.** Although it may be too early to commit to specific businesses, tell us what the type of business you will be fighting for.





Play to the street, play to the street, play to the street!

Unique planted pots, seasonal hanging baskets, new public seating opportunities, colorful banners and graphics, bike racks, public art --- your Proposal should have a WOW x 10 factor. And don't get us started on our *love* for artistic murals!



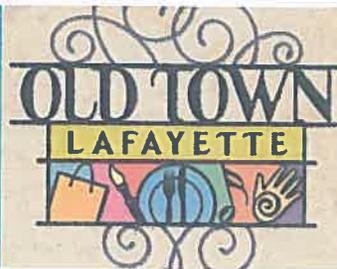
PART 2

Lafayette Urban Renewal Authority – Request for Proposals

OBJECTIVES, INTENT, AND SUBMITTAL REQUIREMENTS



OBJECTIVES, INTENT, AND SUBMITTAL REQUIREMENTS



700 PUBLIC ROAD

The Authority has secured fee simple title to 701 S. Public Road and an additional 20 feet of the northern portion of 801 S. Public Road; and holds a two-year options contract to acquire fee title to 705, 707, 709, and 711 S. Public Road. The area is approximately 350 feet long (along Public Road) x 128.75 feet wide (along Spaulding Street) and is approximately 1.03 acres in total size.

The property at 701 S. Public Road was acquired by the Authority for \$238,961.80. The options contract for the properties at 705, 707, 709, and 711 S. Public Road provides for acquisition at \$1,200,000. The additional 20 feet of 801 S. Public Road was acquired by the Authority for \$45,383.82 plus future ancillary costs to move fencing, irrigation, and restore the area. Total costs for property acquisition are \$1,484,345.62 plus future ancillary costs.

OBJECTIVES OF THE REQUEST FOR PROPOSALS

The primary objective of the Proposal is to identify those development teams that appear to have the ability, experience, financing, development credentials, and redevelopment concept necessary to develop the project site in a manner that meets the overall objectives of the Urban Renewal Plan. The development team ("Developer") consists of all members who will have a financial interest in the project, directly or through any interest in any company. In addition, the development team consists of any person who does not have a financial interest, but who will be the main contact or will be principally working on the project, except sub contractors or third-party consultants.

From the Proposals submitted, one Developer may be selected to enter into negotiations, which, if successful, may result in a redevelopment agreement. The Developer will be required, as a part of the negotiation process, to develop more detailed physical and financial plans.

INTENT OF THE SUBMITTAL REQUIREMENTS

The intent of the submittal requirements are to ensure a fair review of all development teams.

SUBMITTAL

The Proposal may be submitted at any time before the deadline of 5:00 PM (MST) on February 10, 2020. Responses submitted after that time will not be considered by the Authority. The Proposals will be opened at a public session on or after February 11, 2020. Please follow the directions below, as failure will also disqualify your Proposal.

The Proposal will consist of three documents: 1) an identifying Request for Qualifications ("RFQ"), 2) a non-identifying RFQ, and 3) the concept plan with narrative ("Plan"). Please submit ten (10) copies of the Proposal.

RFQ SUBMITTAL

Please note that there are two RFQs to be submitted. The identifying RFQ shall refer to all persons and companies by real name and shall be submitted in a sealed envelope within the sealed manila envelope which contains the Plan. The non-identifying RFQ shall not refer to persons or companies by name, but instead should refer to people as Person A, Person B, Person C, etc.; and companies should be referred to as Company 1, Company 2, Company 3, etc. The non-identifying RFQ shall be submitted in a sealed envelope and stapled to the outside of the manila envelope.

