City of Louisville
COLORADO • SINCE 1878

Planning Commission

June 11, 2020
6:30 PM

ELECTRONIC MEETING

This meeting will be held electronically. Residents interested in participating electronically or listening to this meeting should visit the following website to link the meeting. The link will be added 15 minutes prior to the meeting start time.
https://www.louisvilleco.gov/government/boards-commissions/planning-commision

The Planning Commission will accommodate public comments as much as possible during the meeting. Anyone may also email comments to Planning Commission prior to the meeting at: planning@louisvillco.gov

For agenda item detail see the Staff Report and other supporting documents included in the complete meeting packet.

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
   a. May 14, 2020
5. Public Comment on Items Not on the Agenda
6. New Business – Public Hearing Items

   a. Redtail Ridge Comprehensive Plan Amendment and General Development Plan Amendment: A request for a comprehensive plan amendment to change the Phillips 66 special district designation from rural to suburban, change the land use mix to include multi-family residential, healthcare and lodging, and change the allowed floor area ratio and building heights; and a request for a 1st Amendment to the ConocoPhillips Campus General Development Plan to allow a mixed commercial and residential development with to 5,886,000 gross square feet of building area and 2,236 multi-family residential units on 389.1 acres located northwest of US 36 and Northwest Parkway and Southeast of S.88th Street and Campus Drive.

      i. Applicant: Brue Baukol Capital Partners
      ii. Case Manager: Rob Zuccaro, Director of Planning & Building Safety

b. St Louis Parish and Commercial Park GDP, Second Amendment: A request for approval of a second amendment to the St Louis Parish and Commercial Park General Development Plan to amend allowed uses and development standards, located at the northeast corner of S. 96th Street and Dillon Road. (Resolution 2, Series 2020)

i. Applicant: United Properties
ii. Case Manager: Lisa Ritchie, Senior Planner

c. Napa Auto Parts PUD Amendment: A request for approval of an amendment to the Napa Auto Parts Planned Unit Development (PUD) at 1411/1413 Hecla Way to allow construction of a new 2,500 sq. ft. commercial building and associated site improvements for a retail marijuana store. (Resolution 4, Series 2020)

i. Applicant: Emilia Construct, LLC
ii. Case Manager: Harry Brennan, Planner II

d. Project 321 Preliminary and Final Planned Unit Developments: A request for approval of a preliminary and final PUD to allow the construction of a 506,000 sf office building and associated site improvements on property that is part of the proposed ConocoPhillips Campus General Development Plan, 1st Amendment (Redtail Ridge), located northwest of US 36 and Northwest Parkway and southeast of S. 88th Street and Campus Drive. (Resolution 5, Series 2020)

i. Applicant: Ryan Companies
ii. Case Manager: Lisa Ritchie, Senior Planner

7. Planning Commission Comments
8. Staff Comments
9. Items Tentatively Scheduled for the overflow meeting on June 25, 2020:

- Continuances for items on the June 11, 2020 agenda

10. Items Tentatively scheduled for the meeting on July 9, 2020:

a. Mobile Food Court Code Amendment
b. 931 Main Street PUD Amendment
c. Crystal Estates Replat A Rezoning

11. Adjourn

City of Louisville
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Planning Commission
Meeting Minutes
May 14, 2020
Electronic Meeting
6:30 PM

Call to Order – Vice Chair **Rice** called the meeting to order at 6:33 PM.

Roll Call was taken and the following members were present:

Commission Members Present:	Tom Rice, Vice Chair Steve Brauneis, Chair Jeff Moline Debra Williams Keaton Howe Ben Diehl Dietrich Hoefner
Commission Members Absent:	None
Staff Members Present:	Rob Zuccaro, Dir. of Planning & Building Lisa Ritchie, Senior Planner Elizabeth Schettler, Sen. Admin. Assistant

APPROVAL OF AGENDA

Moline moves and **Diehl** seconds a motion to approve the May 14, 2020 agenda. Motion passes unanimously by voice vote.

APPROVAL OF MINUTES

Howe moves and **Moline** seconds a motion to approve the March 12, 2020 minutes. Commissioner Brauneis abstains from voting. Motion passes unanimously by voice vote.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None is heard.

NEW PUBLIC ITEMS

Discussion on Mobile Food Courts

Staff presents their discussion on possible amendments to the Louisville Municipal Code to establish regulations for mobile food courts.

Staff mentions the needed special review use for mobile food courts and what uses would not be permitted. Standards such as site plans and setback requirements is discussed as well. Staff closes their presentation with what the SRU approval criteria is and any SRU modifications or conditions needed.

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Rice opens the discussion to the rest of the commissioners once staff completes their presentation.

Moline asks if staff thought about creating a calculation for parking spaces or is that something captured in the zone district regulations?

Ritchie says when they look at outdoor dining, they do not assign parking spaces for outdoor dining areas. In this case, through the approval of the SRU though, they can evaluate parking. As a starting point, we would apply the typical parking ratio for a restaurant. Staff has the discretion to evaluate the appropriateness for that particular site.

Moline asks if there is a need to create a parking calculation formula.

Ritchie says that staff had not thought of that. Staff does not think it is substantially different from a typical restaurant use.

Moline says he is comfortable determining that on a case-by-case SRU basis. He then asks if the city has had a chance to reach out to the stakeholders of the food truck community.

Ritchie says staff has not reached out to them yet but intends to do so.

Hoefner asks if this is a possible use now without this proposed change, and if so, how would you go about it?

Ritchie says that in the code you could do it through an SRU through an approval of outdoor dining. It could be problematic though given the context for the food truck operators. There are limitations in the code related to hours of operation as well as the requirement for each individual food truck to get permission from the city and surrounding restaurant operators. Staff is trying to give more operational ease for the property owners and operators.

Hoefner then states that it is supposed to make it easier instead of opposing new regulations that did not exist before.

Ritchie agrees with Hoefner's conclusion.

Rice asks why we would not have the same setback requirements.

Ritchie says some impacts are the same but it varies throughout the city what the setbacks are. It could be restrictive if someone is trying to add a food court to a developed site that is smaller. Staff is trying to evaluate where an appropriate location for a food court is. We are asking ourselves where the impact is, what we are mitigating, and what the best way to approach it is. We have been asking if it should be by a case-by-case basis.

Williams asks regarding the adjacency to residential, is there any criteria on its proximity?

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Ritchie says adjacency in the code applies to the property that is immediately adjacent but excludes right of way. Which means that if you are across the street, you are still considered adjacent.

Williams asks about a scenario in that what if it is not within 150 feet.

Ritchie says that the 150 feet applies to the permission from the restaurants.

Williams asks what if we have no setback according to when it is adjacent to a residential area.

Ritchie says the draft ordinance would propose the parking setback if the property was adjacent to the residential development.

Williams asks if we are going to limit how many trucks we would have in a specific development or location.

Ritchie says the ordinance does not contemplate that but it would be related to the size of the property. Currently, staff is not proposing a limit.

Williams asks if the parking would create a limit anyway.

Ritchie relies with yes; it helps relate the amount of development on a property with the size of development.

Williams asks if that would limit how many trucks would be on the property.

Ritchie says that is not entirely true. You could have eight trucks but only four tables. She says she would assume the number of trucks would equate to more people visiting the site. That may or may not be true though.

Howe asks regarding the setbacks, what was the rational for removing the consent from the restaurants? Have you gotten feedback from the restaurants?

Ritchie says that we have not gotten feedback yet. The SRU process requires public notice that are within 500 feet of the SRU application. Through the approval of that SRU, all of those restaurant owners would receive the notice. If they have objections, that would be raised through the application process. The intent of removing that is because when SRU is approved, the restaurant owners of aware. The requirement would be that each individual food truck would have to get permission from each restaurant so staff is trying to remove that from the food truck operators.

Howe asks if there are existing locations that have been approved for food trucks.

Ritchie says there are no permanent mobile food truck locations right now. She does not know if staff could anticipate which locations are appropriate for a permanent location, and does not think they would want to have to select those locations through this process.

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Zuccaro weighs in on the consent of the adjacent restaurants. He mentions that it is not practical for a property owner and business owner to invest in a business concept surrounded by a food truck court without a guarantee to be allowed to continue operations without permission from adjacent restaurants..

Howe states that we currently have restrictions on where restaurants can be in the city. If we could create ideal location requirements, you could also have an SRU for these types of requests.

Ritchie asks Howe if he is suggesting that some of these zone districts could be a use by right and then others would require an SRU.

Howe replies with yes; he believes it could be a mix of the two. The benefit of that is that you could have a food truck using certain locations that have been previously approved by the city, but there could also be SRU uses in conjunction with that.

Diehl states that when the agenda first came out, his first reaction asked the question of is it the right time to be promoting food trucks as an alternative. He does feel like food trucks align with the city's vision and being a small community though. Food trucks is an avenue and propels more entrepreneurship. He is therefore in favor of promoting food trucks. He mentions that his one concern is if somebody develops a food court and then it does not get used.

Diehl asks if there should be language added if the space is not being used. Does the property owner have to do something with that? He also mentions the traffic concern.

Ritchie says she cannot think of an instance where staff would require a property owner to make changes to a site just because a portion is not being utilized. She mentions that the city does require landscaping to be maintained per the municipal code.

Zuccaro says the only time he has seen an abandoned use is in the wireless code. For a business use like this, he says the business is making an investment. He mentions that staff could talk to the city attorney and have a discussion to address that concern.

Williams mentions that in regards to downtown, she is apprehensive of having a food truck court when there is a lot of space for restaurants. She wonders if they could think about omitting this from downtown or create more regulations for downtown. She adds that because it is an SRU, she is not in favor of choosing where in town this would be allowed. She does not want to tell property owners what they can do with their property.

Rice proposes to the other commissioners to reserve their discussion points for later in the meeting. Rice then asks if restrooms are going to be required for food trucks.

Ritchie says that they would want to require access to restrooms. Restrooms could be shared through the permission of the adjacent property owner.

Zuccaro says that staff could create a prevision that says a food truck court has to be associated to a physical building and not just be in an open field.

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Rice asks if the public has any comments. None is heard.

PLANNING COMMISSION COMMENTS

Diehl agrees with Williams that he is concerned with the downtown competition. He proposes the possibility of excluding CC zoning and shows the downtown restaurant owners that they are considering them.

Hoefner states that he does not think the commission is responsible for protecting existing restaurant owners from future competition. He thinks a food truck court is seen more as a restaurant and that it does not have the same risk or confusion element as a mobile food truck does. He brings up other concerns such as restrooms and thinks that setbacks are minimal and need to be addressed through an SRU as a case by case. He informs the other commissioners that he does not want to create many rules and inhibit a creative proposal, but instead keep it as flexible as possible given that it will be an SRU application and they will already be reviewing it. He also thinks the commissioners will not have to review many of these, so they will not be frequent approvals.

Howe agrees with Hoefner that they should not micro organize the survivability of some of these restaurants. He recognizes that there will be competition within downtown. He mentions tax revenue and wonders if they are the same to a brick and mortar to a pad that has some of these food trucks. He then asks if it was not, do we acknowledge that they have the same rights to attract customers or do you give preference to the existing restaurants?

Moline says that the SRU is a good process for these applications, and believes it is a good way of capturing and helping the public be aware of what is happening in a particular area. He is in favor of choosing a setback that is in alignment with a parking setback just as a starting point.

Ritchie makes the point that through the SRU process, all applications will be required to go through the public notice process. If the application is not adjacent to residential development though, they are eligible for an administrative review and approval. This means that the SRU process does not necessarily trigger a public hearing. She then asks the commissioners to speak on if they believe these applications should always go through the public hearing process.

Brauneis says he believes all applications should go to a public hearing. In regards to restroom access, he thinks this should be woven in as a requirement for the applicant. He also thinks that the commissioners should steer away from picking specific locations.

Williams says she is apprehensive about the downtown discussion, but agrees with Hoefner's discussion on the points he made. She wants to make sure that they do not pick and choose which land would work best for this. She also mentions that there should be a parking setback for this. She is inclined to support everything else staff has proposed.

Rice mentions that he has had past concerns with the competition between permanent restaurant owners who are invested in the community versus the mobile food trucks

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who are not. He believes this discussion of mobile food courts is completely different though. A mobile food court would require leasing or buying real estate and improving it; therefore, he does not have the same concerns. He thinks going through the SRU approval process is the best option for these and he favors that these should be subject through an SRU public hearing process.

Williams agrees that every application that comes forward should come to the planning commission so that they can get public comment.

Hoefner agrees with Williams.

Diehl agrees with Williams as well. He then discusses the parking setback and regulations regarding that setback.

Moline mentions that the pad is most like a parking facility and that it makes sense to conform to the parking setback to the zoning district it resides in. That would be a good starting point.

STAFF COMMENTS

Rice asks staff if they have anything else they would like to discuss about this subject in hearing the commissioners' feedback.

Ritchie says the commissioners covered everything except she asks if they saw the need for any other special criteria other than the already existing SRU criteria.

Rice says the criteria is broad and flexible enough that any additional or special criteria is not needed.

Ritchie mentions they want to have a conversation with some regional operators of food truck courts and review the regulations. Staff wishes to bring this subject back as an ordinance to the commissioners soon.

ITEMS TENTATIVELY SCHEDULED FOR OVERFLOW MEETING ON MAY 28, 2020

- Discussion of how building height and grade are determined and possible

Ritchie mentions that staff has no eligible development applications that are ready for public hearing but would like to plan on meeting on May 28th and discuss how building height and grade are determined and possible. City Council is planning an agenda item on May 26th to continue the conversation of how to do meetings remotely. Staff is planning to meet twice in June. They will confirm the dates for June though and is predicting that planning commission will have two meetings in July as well.

Rice asks if staff can confirm that the May 28th meeting is still happening.

Zuccaro says that it is still staff's intention to meet on May 28th.

Rice asks staff to confirm what will be on the June 11th agenda and what items will be moving to the June overflow meeting.

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Ritchie says regarding the order of applications, Redtail Ridge would be the first agenda item, St. Louis Parish would be second, and Medtronic would be the third item.

Rice expresses his concern of these agenda items because they will have a heavy public presence and having that expressed via remotely might be difficult.

Zuccaro mentions the city council item of discussing the remote sessions and how the city wants to revisit these current legal procedure for these. They will be discussing managing public comments when having an electronic meeting.

Staff and commissioners discuss in more detail the electronic meeting process and how that will work with public comment.

ITEMS TENTATIVELY SCHEDULED FOR MEETING ON JUNE 11, 2020

- ConocoPhilips Campus General Development Plan Amendment (Redtail Ridge)
- St. Louis Parish and Commercial Park General Development Plan Amendment
- Napa Auto Parts PUD Amendment
- Project 321 PUD (Medtronic)
- Mobile Food Court Code Amendment

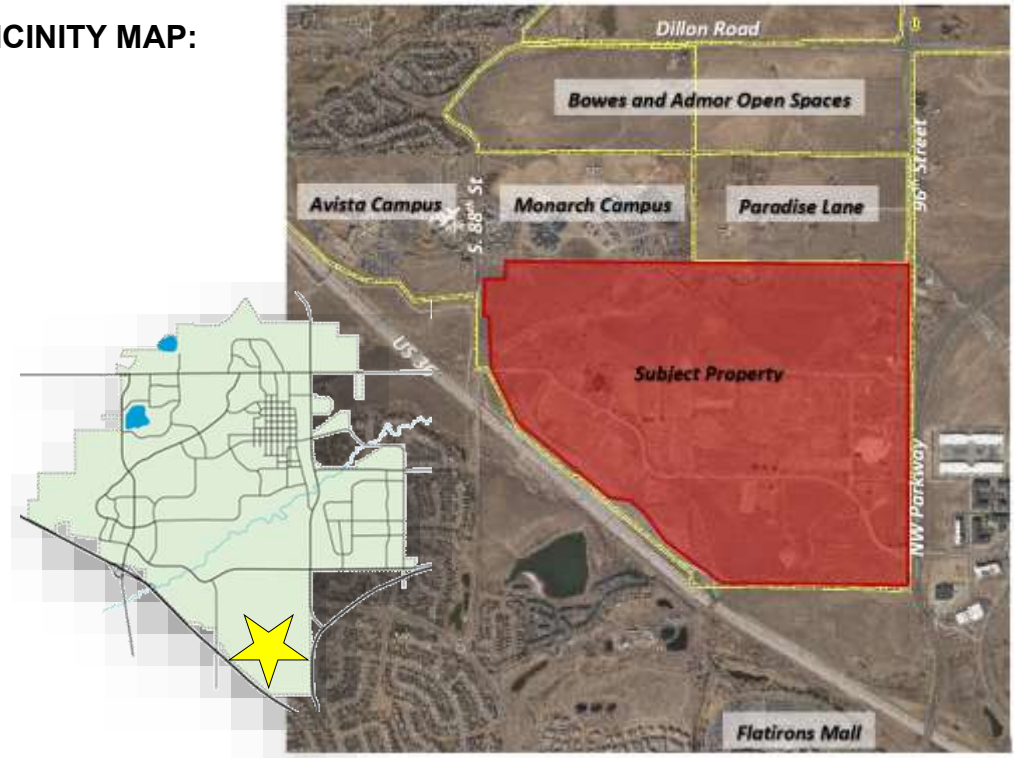
ADJOURN

Brauneis moves and **Rice** seconds a motion to adjourn the meeting. Motion passes unanimously by voice vote. Meeting adjourns at 7:41 PM.

DRAFT

ITEM:	Redtail Ridge Comprehensive Plan and General Development Plan (GDP) Amendments: ZON-00224-2019
PLANNER:	Rob Zuccaro, AICP, Planning and Building Safety Director
APPLICANT:	Brue Baukol Capital Partners
EXISTING ZONING:	Planned Community Zone District (PCZD)
LOCATION:	Southeast of S. 88th Street and Campus Drive
TOTAL SITE AREA:	389.10 Acres
REQUESTS:	1) Comprehensive Plan Amendment to change the Phillips 66 Special Use District designation from Rural to Suburban, change the land use mix policies to include multi-famliy residential, healthcare and lodging and increase allowances for the floor area ratio and building height policies 2) ConocoPhillips Campus General Development Plan, 1st Amendment (Redtail Ridge Master Plan) to allow a mixed commercial and residentail development with up to 5,886,000 gross square feet of building area and 2,236 multi-family residential units

VICINITY MAP:



SUMMARY:
Brue Baukol Capital Partners (BBCP) request approval of a Comprehensive Plan Amendment and General Development Plan (GDP) Amendment for the proposed Redtail Ridge development on the 389.1-acre former StorageTek/ConocoPhillips Campus property. The Comprehensive Plan amendment proposal is to change the designation of the property from Rural to Suburban, update land use policies to allow multi-famliy residential, healthcare and lodging development, increase allowed development density and increase allowed building heights. The General Development Plan amendment proposal is for a mixed commercial and residential development, containing up to 5,886,000 sq. ft. of total building area, inclusive of 2,236 multi-family residential units (1,326 age-restricted senior living units and 900 non-age restricted units) and 2,520,000 sq. ft. of commercial development.

BACKGROUND:
Property History
The 389.1-acre development site is the former location of StorageTek Corporation. StorageTek began development of the original campus on 310 acres of the current 390-acre site in 1978 while still located in unincorporated Boulder County. The City annexed the 310-acre campus in 1978. The StorageTek campus included approximately 1.6 million sq. ft. of building area. ConocoPhillps acquired the property in 2008 and completed demolition of the StorageTek campus in 2009 to facilitate a new research campus. In 2009, ConocoPhillips also petitioned the City to annex an additional 80 acres adjacent to the 310-acre campus and requested rezoning of the entire property to Planned Community Zone District – Commercial (PCZD-C). The 2009 proposal also included a General Development Plan (GDP), and Preliminary Subdivision Plat and Planned Unit Development (PUD) requests that were approved by the City. The total development approved for the ConocoPhillips campus encompassed 2.5 million square feet of potential building area. The ConocoPhillps Campus GDP is currently the governing master development plan for the development. ConocoPhillips later abandoned its development plans due to a corporate restructuring. Currently, Phillips 66 Company owns the property and BBCP has a contract to purchase the property.

Metropolitan District Approval
In February of this year the City Council conditionally approved service plans for the Redtail Ridge Metropolitan (Metro) District Nos. 1-4. The four districts are intended to finance public infrastructure for the Redtail Ridge development and provide ongoing services within the development boundaries, including landscaping maintenance within public rights of way and transportation demand management programming. The financial plans indicate that the Metro Districts would finance $135,000,000 in public infrastructure costs for the project, out of a total estimated cost of $173,720,723. These are preliminary estimates and will need to be finalized at the time of final subdivision plat for the project. The Metro Districts could asses a property tax levy up to 60 mills, with the debt mill levy capped at 50 mills. The additional 10 mills are reserved for operations and maintenance. Total debt issuance limit is set at $168,750,000, which is 125% of the estimated capital cost contribution. The maximum term of the debt issuance is 40 years. The City's approval of the service plan allowed an election to take

place in May to form the districts. The City's service plan approval includes a provision that the Districts may not impose any mills, issue debt or collect fees until a Comprehensive Plan Amendment is approved that allows build out of the development as proposed. The Districts are also not allowed to issue debt until the service plan is amended with the first final subdivision plat in order to reassess the engineering cost estimates.

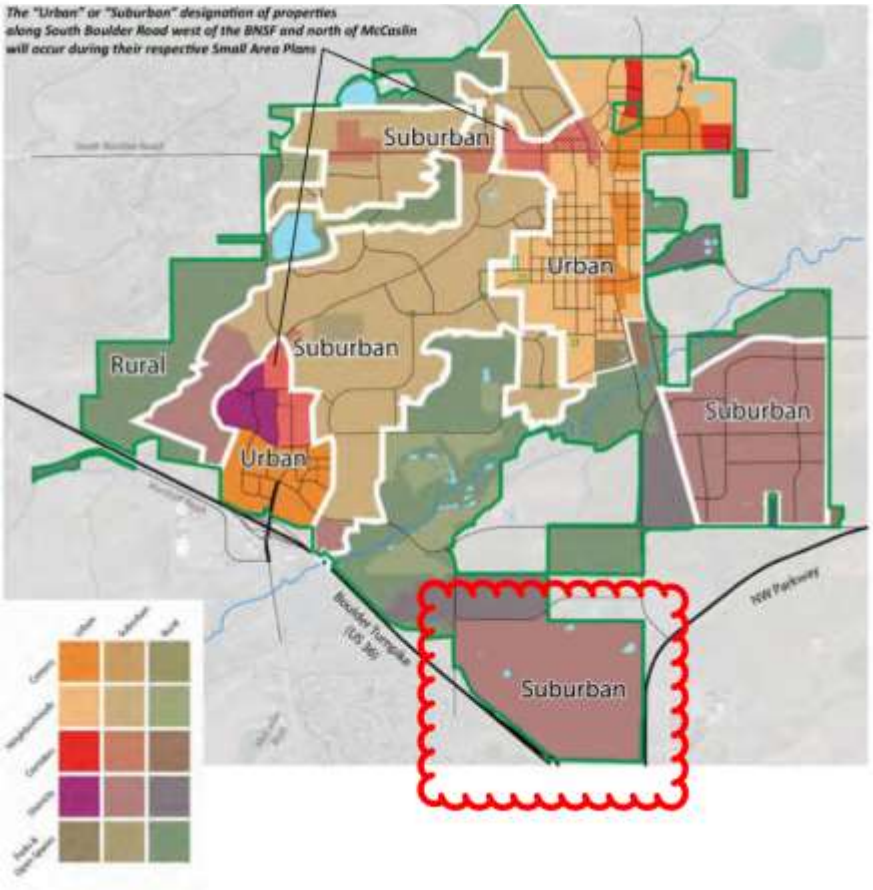
PROPOSAL:

Comprehensive Plan Amendment:

The subject property is part of the Phillips 66 Special District under the current Comprehensive Plan, which the City adopted in 2013. The Comprehensive Plan includes five special districts: Centennial Valley/Coal Creek Business Park; Colorado Tech Center; 96th and Dillon; Empire Road; and Phillips 66. Each Special District is designated as either Rural, Suburban or Urban, with each designation providing differing policies on density, building height, and street and block length.

The proposal is to re-designate the Phillips 66 Special District from Rural to Suburban. The change from Rural to Suburban Special District results in an increased maximum Floor Area Ratio (FAR) from 0.25 for Rural Districts to 0.5 for Suburban Districts. FAR is the ratio of building area to lot area and is used to regulate overall density of the development. The FAR is applied after deducting any public land and right of way dedications. For the land area in the Redtail Ridge proposal, after deducting pubic land and right of way, a Rural District policy would support up to 3,185,325 sq. ft. of building area and the proposal for a Suburban District would support up to 6,370,650 sq. ft. of building area.

Figure 1: Proposed change from Rural to Suburban District Comprehensive Plan land use designation



The proposed amendments would also change the policy on the potential land use mix in the Special District by allowing multi-family residential development, including a senior living community, and allow healthcare and lodging land

uses. The proposed land use mix also specifies public and private parking may be allowed rather than just private parking.

The proposal also amends the Building Height language to allow 1-5 stories within the Phillips 66 Suburban Special District. Other Suburban District areas would be allowed 2-3 stories. The current Rural District Language allows 3 stories, but allows additional stories if "structures are clustered and located out of the public view shed and buffered by surrounding topography and Open Space."

The change from Rural to Suburban District also results in a change in policy on street block length. The Rural District has no policy on block length while the Suburban District has a policy of 1,000 to 2,000-foot block lengths.

The Phillips 66 District includes the Monarch K-8 and High School Campus and Avista Hospital Campus areas, but those areas would maintain a Rural District designation under the proposal.

General Development Plan Amendment:
The proposal is the first amendment to the ConocoPhillips Campus GDP, and will be referred to in this report as the Redtail Ridge GDP. Although the Redtail Ridge GDP is considered an amendment, it represents a new master planning concept for the property and defines the major circulation network for the development, specifies land uses by development parcel, an intent for building heights, and areas for public land dedications for parks, open spaces, a trail network and public safety facilities.

Land Use Proposal
The GDP identifies six parcels, labeled A through F with differing allowed uses and anticipated development types.

Parcel A:
The proposal for Parcel A is a continuing care retirement community (CCRC) with multi-family senior housing restricted to 55 years and older. Accessory uses in support of the senior housing community, including dining halls, recreation services, banking, and other service uses are proposed. The plans call for 1,326 residential units and 1,800,000 sq. ft. of building area. Parcel A also includes public land dedications for a city park, open space and a new fire station and police annex.