The RFQ information shall include the following:

- A) *The name, company title, and responsibilities/qualifications of each member of the development team;*
- B) *The member(s) of the team who will be making decisions and with whom the Authority shall principally negotiate. It is desirable to have a single contact point;*
- C) *Number of years of experience that member(s) of the team have in development, construction, or in a residential or commercial leasing capacity;*
- D) *The name, company title, and responsibilities/qualifications of consultants who will be involved in the project (civil engineer, architect, structural engineer, etc.);*
- E) *Description of the legal relationship between members of the development team and the legal entity with whom the Authority will negotiate;*
- F) *A description of the development team's experience and success with similar types of projects, especially those that have been completed within an Urban Renewal Area or a downtown area;*
- G) *A description of the financial capability and capital resources of the development team. This may be evidenced by any sources of information the development team may choose to supply, and may include financial statements. If a new entity is contemplated, include the above financial information for each owner of the new entity, and a statement of the manner on which the new entity will be capitalized;*
- H) *Submittal of a liquid net worth of the principals of the development team or corporation or LLC of at least \$1,000,000;*
- I) *Letter from a President or Vice President of a Colorado-based bank speaking to the Developer's credit line, past performance on construction or lending loans, and banking history.*
- J) *Statement of any past or present litigation of performance on construction projects of the development team or any member thereof.*

PLAN SUBMITTAL

The following preliminary information is necessary for the Authority to understand the Proposal. The Developer selected to negotiate further with the Authority will be required to develop more detailed information.

- K) *Concept plan with narrative – The Developer shall describe, in narrative and schematic plan forms, the basic concept of the proposed project. The narrative should describe the theme of the project, including a description of how the Project Plan conforms to the objectives of the RFP, the Urban Renewal Plan, and “Downtown: The Vision.” The concept plan to be submitted should include the following:*
- i) *Land uses and proposed potential zoning;*
 - ii) *Generalized building footprints and location of parking;*
 - iii) *Architectural treatment of the buildings;*
 - iv) *Pro forma statement – Responses shall include a conceptual pro forma statement that provides an outline, to the extent possible, of the anticipated economics and proposed financial approach to the project under consideration, including any needed public investment;*
 - v) *A preliminary schedule of performance, which includes time periods for design, equity and debt financing, property acquisition, construction, lease-up/sale, and any other critical milestones.*

Proposals are to be submitted to:

Susan Koster
City Clerk
1290 S. Public Road
Lafayette, CO 80026
Telephone: (303)661-1227

Inquiries are to be directed to:

Roger Caruso
LURA Executive Director
1290 S. Public Road
Lafayette, CO 80026
Telephone: (303)661-1262



DISQUALIFICATION DUE TO LACK OF INFORMATION

Although it is understood that the nature and size of the project being proposed will affect the complexity of the submittal, the documentation should be at a level of detail which provides an opportunity for an accurate evaluation of the Proposal.

UPDATES, ADDITIONAL INFORMATION AND MEETINGS

Updates including meeting times and dates or answers to questions presented to the Authority will be available at <https://www.cityoflafayette.com/700PublicRoadRFP>

The Authority has scheduled a 'Question and Answer Session' for interested Developers on Monday, December 2, 2019 at 5:30 p.m. at The Collective, 201 N. Public Road. The intent of the meeting is for interested Developers to be able to ask questions and receive feedback on the type of development the Authority is looking for.

The Authority requests first-round questions be submitted by Tuesday, November 26, 2019 at 5:00 p.m. via email to the LURA Executive Director at rogerc@cityoflafayette.com. The Authority will answer questions presented by this date at the December 2 meeting and will publish the questions and answers on the website listed above.

To ensure consistent and accurate responses and fairness to all developers, the Authority requests questions outside of the December 2, 2019 meeting be presented via email to the LURA Executive Director at rogerc@cityoflafayette.com. The LURA Executive Director will respond directly to all questions, and publish the questions and answers online for all interested Developers to be able to utilize.

SELECTION PROCESS

In general, the Authority intends to follow the selection procedure outlined below. The Authority may change the process at any time in its sole and absolute discretion.

Response Submission – The Authority will accept responses at any time up to and including the submittal deadline of 5:00 PM (MST) on Monday, February 10, 2020.