Parcel B:
The proposed use of Parcel B is a single-user corporate office campus with 530,000 sq. ft. of building area. Medtronic is the anticipated user of this parcel.

Parcels C, D and E:
The proposed uses for parcels C, D and E include a mix of commercial and residential uses with up to 3,556,000 sq. ft. of building area transferable across the three parcels. Parcel C is designated for 900 multi-family residential units, although

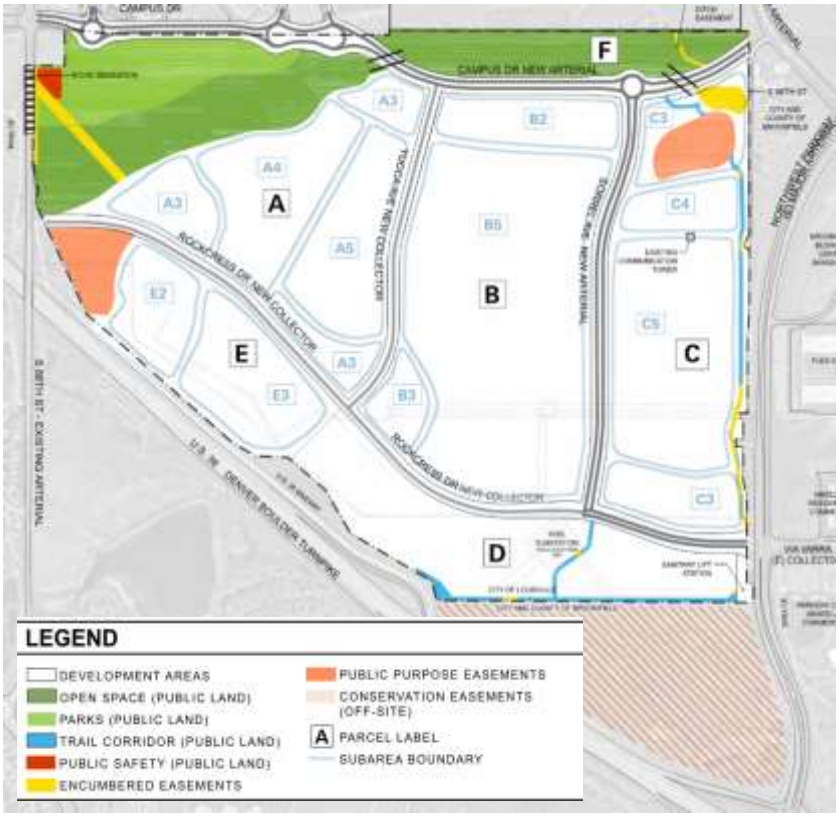
the proposal includes transferability of all residential uses between Parcels C and D. Parcels C and D also include 3.6 acres of dedicated trail corridor.

Parcel C is intended to serve as a pedestrian oriented mixed-use development and the GDP includes Design Guidelines for on street parking, intent for a north-south main street with enhanced pedestrian streetscape amenities, maximum building setbacks to support the pedestrian streetscape and a public plaza with a minimum area of two acres.

The proposal includes restricting a minimum of 224 of the 900 residential units for affordability for renters with incomes at 60% of the County Average Median Income, with such restriction expiring after 40 years. The proposal for 224 affordable units equals 10% of all housing units proposed with the development. In 2017, the City endorsed the Boulder County Regional Housing Partnership strategy to achieve 12% affordable housing regionally by 2035. This proposal would help to implement this regional strategy.

The applicant proposes that following issuance of building permits for the first 300 residential units, the next 300 units may only be issued after 250,000 square feet of commercial development within Parcels C, D and E is constructed and receives certificates of occupancy with a minimum of 10,000 sq. ft. being retail development. This concurrency requirement is intended to meet the City policies for fiscal balance of the development.

Figure 2: Redtail Ridge Parcel Layout

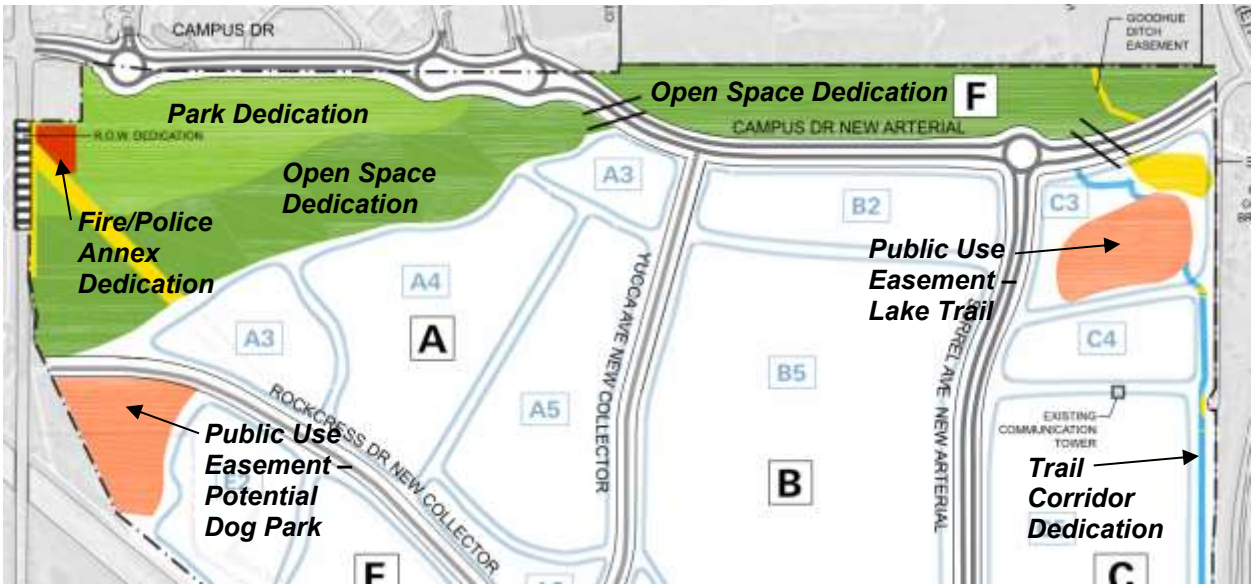


Parcel F:
The proposed use of Parcel F is for open space and also meets the requirements for a buffer between development on the subject property and development on Paradise Lane in Boulder County under the Intergovernmental Agreement, Southeast Boulder County, South 96th Street, Dillon Road, and US 287 Area Comprehensive Development Plan (see Attachment No. 3, Exhibit A to Agreement, Section 4.17).

Public Land Dedications
The plans include public land dedications for parks, open space, trails and public safety facility development. Under Municipal Code Sec. 16.16.060, dedication of land equaling a minimum of 12 percent for nonresidential development and 15 percent for residential development must be dedicated to the city for public use at the time of final plat. This dedication is in addition to any rights of way and easements required for the development. Such public land dedications may be for parks, open spaces, schools, or other public purposes such as public safety facilities.

Based on previous annexation agreements, an approximately 80-acre portion of the property is exempt from the public land dedication requirement. With the mix of commercial and residential land uses proposed, staff estimates the minimum public land dedication requirement to be approximately 42 acres for the remaining 310 acres of property. The proposed public land dedication includes a mix of open space, park, trail corridors and public safety facility land totaling 59.6 acres.

Figure 3: Public Land Dedications and easements



The City's Open Space Advisory Board (OSAB), Parks and Public Landscaping Advisory Board (PPLAB), and Recreation Advisory Board (RAB) have all reviewed the land dedication and trail concepts and are supportive of the parks and open space allocations and location. Minutes from each of the Boards' review of the proposal are attached (Attachment Nos. 4-6) The park area is intended to have active recreation and programming and park design would be done as part of the final plat process.

These Boards also requested public use around an existing lake on the north side of Parcel C and a potential dog park on the west side of Parcel F. The applicant proposes to dedicate public use easements for these areas. The applicant requests that the public use easement dedications be credited towards future obligations for open space

that could be required at the time of PUD review under Municipal Code Sec. 17.28.080. This code section states that the need for open space in addition to that required as part of a subdivision under Sec. 16.16.060 will be evaluated based on the following factors:

1. *Comprehensive development plan (including matters of state interest);*
2. *Topography, drainage, vegetation and other such physical conditions;*
3. *Anticipated socio-economic conditions;*
4. *Type and density of development and employment;*
5. *Overall need for open space and recreational facilities*

This requested provision is noted in Sec. 2.1 of the draft development agreement (Attachment No. 7). The development agreement is described in more detail below.

At the time of PUD review, if any waivers are requested, the waiver criteria under Sec. 17.28.110 state that additional usable open space may be required in consideration of the waivers or demonstration that the needs of residents for usable or functional open space can be met. The applicant is not requesting any credits towards this potential future obligation with the GDP application.

> *Sec. 17.28.110 …any such requirements may be waived or modified through the approval process of the planned unit development if the spirit and intent of the development plan criteria contained in section 17.28.120 are met and the city council finds that the development plan contains areas allocated for usable open space in common park area in excess of public use dedication requirements or that the modification or waiver is warranted by the design and amenities incorporated in the development plan, and the needs of residents for usable or functional open space and buffer areas can be met.*

The plans also include establishment of a conservation easement on a contiguous 36-acre parcel south of the GDP boundary located in the City and County of Broomfield.

Density and Height

The proposal includes varying building heights ranging from two to five stories and up to 90 ft. in height. Under Municipal Code Sec. 17.72.1190, yard and bulk standards (which includes building heights) should be stated on a GDP, but must be in “general conformance” with the underlying zoning standards. Because the proposed heights are not in “general conformance” with the underlying zoning, which only allows 35 ft. in building height, the proposed GDP notes that the building height proposal will require approval through the Planned Unit Development waiver process.

The average development density for the entire property, excluding public land dedications and rights of way, is an FAR of 0.48. The FARs within each parcel ranges between .25 and 1.08. Parcel C, which is planned as a mixed-use walkable subdistrict has the highest density with an FAR of 1.08, followed by Parcel A, which is the location of the senior living community, with an FAR of 0.69. Parcel B, which is the planned corporate headquarter for Medtronic has an FAR of 0.13 and Parcels C and D have an FAR of 0.25.

Figure 4: Proposed height and density standards

DEVELOPMENT PROGRAM

PARCEL	DEVELOPABLE AREA (AC)	MAX. ALLOWABLE DEVELOPMENT (GSF)[1]	MAXIMUM BLDG HEIGHT / MAXIMUM BLDG STORIES (REFER TO MAP)[2]	FAR	RESIDENTIAL UNIT LIMIT
A	60.0	1,800,000	SUBAREA A3 = 45 FEET / 3 STORIES SUBAREA A4 = 60 FEET / 4 STORIES SUBAREA A5 = 75 FEET / 5 STORIES	0.69	1,326
B	91.4	530,000	SUBAREA B2 = 30 FEET / 2 STORIES SUBAREA B3 = 45 FEET / 3 STORIES SUBAREA B5 = 90 FEET / 5 STORIES	0.13	-
C	60.5	2,836,000	SUBAREA C3 = 45 FEET / 3 STORIES SUBAREA C4 = 60 FEET / 4 STORIES SUBAREA C5 = 75 FEET / 5 STORIES	1.08	900
D	36.6	390,000	60 FEET / 4 STORIES	0.25	-
E	30.6	330,000	SUBAREA E2 = 35 FEET / 2 STORIES SUBAREA E3 = 45 FEET / 3 STORIES	0.25	-
F	-	0	N/A	N/A	N/A
TOTAL	**278.9**	**5,886,000**		**0.48**	**2,236**

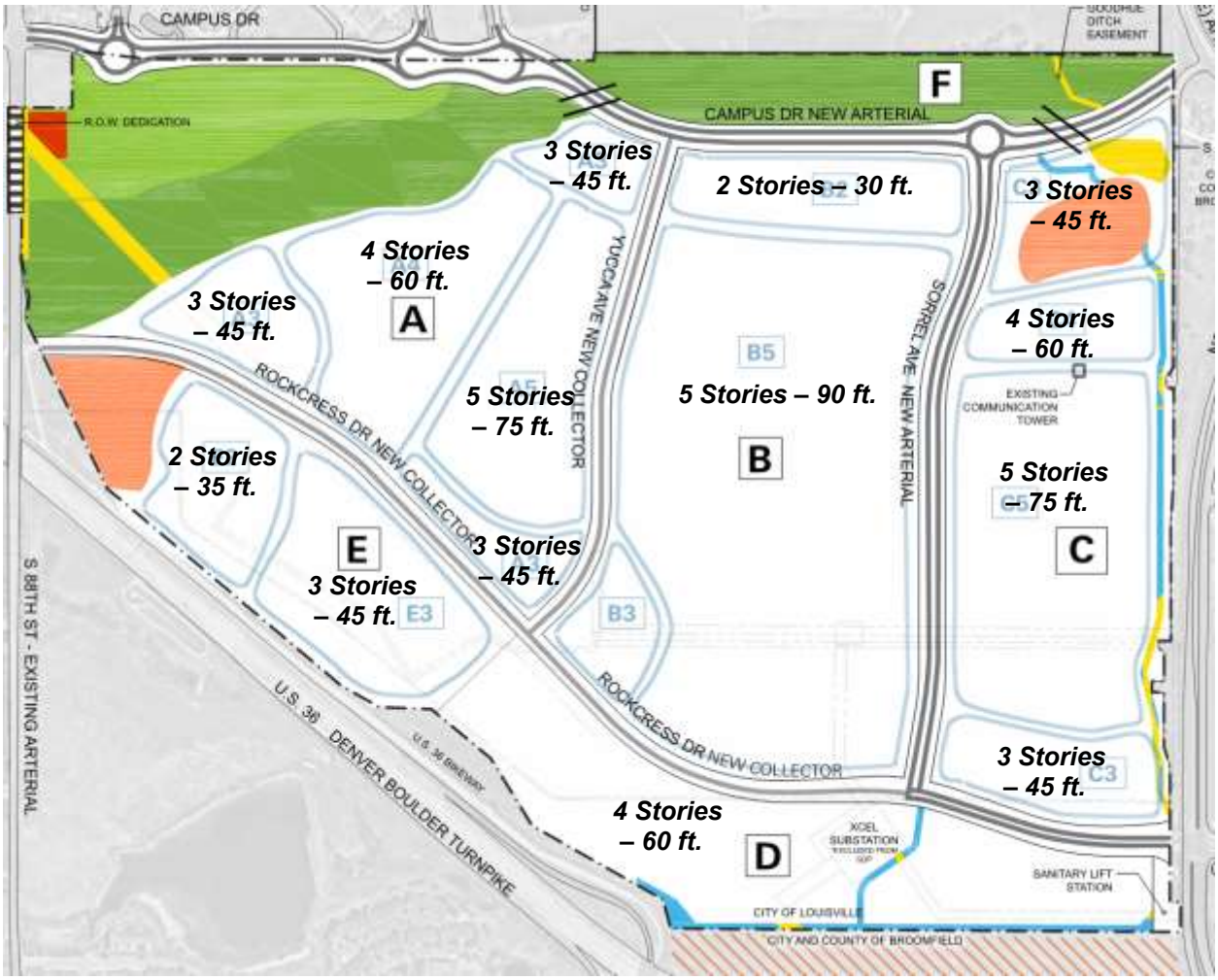
1. GROSS SQUARE FOOTAGES FOR PARCEL B, PARCEL C, AND PARCEL D ARE PROPOSED AND MAY BE TRANSFERRED BETWEEN PARCELS B, C AND D, WHICH SHALL BE SET FORTH IN THE PUD REQUEST FOR EACH PARCEL PROVIDED THAT SUCH PUD REQUESTS SHALL BE SIGNED BY EACH OF THE OWNERS OF PARCELS B, C AND D AT THE TIME OF SUCH REQUEST BEFORE A TRANSFER OF GROSS SQUARE FOOTAGE WILL BE EFFECTIVE.
2. RESIDENTIAL UNIT LIMITS FOR PARCEL C AND PARCEL D ARE PROPOSED AND MAY BE TRANSFERRED BETWEEN PARCELS C AND D, WHICH SHALL BE SET FORTH IN THE PUD REQUEST FOR EACH PARCEL PROVIDED THAT SUCH PUD REQUESTS SHALL BE SIGNED BY EACH OF THE OWNERS OF PARCELS C AND D AT THE TIME OF SUCH REQUEST BEFORE A TRANSFER OF RESIDENTIAL UNITS WILL BE EFFECTIVE.
3. SUBAREA BOUNDARIES ARE CONCEPTUAL; BUILDING HEIGHT, STORIES, AND PLACMENT SHALL BE CONFIRMED DURING PUD PROCESS.
4. MAXIMUM BUILDING HEIGHTS PROPOSED ON PARCEL C WILL EXCEED LIMITATIONS SET FORTH IN THE ADS. TO OFFSET THE TALLER BUILDING HEIGHTS THAT WILL BE REQUESTED THROUGH THE PUD DEVELOPMENT PLAN REVIEW PROCESS, IN PARCEL C DEVELOPER WILL CONSTRUCT A PLAZA OR PARK WITH A COMBINATION OF HARD AND SOFT-SCAPED LANDSCAPING.

To better understand the revised height and density proposal, staff requested a conceptual model of what full build out density could look like under the provisions of the GDP and assuming height waivers are approved through subsequent PUDs (Attachment No. 2, *(4a)*). The concept generally reflects the Medtronic campus PUD currently under review. The other areas are conceptual and do not represent any actual development proposals. The analysis includes renderings from several viewpoints, an interactive 360-degree view from multiple points in the development, and comparison of other similar and nearby developments, including Arista and Interlocken in Broomfield, and the Superior Town Center.

Figure 5: Conceptual layout for height and density modeling

Anticipated heights under the GDP range up to five stories, with most five story development limited to 75 ft. For the Medtronic Campus on Parcel B, the anticipated height is 90 ft. at five stories. The height plan has shorter buildings on the west side of the development, starting at two and three stories, and transitioning to taller buildings to the east. Similarly, the north side of the development includes restrictions for three story development and transitions to taller buildings to the south. The southern periphery of Parcel C also has a limitation to 3 stories. Topography varies significantly through the property, but generally gains elevation from east to west, with an approximate difference of 120 ft. in elevation. There is a large berm on the southwest side of proposed Parcel D that partially buffers buildings in this location from view to the south and from US 36. A large portion of the property in the south-central part of the development is relatively flat, where over lot grading was completed for the former StorageTek campus development.

Figure 6: Height proposal by subarea



The proposal more than doubles the allowed maximum building area from what is currently approved under the ConocoPhillips Campus GDP, and as previously noted changes the permitted use mix from a single-user corporate campus to a mix of uses with multiple independent users and developments.

Figure 7: Existing and proposed maximum building area and primary use summary

	Max. Building Area	*Primary Permitted Use Summary*
ConocoPhillips Campus GDP	2,500,000 sq. ft.	Research, office, training manufacturing
Redtail Ridge GDP	5,886,000 sq. ft.	Commercial, retail and multi-family residential, including senior living (2,226 total dwelling units)

Market Analysis
Staff requested from the applicant a market study to help understand if the land use proposal and anticipated build out scenarios are market supported. The provided market study evaluates market and demographic trends and estimates market potential and capture for each major land use type over a 20 year period (Attachment No.2, *(3g)*). The study estimates that at full build out, the project could generate up to 8,440 jobs. The study notes that the current employment estimate for Louisville in 2017 was 14,515 jobs. Staff also requested that the housing demand from the increased employment be discussed in the report. The study estimates a regional housing demand of 6,189 units at full build out.

Figure 8: Development phasing assumptions from market analysis

Table 1. Preliminary Development Program, 2022-2040

Development Program	Unit	Factor	Phase 1 2022	Phase 2 2025	Phase 3 2030	Phase 4 2040	2022-2040 Total	2022-2040 Ann. #
Commercial Space (sq. ft.)								
Corporate Office			500,000	0	0	0	500,000	27,778
Office			300,000	590,000	490,000	370,000	1,750,000	97,222
Hotel			200,000	0	0	0	200,000	11,111
Retail			10,000	15,000	20,000	25,000	70,000	3,889
Total			**1,010,000**	**605,000**	**510,000**	**395,000**	**2,520,000**	**140,000**
Residential Space (units)								
Senior Living	units		505	505	316	0	1,326	74
Residential	units		600	300	0	0	900	50
Total Units	units		**1,105**	**805**	**316**	**0**	**2,226**	**124**
Residential Space (sq. ft.)								
Senior Living	sq. ft.	1,357	685,600	685,600	428,500	0	1,800,000	100,000
Residential	sq. ft.	1,000	600,000	300,000	0	0	900,000	50,000
Total Space (sq. ft.)	sq. ft.		**1,285,600**	**985,600**	**428,500**	**0**	**2,700,000**	**150,000**
Total Space (sq. ft.)			**2,296,000**	**1,591,000**	**939,000**	**395,000**	**5,220,000**	**140,000**

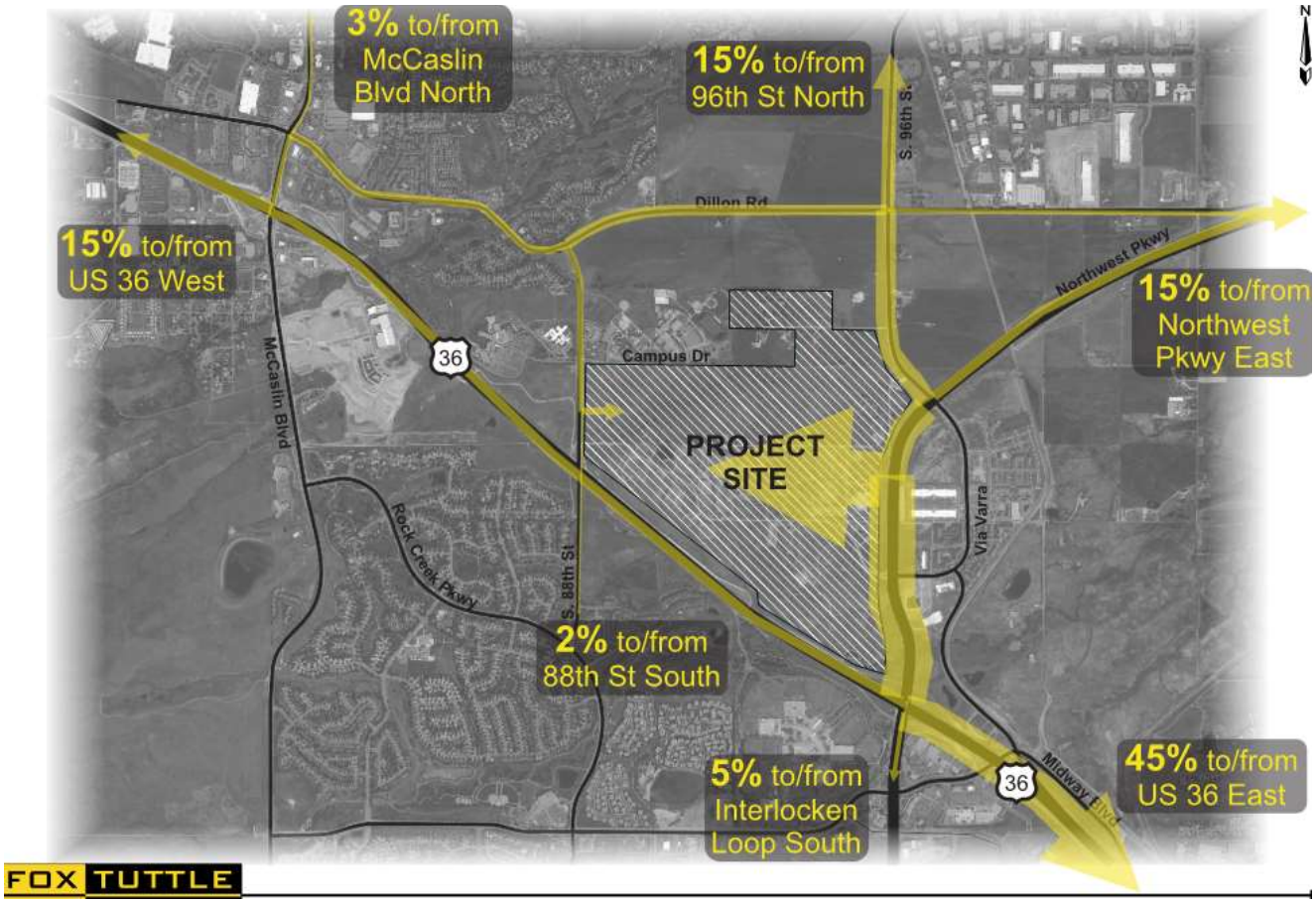
Source: Brue Baukol; Economic & Planning Systems

Transportation and Traffic Study
The proposed transportation network includes extension of Campus Drive to 96th Street, roundabout access to the Monarch Campuses, an internal network of arterial and collector streets ranging from two to four lanes, with on-street bike lanes and off street detached sidewalks/multi-use paths, and hard and soft scape trails. The trail network includes connection of the Rock Creek regional trail and a conceptual "Downtown Connector Trial" along the Goodhue Ditch alignment.

The application materials include a Traffic and Mobility Study that evaluates traffic and safety conditions and recommends roadway improvements for each phase of development (Attachment No. 2, *(3a)*). At full build out, the study estimates 27,274 new daily vehicle trips resulting from the development, with 2,382 additional AM Peak Hour

trips and 2,646 additional PM Peak Hour trips. Anticipated trip distribution to and from the project site is estimated in the figure below. The majority of trips will be on US 36, with 45% anticipated from US 36 East and then onto NW Parkway. NW Parkway east of the site and 96th Street would also take on significant increases in traffic, with 15% of the trip distribution each.