- L) *Preliminary Review – The Authority will review the non-identifying RFQ on Tuesday, February 11, 2020, at 5:30 pm in the City Council Chambers, 1290 S. Public Road. (unless delayed by the Authority);*
- M) *Post RFQ Review – The Authority will outline the process.*

CRITERIA FOR EVALUATING RESPONSES

The Authority has established the following criteria upon which it will evaluate the responses submitted. It will select the Developer that best meets these criteria. The Authority's determination of satisfactory compliance with the selection criteria will be at their sole and absolute discretion, and any decision will be final and conclusive.

- N) **Project Concept**
 - i) *The manner in which the response conforms to the Authority's Objectives and Vision Plan;*
 - ii) *The extent to which the response responds to the Urban Renewal Plan and the redevelopment objectives of such plan;*
 - iii) *Conformance with all applicable building and zoning ordinances (as may be amended) and all other applicable ordinances of the City;*

O) Background and Experience of Development Team

- i) The proposed Developer who will be responsible for the project;*
- ii) The success of the Developer's past projects, especially those that are in areas similar to Old Town Lafayette;*
- iii) The overall architectural and design quality of prior projects of the Developer;*
- iv) The Developer's experience in working with public entities;*
- v) The Developer's history of the timeliness of completion of prior projects;*
- vi) The Developer's history of completing projects as originally proposed;*
- vii) Status of any litigation regarding the Developer's past projects;*

P) Financial Capability of Developer

- i) The Developer's ability to provide sufficient equity for the proposed project;*
- ii) The Developer's ability to secure any necessary debt financing;*
- iii) Evidence of the Developer's ability to fund the project until its completion, closing of permanent financing, and project stabilization.*

POST SUBMISSION CHANGES / TRANSFERS

After submission of a response, the Developer may make substantial changes in the project concept or the development team, or transfer or assign the response or any interest therein to another Developer, only with the written consent of the Authority. The Authority reserves the right to withhold consent or to impose conditions on such consent at its sole and absolute discretion. As a condition to any consent, the original Developer of the project and the transferee may be required to demonstrate or certify to the Authority that except for reimbursement of out-of-pocket expenses incurred in connection with the submission of the response, no compensation, remuneration, transfer fee, or similar payment has been made in connection with such transfer or assignment.

CONFIDENTIALITY

The Authority will treat responses to this RFP as public record subject to the Colorado Public Records Act. Accordingly, information submitted to the Authority is subject to disclosure to the public. Confidential and financial information submitted by the Developer that is exempt from disclosure to the public will be retained on a confidential basis by the Authority.

All information that a Developer wishes to remain exempt from disclosure should be submitted separately, bound and clearly marked: "Confidential Commercial and Financial Information – Exempt from Public Disclosure in Accordance with the Colorado Public Records Act." The Authority will make reasonable efforts to consult with a Developer prior to disclosure of information so marked, if in the Authority's view said information is not entitled to exemption from disclosure.

REDEVELOPMENT AGREEMENTS

After negotiation, the Authority may enter into a redevelopment agreement with the Developer selected for the project. The redevelopment agreement may include, without limitation, provisions respecting the following: description of the project and Authority's rights regarding design approval and access; project construction and schedules of performance; the Authority's and the Developer's financing; continuing financial disclosure relating to the project; mitigation of traffic and potential interruptions to adjacent properties; signage; commitment to public art; insurance; indemnification of the Authority; anti-discrimination and affirmative action; default and termination; restriction on use; restriction on assignment and transfer; and other customary and appropriate provisions.

The Developer chosen will have exclusive negotiation rights after notification of selection, for a period of up to 90 days, in order to execute a redevelopment agreement. During the negotiation period, either the Authority or Developer may, upon written notice, withdraw from negotiations if either party determines that a satisfactory agreement is not likely to be reached. The Executive Director may extend the 90-day period by two (2) additional 90-day periods if progress is being made toward a redevelopment agreement.