Figure 9: Trip distribution assumptions from Traffic and Mobility Study



The Study includes assumptions and adjustments to vehicle trip generation for internal trip capture and Non-Single Occupancy Vehicle (SOV) based on the land use mix and phasing of development, assuming strategies for Transportation Demand Management will be successful. The summary of trip generation by phase with Non-SOV and internal trip capture rates are summarized in the following figure:

Figure 10: Internal capture, non-SOV assumptions and trip generation summary

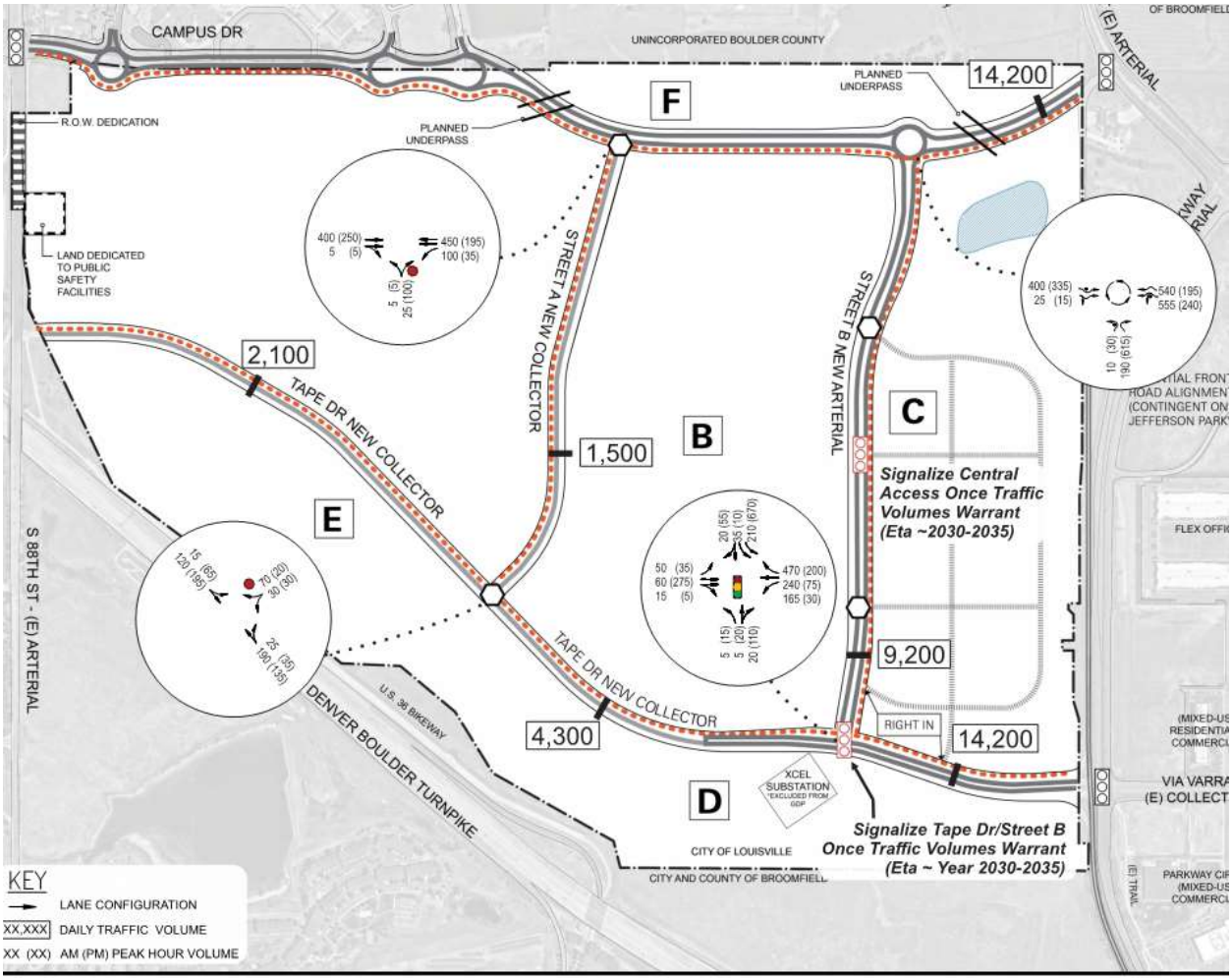
Table 10. Trip Generation Summary

Land Use	Size	Unit	Non-SOV	Internal Capture	Average Weekday Trips		Weekday AM Peak Hour Trips				Weekday PM Peak Hour Trips			
					Rate	Total	Rate	Total	In	Out	Rate	Total	In	Out
Year 2025 Completion														
#255 Continuing Care Retirement Community	505	units	5%	10%	2.40	1,036	0.14	60	39	21	0.16	69	27	42
#710 General Office Building - Medtronic	500.0	KSF	5%	10%	*	4,322	*	424	365	59	*	449	72	377
#221 - Multifamily Housing (Mid-Rise)	600	units	15%	10%	5.44	2,497	0.36	165	43	122	0.44	202	123	79
#820 Shopping Center	10.0	KSF	10%	10%	37.75	306	0.94	8	5	3	3.81	31	15	16
#312 Business Hotel	240	rooms	5%	10%	4.02	825	0.39	80	34	46	0.32	66	36	30
#710 General Office Building	150.0	KSF	15%	10%	*	1,203	*	128	110	18	*	128	20	108
#710 General Office Building	150.0	KSF	15%	10%	*	1,203	*	128	110	18	*	128	20	108
				Subtotal		**11,392**		**993**	**706**	**287**		**1,073**	**313**	**760**
Year 2025 to 2030 Completion														
#255 Continuing Care Retirement Community	505	units	5%	10%	2.40	1,036	0.14	60	39	21	0.16	69	27	42
#221 - Multifamily Housing (Mid-Rise)	300	units	15%	10%	5.44	1,248	0.36	83	22	61	0.44	101	62	39
#820 Shopping Center	15.0	KSF	10%	10%	37.75	459	0.94	11	7	4	3.81	46	22	24
#312 Business Hotel	0	rooms	5%	10%	4.02	0	0.39	0	0	0	0.32	0	0	0
#710 General Office Building	300.0	KSF	15%	10%	*	2,356	*	236	203	33	*	247	40	207
#710 General Office Building	90.0	KSF	15%	10%	*	733	*	85	73	12	*	79	13	66
#710 General Office Building	200.0	KSF	15%	10%	*	1,590	*	164	141	23	*	168	27	141
				Subtotal		**7,422**		**639**	**485**	**154**		**710**	**191**	**519**
Year 2030 to 2035 Completion														
#255 Continuing Care Retirement Community	316	units	5%	10%	2.40	648	0.14	38	25	13	0.16	43	17	26
#221 - Multifamily Housing (Mid-Rise)	0	units	20%	10%	5.44	0	0.36	0	0	0	0.44	0	0	0
#820 Shopping Center	20.0	KSF	10%	10%	37.75	612	0.94	15	9	6	3.81	62	30	32
#710 General Office Building	300.0	KSF	20%	10%	*	2,218	*	222	191	31	*	233	37	196
#710 General Office Building	90.0	KSF	20%	10%	*	690	*	80	69	11	*	74	12	62
#710 General Office Building	100.0	KSF	20%	10%	*	764	*	87	75	12	*	82	13	69
				Subtotal		**4,932**		**442**	**369**	**73**		**494**	**109**	**385**
Year 2035 to Year 2040 Buildout														
#820 Shopping Center	25.0	KSF	10%	10%	37.75	764	0.94	19	12	7	3.81	77	37	40
#710 General Office Building	280.0	KSF	20%	10%	*	2,074	*	209	180	29	*	218	35	183
#710 General Office Building	90.0	KSF	20%	10%	*	690	*	80	69	11	*	74	12	62
				Subtotal		**3,528**		**308**	**261**	**47**		**369**	**84**	**285**
				Full Buildout Total		**27,274**		**2,382**	**1,821**	**561**		**2,646**	**697**	**1,949**

The internal roadway network includes the expansion of Campus Drive from its current dead end condition at the east side of the Monarch Campus to a new intersection with 96th Street. This roadway would be a four lane arterial, and include on-street bike lanes and separated multi-use paths. The former Tape Drive would be re-aligned and expanded to a four lane arterial road on the east side of the development and transition into a two lane collector. Tape Drive would be renamed to Rockcress Drive. This road would also include on-street bike lanes and off street multi-use paths. Two north-south roads would be built connecting Campus Drive to Rockcress Drive. The easternmost

road, Sorrel Ave, would be a four lane arterial between Parcels B and C and would include on-street bike lands and off street multi-use paths. The westernmost road, Yucca Ave, would be a two lane collector between Parcels A and B and include on-street bike lanes and off-street multi-use paths.

Figure 11: Internal street network

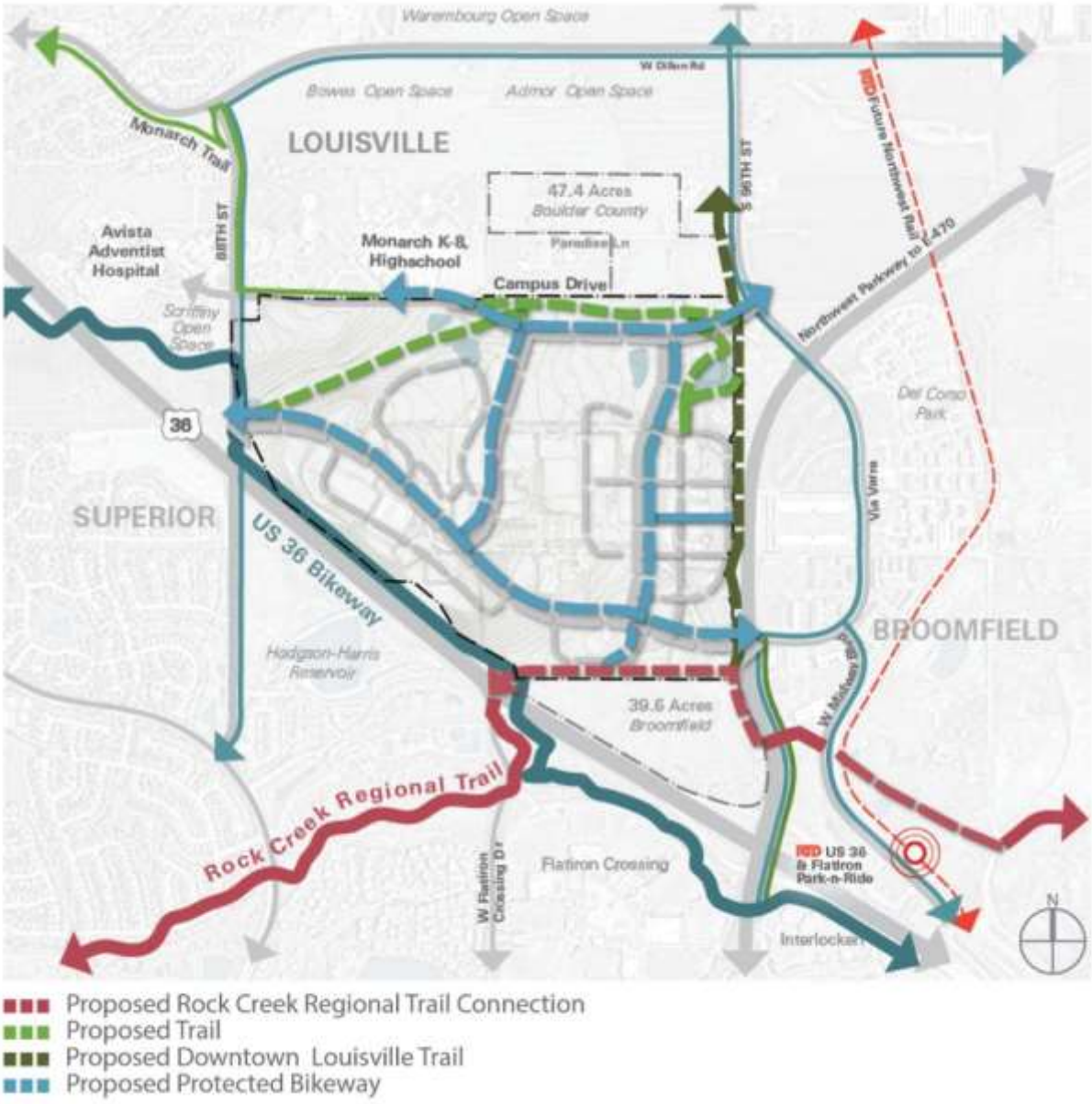


The Campus Drive/NW Parkway intersection is within the jurisdiction of Broomfield, the Rockcress Drive/NW Parkway intersection is under the jurisdiction of the NW Parkway Authority and the Rockcress Drive/88th Street intersection is under the jurisdiction of CDOT. If the Commission recommends approval of the GDP amendment, staff recommends a condition that each jurisdiction provide approval for the road connections.

Trail connections are provided through the proposed parks and open space areas, on the east side of Parcel C, and connecting the US36 Trail to the Rock Creek trail in Broomfield, which ultimately connect to the nearest RTD transit station at Flatirons Station located in Broomfield, located approximately a half mile from the Rockcress

Drive/NW Parkway intersection. Staff has initiated conversations with RTD about potential service to the proposed development. The metro district also has dedicated funding that could be considered for private shuttle service through the development.

Figure 12: Trail network overview



The Study evaluates vehicular level of service at major intersections in and around the development. Level of service (LOS) is used to evaluate how an intersection operates based on delay at the intersection. LOS is assigned a “grade” from A to F based on delays at the intersections. Based on this analysis, the study recommends specific roadway and intersection capacity improvement that are needed to ensure adequate LOS above an F for each phase of development.

The Major transportation network improvements to address the first phases of development are anticipated to take place by 2025 and would include the following:

- Extend Campus Drive to 96th Street. This results in a new intersection with Campus and 96th Street. Campus Drive would be a four-lane road with two roundabout intersections with the Monarch Campus. The western roundabout would also provide access to the proposed city park.
- Extending the northbound right-hand turn lane from Campus Drive to 88th Street.
- Widen 96th Street to four lanes between Dillon Road and NW Parkway and a minimum of one-half mile north of Dillon.
- Construct triple northbound left-turn lanes on NW Parkway to turn onto northbound 96th Street.
- Widen 88th Street between Campus Drive and Dillon Road to four lanes
- Modify the westbound Dillon Road approach to the 88th Street intersection from one left turn and two through lanes to two left turn lanes and one through lane.
- Add a second northbound through lane on 88ht Street approximately 500 ft. south of Campus Drive.

Prior to reaching full build out, expansions would be needed at the NW Parkway and US 36 interchange to maintain adequate level of service. The study notes that the interchange would fail in 2040 with background traffic alone, but with Redtail Ridge project traffic, would be over capacity in 2030. At full buildout, the Study also notes that Rockcress Drive/NW Parkway and 96th Street/Via Varra intersections would fail without capacity improvements. The study does not commit to specific improvements at these intersections due to a lack of clarity on future expansion plans for NW Parkway. The Study notes that a third southbound lane could be added to NW Parkway to add adequate capacity or NW Parkway may implement more extensive expansion plans that could include a grade separate roadway and frontage road access to the development.

Because of the unknown future conditions and lack of clarity for the NW Parkway and US 36 interchange and the Rockcress Drive/NW Parkway and 96th Street/Via Varra intersections, if the Commission recommends approval of the GDP amendment, staff recommends a condition of approval that a note be added to the GDP stating that all future developments will need to submit an updated traffic study as part of the PUD review that demonstrates acceptable roadway capacity consistent with the master Traffic Study approved with the GDP, including acceptable capacity at the NW Parkway/US 36 Interchange, Rockcress Drive and NW Parkway intersection and 96th Street and Via Varra intersection before such development can proceed. Staff also recommends that prior to the City Council hearing on the GDP, the applicant provide approval of the intersection and road connections from any impacted entities, including City and County of Broomfield, CDOT and Boulder County.

Implementation of the transportation improvements noted in the Study requires acquisition of right of way from Boulder Valley School District for the expansion of Campus Drive and from North Metro Fire District for part of the Campus Drive and 96th Street Intersection. Staff and the applicant had multiple meetings with representatives

from BVSD to determine the appropriate configuration for the design of Campus Drive and access to the schools. The applicant has provided a resolution from the Boulder Valley School District in support of the right of way acquisition. If the Commission recommends approval of the GDP amendment, staff recommends a condition of approval that prior to the City Council Hearing a written commitment from North Metro Fire Rescue would be provided to acquire the right-of-way needed near the intersection of Campus Drive and S 96th St.

Figure 13: Campus Drive roundabouts and intersections with Monarch Campus

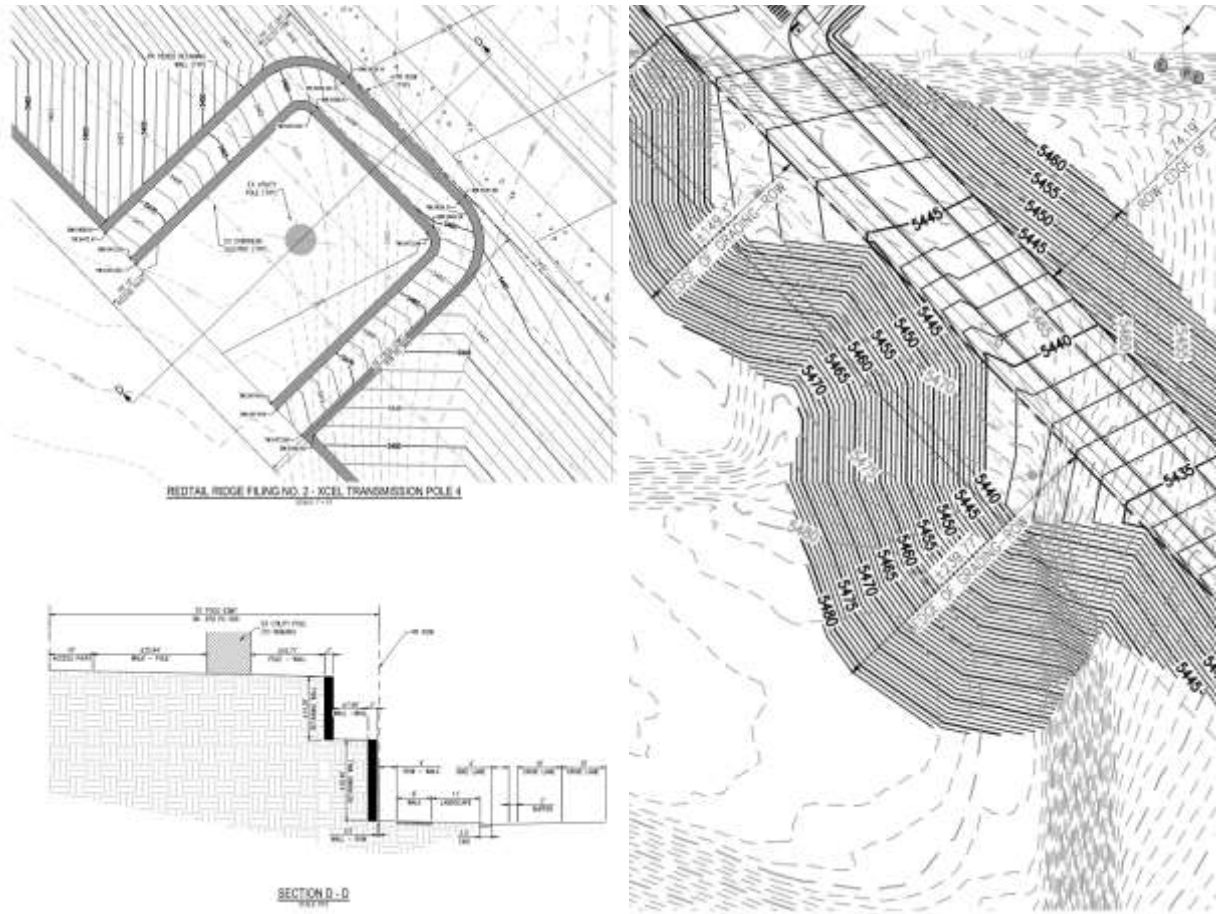
The applicant has also submitted a Transportation Demand Management (TDM) Plan as part of the GDP submittal (Attachment No. 8). The TDM plan provides several recommendations to increase mode share for carpooling, transit, walking and bicycling and reduce vehicle trips in the development. The plan recommends the metro district fund RTD EcoPasses, provide shuttle service and hire a TDM coordinator for the project to support programs aimed at reducing single occupancy vehicle trips. Specific improvements are noted for implementation by future developments within the project, including having developments provide bicycle parking and amenities and car share opportunities. The draft development agreement includes a provision that all future developments provide a development specific TDM plan that is in general conformance to the TDM plan provided with the GDP.

Grading

No overlot grading is planned for the development, rather targeting regrading associated with each PUD is anticipated. Some significant regrading will need to take place to accommodate the street network. Final grading would be determined at the time of final subdivision plat. There is also a major Xcel Energy electrical transmission line traversing the property leading to a substation on the south side of the property. The grading for Rockcress Drive would need to accommodate the transmission lines either through large retaining walls around the lines or lowering of the lines to the street

grade. The retaining wall proposal includes two tiers of walls for four of the transmission poles, with the overall height of the combined retaining walls ranging from approximately 16 to 32 ft. in height, with the largest segment of wall at approximately 18ft. in height. Due to the visual impact, including to trail users along this segment of road, staff recommends a condition of approval that the lines be lowered rather than installation of the retaining walls if the commission recommends approval of the GDP.

Figure 14: Comparison of retaining wall vs. lowered transmission poles along Rockcress Drive

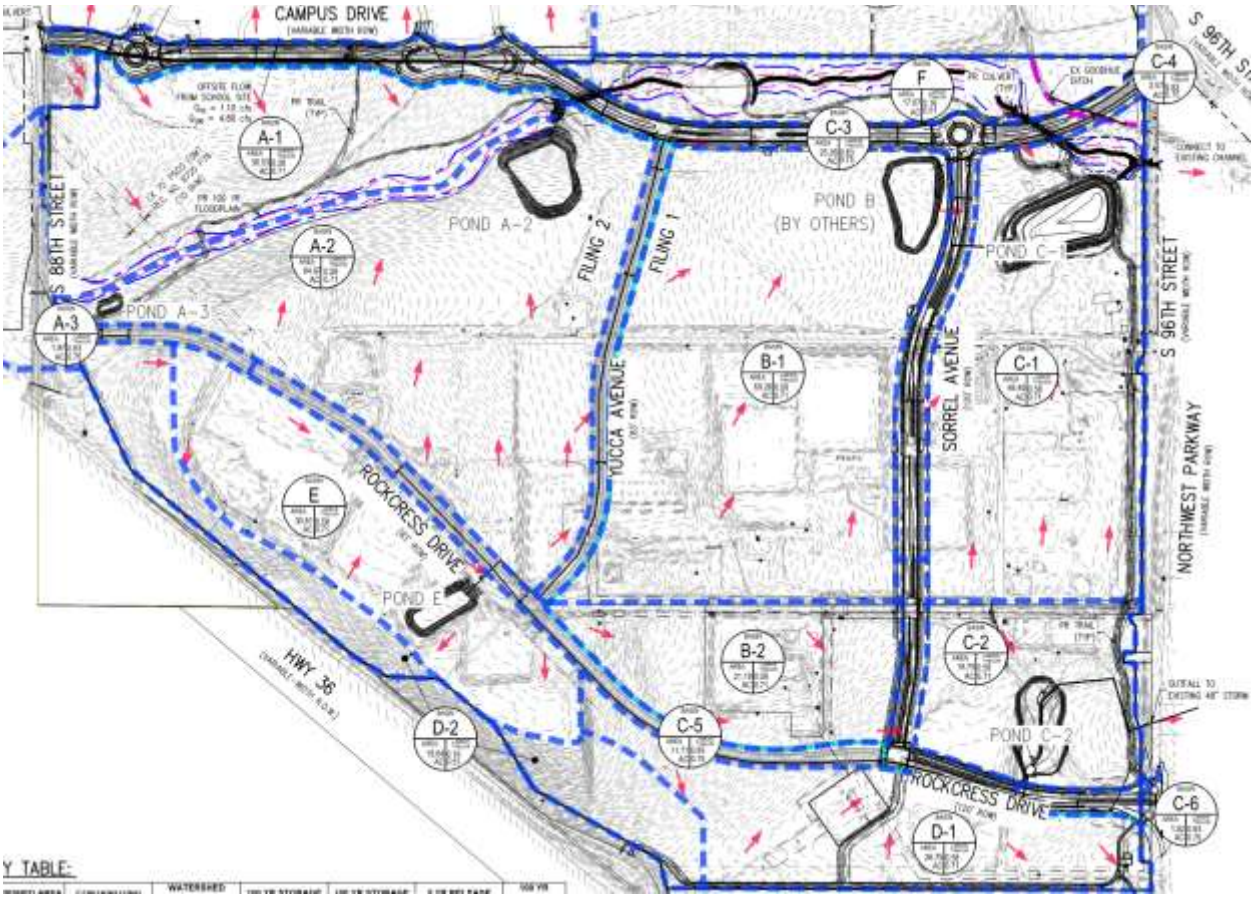


Drainage

The new development will require drainage improvements to route stormwater flows to the appropriate drainageway. Approximately 3.5 miles of new storm sewer will be required to discharge the storm flow to drainageway I. Drainageway I will also require updates along its length in the form of channel armoring and culverts to convey the estimated storm flows. In addition, each property is required to install storm water best management practices to meet the requirements of Mile High Flood District and the City's municipal storm permit. This normally takes the form of permanent detention ponds, of which six are identified in the current version of the master drainage report. However, additional detention ponds or best management practices may be

required as the drainage report is finalized. The individual developments may also have to install stormwater best management practices at the time of construction. The City's Public Works Department has reviewed the Drainage Report and is supportive of the overall concept. Public Works has several outstanding review items noted in the attached review letter (Attachment No. 2, *(3d)*), and if the Commission recommends approval of the proposal, staff commends a condition of approval that these comments be addressed prior to City Council hearing for the GDP

Figure 15: Master drainage concept



Water and Wastewater Utility

To service potable water to the new development site, approximately three miles of new potable water distribution pipeline is required. This pipeline will be added to the mid-zone which is served from both the Sid Copeland Water Treatment Plant (WTP) and Howard Berry WTP. In addition, a new pressure reducing valve will be required to connect with the low pressure zone. As the development matures, the additional usage required by the development may trigger additional upgrades which may include a new storage facility or an expansion to the Howard Berry WTP. It is expected that this will be determined over the next five years as usage trends are studied. Any future upgrades will most likely be funded using the Tap Fees generated at this site.

To collect wastewater from the new development, an additional three miles of gravity mains will be required to convey wastewater to a centralized location on the development site. The sanitary sewer lift station located at the centralized location will boost the wastewater through a three mile force main to discharge to an existing sanitary sewer upstream of the Wastewater Treatment Facility. In addition, the wastewater treatment facility will require an expansion as the facility cannot treat the additional wastewater volume from the development. This expansion is required in the first phase of the development. Funding for the wastewater treatment facility will be required as part of the development agreement and is anticipated to be funded by the metro district.