REJECTION OF PROPOSAL

Any and all responses may be rejected at any time at the sole and absolute discretion of the Authority, and the Authority's decision will be conclusive and final. Automatic rejection will occur if the Authority has not selected a Proposal within one year of the submission date. In addition, the response may be rejected for any of the following reasons:

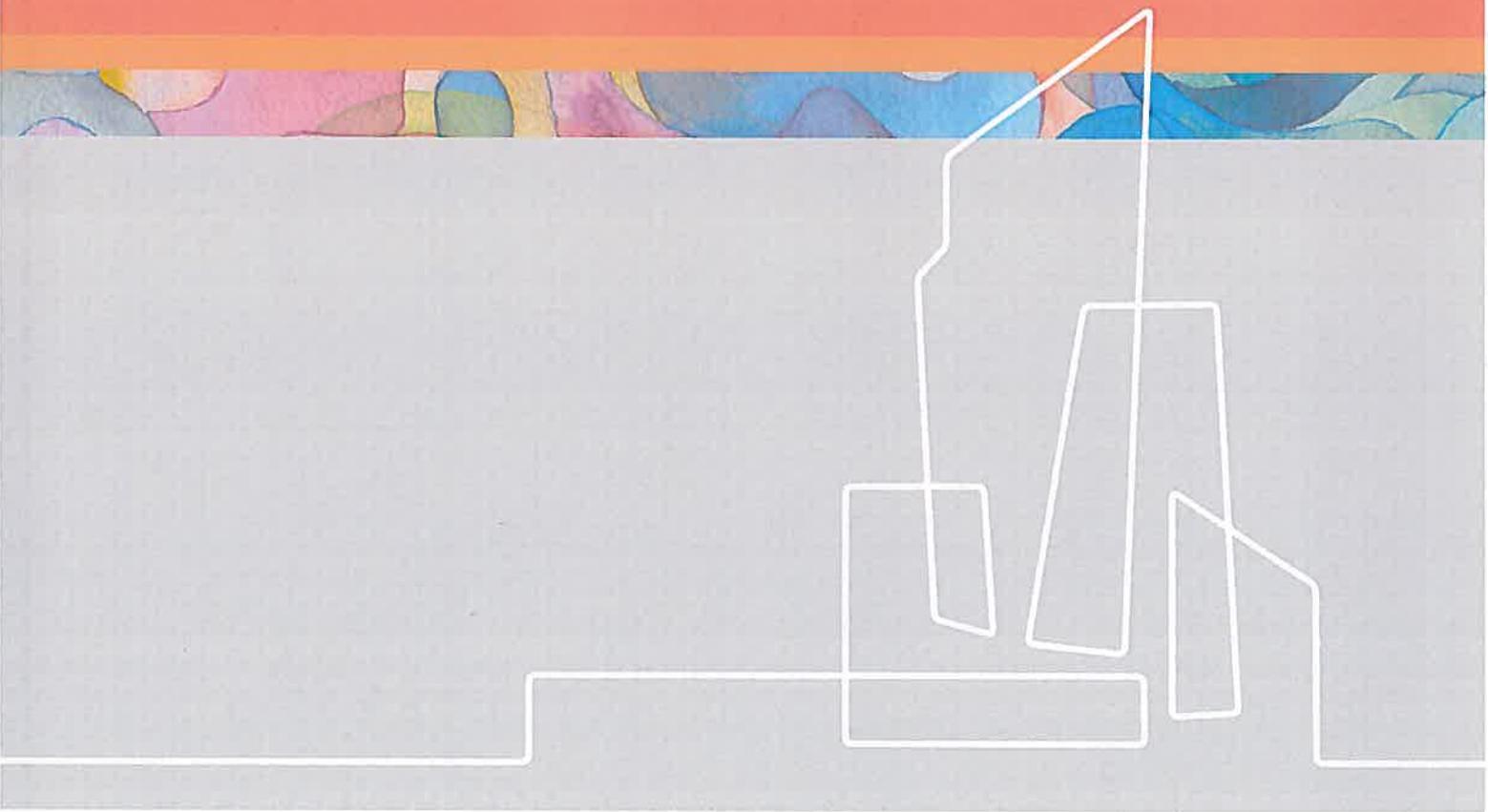
- Q) *The response was submitted past the deadline of 5:00 PM (MST) on February 10, 2020;*
- R) *The response was incomplete or did not include adequate information to review the request;*
- S) *The Developer was otherwise non-responsive to additional requests for information;*
- T) *The Authority believes the Developer does not have the experience, background, commitment, or financing to perform the project;*
- U) *The Authority determines that the rejection of the Proposal is in the best interest of the Authority.*



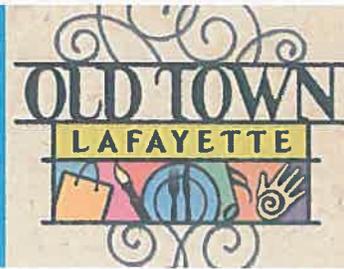
PART 3

Lafayette Urban Renewal Authority – Request for Proposals

DIMENSIONAL STANDARDS AND VISION



DIMENSIONAL STANDARDS AND VISION



700 PUBLIC ROAD CHARACTERISTICS

- A. **Acreage** – Approximately 1.03 acres;
- B. **Owner** – Combination of fee simple ownership by the Authority and an options contract.
- C. **Zoning** – B-1/LURA – Community Service Business District. The intent of the B-1/LURA zoning – Community Service Business District is to provide areas for retail stores and convenience services. The character of these uses requires convenient vehicular access from a Major Street. The Plan allows mixed-use residential/commercial if approved through a Special Use Review.

Additionally, per Resolution 2012-20, 8.1.1. (see attachment):

“When the underlying zoning is non-residential, no greater than 75% of the floor area within the complex shall be residential uses. Notwithstanding the foregoing, the City Council may, after review and recommendation of the Planning Commission, allow up to 95% of the floor area within a mixed use building complex to be used for residential uses upon finding that the proposed PUD is unique and/or necessary for the economic development of the city, that the market is unlikely to support 25% or more of the floor area being non-residential, and that one or more of the following criteria has been met:

- i) That 50% of the nonresidential floor area of the proposed mixed use building complex shall be legally restricted by the owner to uses that will generate sales tax revenues for the city;
- ii) That the proposed mixed use building complex is a redevelopment project that will result in the abandonment of a legal nonconforming use;
- iii) That 50% of the residential floor area within the proposed mixed use building complex shall be legally restricted by the owner to be affordable;
- iv) The proposed mixed use building complex is a redevelopment of a property which has caused significant problems for adjacent neighborhood(s), such as, but not limited to, graffiti, vagrancy, noise, or other similar deleterious impacts to the quiet enjoyment of neighboring properties; or
- v) That the proposed mixed use building complex provides some parking spaces available for the Urban Renewal Authority.

D. Parking – Parking requirements can be found in Lafayette’s Municipal Code, Section 26-20-2.

E. Preferred Use of the Site – Mix of restaurant, retail, office, and/or residential uses, which complement existing Old Town businesses;

At the Authority’s August 13, 2019 meeting, members gave direction on staff of what they would like to see in a future project. That direction included:

- Funky
- Mixed-Use
- Historical Context
- Business Incubator
- Flex-Space
- Rights-Sized
- Fits the Character of Public Road
- Unique
- Good Commercial Signage
- Public Spaces
- Live/Work
- Attainable (residential and commercial)
- Bold
- Potential of Incorporating Existing Tenants
- Artistic



Most importantly is Old Town’s tagline: *creative, diverse, and eclectic!*

F. Dimensional Standards -

Height Limits – B-1/LURA allows a 35-foot height maximum;

Building Setback –

East Elevation: Preferred to be built up to sidewalk unless incorporating outdoor patios or public spaces;

North Elevation: Preferred to be built up to sidewalk unless incorporating outdoor patios or public spaces;

South (side) and West (rear) Elevations: 5-foot side yard unless approved through a PUD modification. 10-foot rear yard unless approved through a PUD modification.