Public Works has several outstanding review items noted in the attached review letter (Attachment No. 9), and if the Commission recommends approval of the proposal, staff commends a condition of approval that these comments be addressed prior to City Council hearing for the GDP.

Development Agreement
The applicant also requests an amendment to the PCZD zoning agreement established for the ConocoPhillps Campus GDP (Attachment No. 7). The draft agreement is updated to reflect the obligations under the proposed GDP and includes a requirement for funding of on and off-site infrastructure. The City anticipates the applicant will request a Development Impact Fees credit agreement for future development that could be applied to eligible for portions of the off-site regional transportation infrastructure and park development costs.

Other Exhibits
The applicant has provided several other exhibits related the proposal at staff's request. These include:

- A conceptual layout of the fire station/police annex to demonstrate the provided parcel can feasibly fit the requested facility (Attachment No. 2, *(4g)*).
- A grading and retaining wall plan for the south side of the Campus Drive and 88th Street intersection to show how intersection improvements could be accomplished within available right of way (Attachment No. 2, (*4h)*).
- A grading plan to show access to the proposed city park parcel from the westernmost round about on Campus Drive (Attachment No 2, *(4k)*).
- An access and maintenance easement for an existing public safety communications tower on Parcel C (Attachment No. 2, *(4l)*).

ANALYSIS:
Comprehensive Plan Amendment
Procedures and criteria for consideration of a Comprehensive Plan Amendment are outlined in Municipal Code Chapter 17.64. For the Planning Commission to recommend approval of an amendment to the Comprehensive Plan two-thirds of the full membership of the Commission must vote in favor of the amendment. An applicant for a comprehensive plan amendment must demonstrate compliance with the criteria in Sec.

17.64.070. A through E. Each criterion is listed below followed by staff's analysis of each:

Sec. 17.64.070. Amendment Criterion A: The amendment request is consistent with the goals, policies and intent of the comprehensive plan of the city;

Staff recommends that the Commission consider how the proposal meets the Comprehensive Plan Vision Statement and 14 Community Values to evaluate if the proposed amendment is consistent with the goals, polices and intent of the Comprehensive Plan. The Vision Statement and Community Values are listed below. The applicant has also provided a letter of request for the Comprehensive Plan Amendment that includes a discussion of the Community Values.

VISION STATEMENT
Established in 1878, the City of Louisville is an inclusive, family-friendly community that manages its continued growth by blending a forward-thinking outlook with a small-town atmosphere which engages its citizenry and a walkable community form that enables social interaction. The City strives to preserve and enhance the high quality of life it offers to those who live, work, and spend time in the community. Louisville retains connections to the City's modest mining and agricultural beginnings while continuing to transform into one of the most livable, innovative, and economically diverse communities in the United States. The structure and operation of the City will ensure an open and responsive government which integrates regional cooperation and citizen volunteerism with a broad range of high-quality and cost-effective services.

The following core community values are the foundation upon which the City of Louisville will make decisions and achieve the Community's vision.

We Value…
A Sense of Community . . . *where residents, property owners, business owners, and visitors feel a connection to Louisville and to each other, and where the City's character, physical form and accessible government contribute to a citizenry that is actively involved in the decision-making process to meet their individual and collective needs.*

Our Livable Small Town Feel*…where the City's high-quality customer service complements its size, scale, and land use mixture to encourage personal and commercial interactions.*

A Healthy, Vibrant, and Sustainable Economy *. . . where the City understands and appreciates the trust our residents, property owners, and business owners place in it when they invest in Louisville, and where the City is committed to a strong and supportive business climate which fosters a healthy and vibrant local and regional economy for today and for the future.*

A Connection to the City's Heritage . . . *where the City recognizes, values, and encourages the promotion and preservation of our history and cultural heritage, particularly our mining and agricultural past.*

Sustainable Practices for the Economy, Community, and the Environment *. . . where the City challenges our government, residents, property owners, and our business owners to be innovative with sustainable practices so that the needs of today are met without compromising the needs of future generations.*

Unique Commercial Areas and Distinctive Neighborhoods *. . . where the City is committed to recognizing the diversity of Louisville's commercial areas and neighborhoods by establishing customized policies and tools to ensure that each maintains its individual character, economic vitality, and livable structure.*

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

Families and Individuals . . . *where the City accommodates the needs of all individuals in all stages of life through our parks, trails, and roadway design, our City services, and City regulations to ensure they provide an environment which accommodates individual mobility needs, quality of life goals, and housing options.*

Integrated Open Space and Trail Networks . . . *where the City appreciates, manages and preserves the natural environment for community benefit, including its ecological diversity, its outstanding views, clear-cut boundaries, and the interconnected, integrated trail network which makes all parts of the City accessible.*

Safe Neighborhoods . . . *where the City ensures our policies and actions maintain safe, thriving and livable neighborhoods so that residents of all ages experience a strong sense of community and personal security.*

Ecological Diversity . . . *where the City, through its management of parks and open space and its development and landscape regulations, promotes biodiversity by ensuring a healthy and resilient natural environment, robust plant life and diverse habitats.*

Excellence in Education and Lifelong learning . . . *where the City allocates the appropriate resources to our library services and cultural assets and where the City actively participates with our regional partners to foster the region's educational excellence and create a culture of lifelong learning within the City and Boulder County.*

Civic Participation and Volunteerism . . . *where the City engages, empowers, and encourages its citizens to think creatively, to volunteer and to participate in community discussions and decisions through open dialogue, respectful discussions, and responsive action.*

Open, Efficient and Fiscally Responsible Government . . . *where the City government is approachable, transparent, and ethical, and our management of fiscal resources is accountable, trustworthy, and prudent.*

Staff notes that the proposed Special District would be a unique development type for Louisville, including land use mix, densities and building heights not seen in other parts of the City. The proposed building heights and number of stories proposed are inconsistent with other development in Louisville, where our tallest buildings are 3 stories. The densities within Parcels A and C would exceed those seen in other areas of Louisville. The Planning Commission should consider if the land use proposal is consistent with the Community Values, including the "small town" size, scale and land use mix noted in the Values and the aspiration for unique commercial areas and distinctive neighborhoods.

The project would have a significant investment in the transportation network, including the extension of Campus Drive, complete streets with bike lanes and off street multi-use paths. The transportation study provided with the application notes significant increases in daily and peak hour traffic volumes. Several road and intersection expansion project are needed to accommodate this additional traffic. A benefit of the road expansions would be the expansions of Campus Drive to 96th Street, which would help alleviate an already congested road network serving the Monarch Campus and provide better access to Avista Hospital. The Planning Commission should consider if the transportation plan and traffic mitigation meets the Community Values for the transportation system and desired community character.

The development plan includes the dedication of 39.7 acres of open space, 15.6 acres of parkland and establishes new trail connections through the development and regionally. The parkland is anticipated to have active recreation and is located south of the Monarch Campus. The open space property provides a buffer on the north side of the property and is established on land that has not seen major development activity and is in a more natural state when compared to where the former StorageTek campus was located further south and east on the property. The Planning Commission may consider if the open space, trails and park plans meet the Community Values for open space, parks and ecological diversity.

In addition to the broader Vision and Community Values listed in the Comprehensive Plan, the following vision statement is provided for Special Districts:

> *Special Districts are unique development types customized to a particular location and development opportunity. Special Districts are predominantly a single use development, typically involving either industrial or office land uses. Special Districts range in density and intensity. Public spaces are seldom integrated within the development and are more often adjacent, or nearby the special district.*

The statement specifically notes that Special Districts are predominately single use developments with industrial and office land uses. The proposed Special District for Redtail Ridge would contain a mix of uses and include residential uses.

> *Sec. 17.64.070. Amendment Criterion B: The amendment request will not result in adverse impacts to existing or planned services to the citizens of the city*;

The proposal would significantly increase commercially and residentially developed area in the City leading to additional demand on City services. Based on 2018 American Community Survey Census Data, the City contains 8,509 housing units and the proposal for 2,226 units would increase the total units in the City to 10,735, an increase of 26%. CCRC age restricted units would increase from an estimate of an existing 519 units (based on approved PUDs) to 1,845 units, an increase of 255%. Commercial development in the City would increase from an estimate of 8,763,792 sq. ft. (based on County Assessor data) to 10,963,792 sq. ft., an increase of 25%.

These changes would lead to additional city service needs in all areas of city government. Staff anticipates additional demand on police, public works, parks and open space, library, recreation and senior center services, as well as needs to expand City facilities such as offices and city maintenance facilities. Additional city staffing, capital investments and equipment will be needed. The Louisville Fire District anticipates the need to add a new fire station as part of the development and the City police department has requested a police annex at the facility.

The applicant has submitted a master utility plan for the proposed development. At full build out, the project will require expansions to the City's wastewater treatment and potable water treatment and storage facilities and a wastewater pump station within the development. The applicant proposes to construct these improvements with metro district financing. After construction the facilities would be dedicated to the City and the City would have ongoing maintenance responsibility.

The applicant will construct the new street and trail network in the development and regional transportation and trail improvements with metro district financing. The metro district would maintain all landscaping within dedicated rights of way in the development and the City would maintain hardscapes, including all street and trail infrastructure. The applicant would also construct a new park and the City would take over maintenance after construction. The following are estimates of road and trail infrastructure that will need to be maintained by the City:

- 23,895 linear feet of new roads
- 47,790 linear feet of multi-use paths
- 6,350 linear feet of soft scape trails (not including potential "Downtown Connector" trail)
- 3.6 acres trail corridor
- 39.7 acres open space
- 15.6 acres parks
- 9.5 acres other public use lands

The cost of the expansions to City services noted above will need to be offset by tax revenue generated by the development to ensure fiscal balance for the City. Revenues will be generated from property tax, sales and use tax and fees. The City has hired TichlerBise to conduct a fiscal analysis of the development to estimate City revenues

and service expansion costs with the development. The analysis is discussed in more detail below and notes a positive net fiscal balance when considering all City funds, but deficits in the Open Spaces and Parks Fund, Recreation Fund and General Fund under the scenarios studied. The cost of services vs revenues from residential development impact the balance of these funds.

> *Sec. 17.64.070. Amendment Criterion C: The amendment request demonstrates a need exists for the amendment through either changed conditions or past error which support adjustments to the city's comprehensive plan;*

Staff does not find that there was an error in the current Comprehensive Plan policy. The policies for the Phillips 66 Special District were drafted with consideration of the plan in place for the ConocoPhillips Campus at that time, but never constructed. The change in development plans from the previous ConocoPhillips Campus could be considered a change in conditions. Planning Commission should consider if the proposed policy changes are desirable now that the ConocoPhillips Campus plans are no longer being pursued.

> *Sec. 17.64.070. Amendment Criterion D: The planning commission and/or city council may consider other factors in reviewing an application as they deem appropriate and may request additional information which is necessary for an adequate review and evaluation of the amendment.*

Staff recommends that citizen input be considered as additional critical information in evaluation of the Comprehensive Plan Amendment proposal. Any policy changes should be broadly supported by the public and consistent with the publics' vision for the community. Staff-led updates to a comprehensive plan typically include an extensive record of public engagement, summary of public comments on critical policy issues and demonstration of citizen support for Comprehensive Plan policies. The applicant did hold a series of public engagements over the past several months, including in person meetings and virtual meetings. Public comments received by staff on the proposal are included as Attachment No. 10.

General Development Plan Amendment

Municipal Code Chapter 17.72 includes procedures and requirements for property zoned Planned Community Zone District (PCZD). All PCZD property are required to have a General Development Plan (GDP) to establish supplemental standards for the development area. Areas within the GDP are to be designated as residential, commercial/office or industrial, or combination of these categories. The proposal includes changing the designation for the property from PCZD-Commercial to PCZD-Commercial/Residential. Sec. 17.72.030 provides the Purpose statement for PCZD properties:

> *The purpose of the planned community zone district is to encourage, preserve and improve the health, safety and general welfare of the people of the city by encouraging the use of contemporary land planning principles and coordinated*

community design. The planned community zone district is created in recognition of the economic and cultural advantages that will accrue to the residents of an integrated, planned community development of sufficient size to provide related areas for various housing types, retail and service activities, recreation, schools and public facilities, and other uses of land. This district is designed for use where the area comprising such development project is under single ownership or control at the time of its classification as this district.

Under Sec. 17.72.030, the GDP is required to set forth the following:

A. *The proposed use of all lands within the subject property;*
B. *The type or character of development and the number of dwelling units per gross acre proposed;*
C. *The proposed location of school sites, parks, open spaces, recreation facilities and other public and quasi-public facilities;*
D. *The proposed location of all streets shall be coordinated with the adopted general street plan for the city.*

An amendment to a GDP is required to follow the "same procedure and subject to the same limitations and requirements as by which the plan was originally approved." The proposed amendment to the GDP would alter the character of development and allowed land uses for the property from the existing GDP. A GDP should conform to adopted policies of the City for development, including applicable sections of the Comprehensive Plan. Staff finds that the proposed Redtail GDP meets the submittal requirements and standards for a GDP and could be considered for approval subject to the Comprehensive Plan Policy request.

FISCAL ANALYSIS:
The City engaged TischlerBise to conduct a fiscal analysis of the proposed development and change in zoning. TischlerBise has developed the City's standard fiscal impact model that planning staff uses to review development projects. The City requested a custom report from the consultant considering the complex nature of the project and unique geographic and land use factors included in the proposed development. TischlerBise will be providing a full report to accompany the analysis, but the final report was not complete in time for this hearing. Instead, a summary presentation is provided in Attachment No 11.