Density –

Residential Density: 10 dwelling units per acre unless approved through a PUD modification. 50% maximum lot coverage unless approved through a PUD modification.

Commercial Density: 50% maximum lot coverage unless approved through a PUD modification.

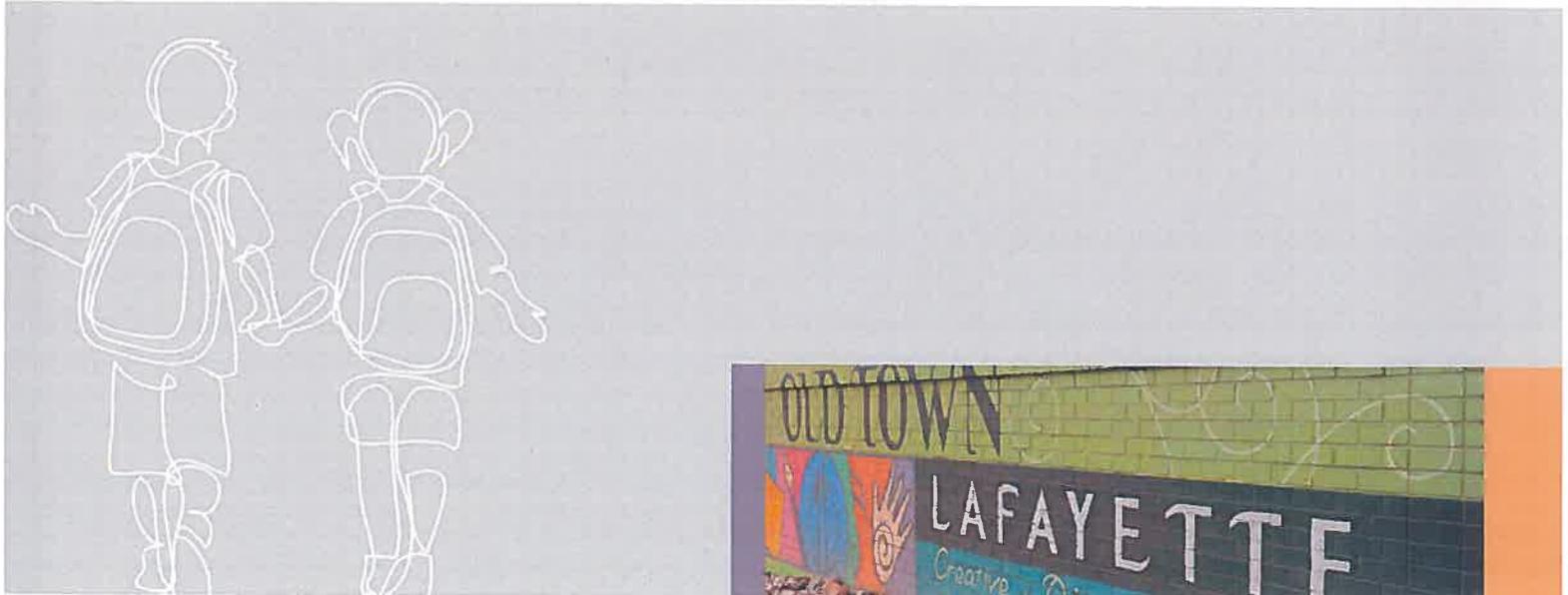
G. Architectural Standards – Please refer to the Old Town Design Guidelines and Standards (see attachment);

H. Historical Considerations –

- i) 2011 Public Road Survey - In 2011, a survey was conducted on 701, 705, 707, and 711 (combined with 709) Public Road. The survey stated the landmarking eligibility for 701 S. Public Road was unknown and more information was needed. It stated 705 S. Public Road was eligible for national landmark status due to the hipped roof. It stated 707 and 711 (combined with 709) did not meet national or local landmarking criteria.
- ii) 2019 Surveys – In 2019, surveys were recommissioned on 701, 705, 707, 709, and 711 S. Public Road. The survey stated that upon further investigation, 701 S. Public Road is not eligible for landmarking status. The survey stated for 705, the hipped roof was not solely a reason for landmarking, and changed that recommendation from eligible to not eligible. 707, 709, and 711 remained not eligible for landmarking.
- iii) 2019 Survey Addendum – In late 2019, Wood Identification and Consultation Services completed addendums to the 2019 Surveys. The addendum clarified information from the 2011 and 2019 surveys, and recommended 705 as being eligible for local landmark.

The Authority values Lafayette’s rich history and legacy. The City and Authority have previously invested in a number of buildings in the Old Town district to retain their original character. As such, the Authority would be looking for the Proposal to address the on-site structures either through:

- a) *Potentially saving some or all in their existing place;*
- b) *Potentially saving some or all but relocating them on the property for better function and use;*
or
- c) *At a minimum, offering 705 S. Public Road to the general public to move to another property within Lafayette. LURA would participate in a generous grant to a party who could reuse the building at 705 S. Public Road.*





Memorandum

To: Louisville City Council
Lafayette City Council

From: Sharon Nemechek, Louisville Director of Library & Museum Services

Date: March 6, 2020

Re: The Library/Boulder Valley School District Partnership: **The Student 1 Initiative**

The Library and BVSD have a long history of working together to benefit our students. In 2020 we hope to become stronger partners in an effort to provide easy and seamless access to the peer-reviewed articles, encyclopedia entries, and primary source documents contained in our wealth of online K-12 databases. The goal is to build on the system already in place at the Boulder Public Library that allows local BVSD students to access and use the Library's research databases with the convenience of a student ID number. All students would have equal access to online resources from home or school, providing every student the information needed for homework assignments and research projects. This expanded partnership will benefit the community, boost literacy and student success, leverage taxpayer resources, and strengthen both organizations.

SB20-010

Repeal Ban On Local Government Regulation Of Plastics

Concerning a repeal of the prohibition of local government regulation of plastics.

SESSION:

2020 Regular Session

SUBJECT:

Local Government

BILL SUMMARY

The bill repeals language that prohibits local governments from banning the use or sale of specific types of plastic materials or restricting or mandating packaging or labeling of any consumer products.

(Note: This summary applies to this bill as introduced.)

[Local Government](#)

Postpone Senate Bill 20-010 indefinitely using a reversal of the previous roll call. There was no objection to the use of the reverse roll call, therefore, the bill was postponed indefinitely.

Status

Introduced

Lost

Management Of Single-use Products

Concerning the management of single-use products.

SESSION:

2020 Regular Session

SUBJECT:

Natural Resources & Environment

BILL SUMMARY

The bill prohibits stores and retail food establishments, on and after July 1, 2021, from providing single-use plastic carryout bags, single-use plastic stirrers, single-use plastic straws, and expanded polystyrene food service products (collectively "single-use products") to customers at the point of sale. The executive director of the department of public health and environment is authorized to enforce the prohibition. The prohibition does not apply to inventory purchased before July 1, 2021, and used on or before December 31, 2021.

A store or retail food establishment, on or after July 1, 2021, may furnish recyclable paper carryout bags to a customer at a charge of at least 10 cents per customer, which amount the store or establishment may retain in full, unless a local government's ordinance or resolution prohibits the store or establishment from retaining the full charge.

A local government, on or after July 1, 2021, is preempted from enacting an ordinance, resolution, rule, or charter provision that is less stringent than the statewide prohibition.

(Note: This summary applies to this bill as introduced.)

Status

Introduced

Under Consideration

MAR

2

Monday

[House Finance](#)

1:30 pm | HCR 0112