As noted in this report, there are significant City service expansions that would be needed to serve the development at full build out, including additional staffing, facility expansions for wastewater, water and police, and anticipated service expansions for library and senior and recreation services. TischlerBise interviewed all City Departments to better understand potential facility and staffing expansions that could be required with the proposed development. Revenues from the project come from property taxes, sales and use taxes and fees. The analysis estimates city expenditures and revenues by fund and a net fiscal impact by fund to maintain current levels of

service. Adjustment were also made from the City's standard model due to geographical location of the project that may impact variables such as sales tax capture within the City.

Three scenarios are include in the analysis. The first scenario estimates City revenues and expenditures under a full buildout of the ConocoPhillips Campus GDP and represents a baselines scenario for a comparison of the zoning changes. It should be noted that the ConocoPhillips Campus scenario was a unique concept specific to a large corporate user and similar development concepts on a parcel this size may not be likely in the future. The second scenario represents full buildout of the proposed Redtail Ridge GDP with assumptions based on the land use proposal. The third scenario is intended to provide "sensitivity analysis" by providing a scenario where the full development does not occur as anticipated, with several development variable adjusted down to 80% of the standards assumption.

Figure 16: Fiscal assumptions for 80% constrained scenario

- Factors that influence sales tax generation (Scenario Thr assumes 80% of these factors)

Factor	
Annual Spending per Onsite Employee	$650
Household Income Senior Living Units	$88,000
Sales Tax Capture Rate	15%
Household Income Multifamily Units	$64,800
Sales Tax Capture Rate	25%

Source: Economic and Planning Systems Market Study

- Factors that influence property tax generation (Scenario Three assumes 80% of these factors)

Residential Units	Market Value/Unit
Senior Living	$400,000
Multifamily	$350,000
Nonresidential Space	**Market Value/SF**
Corporate Office	$300
Office	$300
Hotel	$108
Retail	$250

*Source: Brue Baukol; Economic & Planning Systems

TischlerBise
FISCAL | ECONOMIC | PLANNING

The summary table below shows 20-year cumulative estimates by fund and net fiscal impact for each scenario. The analysis estimates that both revenues and expenditures increase significantly between the ConcoPhillips Campus GDP and the proposed Redtail Ridge GDP. This is expected considering the increased amount of development that influences property tax and sales and use tax revenues. The net fiscal impact

summary shows deficits it the Open Spaces and Parks Fund and Recreation Fund for the Redtail Ridge GDP with standard assumptions. Under the 80% constrained scenario, there is also a deficit the General Fund. The expenditures in these funds increase with residential development more than commercial development. The net fiscal impact for all funds is positive at $51 million ($2.5 million annual average over 20 years) for the standard scenario and $27 million ($1.3 million annual average over 20 years). The net positive revenue is due to strong revenues in the Debt Service Fund and Capital Project Fund.

Figure 17: Fiscal analysis summary, 20-year cumulative fund balances

Cumulative Combined Funds Results (x$1,000) - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

	SCENARIO					
Revenue by Fund	By Right	%	Proposed Redtail Ridge	%	Proposed Redtail Ridge	%
General Fund	$32,797	46%	$53,592	37%	$40,824	37%
Open Spaces & Parks Fund	$2,102	3%	$5,659	4%	$3,951	4%
Recreation Fund	$841	1%	$11,479	8%	$8,953	8%
Debt Service Fund	$16,523	23%	$20,629	14%	$15,657	14%
Capital Projects Fund	$18,881	27%	$53,670	37%	$39,641	36%
TOTAL REVENUE	**$71,144**	**100%**	**$145,029**	**100%**	**$109,026**	**100%**
Expenditures by Fund						
General Fund	$24,884	82%	$47,943	51%	$42,946	53%
Open Spaces & Parks Fund	$367	1%	$9,703	10%	$9,203	11%
Recreation Fund	$499	2%	$11,674	12%	$9,657	12%
Debt Service Fund	$0	0%	$3,340	4%	$2,672	3%
Capital Projects Fund	$4,473	15%	$21,095	23%	$17,320	21%
TOTAL EXPENDITURES	**$30,223**	**100%**	**$93,755**	**100%**	**$81,798**	**100%**
NET FISCAL RESULT BY FUND						
General Fund	$7,913		$5,649		($2,122)	
Open Spaces & Parks Fund	$1,735		($4,045)		($5,253)	
Recreation Fund	$342		($195)		($705)	
Debt Service Fund	$16,523		$17,290		$12,986	
Capital Projects Fund	$14,409		$32,575		$22,321	
NET FISCAL IMPACT	**$40,921**		**$51,274**		**$27,227**	

Because the fiscal balance is dependent on a balance of commercial development with the residential development, if the Commission recommends approval of the proposal, staff recommends requirements for concurrent commercial development during different phases. The two recommended concurrency requirements are as follows:

- Allow senior residential development on Parcel A up to 600 units upon the issuance of a building permit commencement of vertical construction on the first phase of a corporate campus on Parcel B, with a minimum building area of 160,000 sq. ft., and the release of permits for the remaining residential density allowed on Parcel A upon issuance of certificates of occupancy for 500,000 sq. ft. of the corporate campus development on Parcel B.
- Limit residential development on Parcels C, D and E to no more than 300 units until certificates of occupancy are issued for 1,000,000 sq. ft. of commercial area,

inclusive of a minimum of 25,000 sq. ft. of sales tax generating retail or restaurant development.

The proposed concurrency requirement for Parcels C, D and E recommended above replaces the applicant proposed concurrency requirement to allow building permits for the first 300 residential units initially with the next 300 units eligible after 250,000 square feet of commercial development is constructed and receives certificates of occupancy with a minimum of 10,000 sq. ft. being retail development. Staff's recommendation is based on the development program provided in the market study supporting over 1,000,000 sq. ft. of commercial development and 25,000 sq. ft. of retail development by phase II in 2025.

PUBLIC COMMENTS:
Staff has received several public comments included as Attachment No. 10.

REFERRAL AGENCY COMMENTS:
Over the course of the application review, staff has requested referral comments from the following external agencies and met with many of these agencies as well to discuss different aspects of the application.

- Xcel Energy
- CDOT
- NW Parkway Authority
- RTD
- Boulder Valley School District
- Urban Drainage and Flood Control District
- Goodhue Ditch Company
- Louisville Fire District
- City of Boulder
- Boulder County
- City and County of Broomfield
- City of Lafayette
- Town of Superior
- Boulder County Housing Authority

Boulder County provided recent referral comments and have specifically requested their comments be included in the packet material (Attachment No. 12). Because most of the referral comments are technical in nature and reflect four separate rounds of review, other comments are not included. The Commission may request all referral comments and staff can provide a supplement to this report be added to the record if desired.

STAFF RECOMMENDATION:
Comprehensive Plan Amendment
Due to the scope and complexity of this project, staff does not have a formal recommendation on the proposed Comprehensive Plan Amendment. Staff recommends that this hearing be used to help understand community sentiment on the

proposal and that the Commission review the proposal in light of the adopted criteria for Comprehensive Plan Amendments, including a determination that the scale and type of development proposed meets the Comprehensive Plan Vision and Community Values.

The Commission may continue the hearing to an upcoming meeting date if additional information is desired or time needed to gather information on the proposal. If the Commission desires to make a recommendation of approval, approval with conditions, or denial, staff requests that the Commission provide staff direction on drafting an associated resolution for consideration at a follow up meeting.

General Development Plan Amendment

The Redtail Ridge GDP does not currently comply with City Comprehensive Plan Policy and is not supportable without a Comprehensive Plan Amendment. If the Commission is supportive of the Comprehensive Plan Amendment as proposed, then the commission could consider approval of the Redtail Ridge GDP.

The Commission may continue the hearing to an upcoming meeting date if additional information is desired or time needed to gather information on the proposal. If the Commission desires to make a recommendation of approval, approval with conditions, or denial, staff requests that the Commission provide staff direction on drafting an associated resolution for consideration at a follow up meeting. If the Commission asks for a resolution of approval, staff recommends the inclusion of the following conditions.

- Prior to the City Council hearing on the GDP, the applicant shall revise the plans so that the Xcel transmission poles south of Rockcress Drive be lowered rather than construction of retaining wall between the transmission poles and right of way.
- Prior to the City Council hearing on the GDP, the applicant shall revise the drainage and utility reports to address Public Works comments in the letter dated May 26, 2020.
- Prior to the City Council hearing on the GDP, the applicant shall provide written verification from North Metro Fire Rescue providing preliminary support of right of way acquisition for the Campus Drive and 96th Street intersection.
- Prior to the City Council hearing on the GDP, a note shall be added to the GDP stating that all future developments will need to submit an updated traffic study as part of the PUD review that demonstrates acceptable roadway capacity consistent with the master Traffic Study approved with the GDP, including acceptable capacity at the NW Parkway/US 36 Interchange, Rockcress Drive and NW Parkway intersection and 96th Street and Via Varra intersection before such development can proceed.
- Prior to the City Council hearing on the GDP, the applicant shall provide approval of the intersection and road connections from any impacted entities, including City and County of Broomfield, CDOT, NW Parkway Authority, and Boulder County.
- Prior to the City Council hearing on the GDP, a concurrency requirement for development on Parcels A and B shall be added to the GDP limiting senior

residential development on Parcel A to 600 units upon the issuance of a building permit authorizing commencement of vertical construction on the first phase of a corporate campus on Parcel B, with a minimum building area of 160,000 sq. ft., and the release of permits for the remaining residential density allowed on Parcel A upon issuance of certificates of occupancy for 500,000 sq. ft. of the corporate campus development on Parcel B.

- Prior to the City Council hearing on the GDP, a concurrency requirement for residential and commercial development on Parcels C, D and E shall be added to the GDP limiting any residential development to no more than 300 units until development within the GDP planning area achieves certificates of occupancy for at least 1,500,000 sq. ft. of commercial development, inclusive of a minimum of 25,000 sq. ft. of sales tax generating retail or restaurant development.

ATTACHMENTS:

1. Comprehensive Plan Amendment Application Materials
2. General Development Plan Application Materials

   Link to Part 1 – Pages 1-600
   Link to Part 2 – Pages 601-1208

   1a. Applicant Presentation
   2a. GDP Sheets
   2b. GDP Phasing
   3a. Traffic and Mobility Study
   3b. Dewberry Technical Memo 1, Flows and Loads
   3c. Dewberry Technical Memo 2, Wastewater Treatment
   3d. Master Drainage Report
   3e. Master Utility Report
   3f. Dewberry Technical Memo 1, Water Flows
   3g. Market Study
   3h. Erickson Economic Impact Report
   4a Height and Density Analysis
   4b. Certificate of Notice to Mineral Estate Owners
   4c. BVSD ROW Resolution
   4d. Conceptual Fire Station Layout
   4e. Campus Drive and 88th St. Grading
   4f. Xcel Retaining Wall Option for Transmission Poles
   4g. Xcel Reduced Grade Option for Transmission Poles
   4h. Conceptual Park Access Grading
   4i. Communications Tower Easement
3. Intergovernmental Agreement, Southeast Boulder County, South 96th Street, Dillon Road, and US 287 Area Comprehensive Development Plan
4. December 11, 2019 Open Space Advisory Board Minutes
5. December 5, 2019 Parks and Public Landscaping Advisory Board Minutes
6. December 16, 2019 Recreation Advisory Board Minutes
7. Draft Amended and Restated PCZD Agreement, Redtail Ridge Master Plan
8. Transportation Demand Management Plan
9. May 27, 2019 Public Works Comment Letter

10. Public Comments
11. Fiscal Analysis Summary
12. Boulder County Comment Letter
13. Application Form
14. Electronic Hearing Request Form

BRUE·BAUKOL
CAPITAL PARTNERS

May 29, 2020

VIA: EMAIL

Mr. Rob Zuccaro
Planning Director
City of Louisville
749 Main Street
Louisville, CO 80027

RE: Comprehensive Plan Amendment Proposal

Dear Mr. Zuccaro,

To further upon our application and request, we at Brue Baukol Capital Partners want to offer this summary and explanation for the Comprehensive Plan Amendment Proposal.

Existing 2013 Comprehensive Plan
We understand the current Comprehensive Plan ("Comp Plan") is a conceptual guide on land use initiatives in the City and that it was informed by public involvement and community outreach.

There are a series of Small Area Plans and Frameworks throughout the City and the Comp Plan expressly outlines a framework for the Project Site which is called "the Phillips 66 Special District."

The Framework for this special district interfaces seamlessly with the existing ConocoPhillips zoning and is specific to the former corporation's intended campus in 2012. This special district is deemed a Rural Special District.

Alignment of Priorities & Community Values
There is a comprehensive list of Core Community Values within the Comp Plan. From the Project's guiding principles and land plan, to ultimate end-users and character areas, we find the vast majority of these core values are further supported by the Redtail Ridge Development.

- <u>Healthy Vibrant Economy</u>
  - ✓ Retention of major employer
  - ✓ Job creation
  - ✓ Additional commercial and retail activity
- <u>A Connection to the City's Heritage</u>
  - ✓ The development's name is an homage to the City's mining history as well as to its natural ecology.
  - ✓ Preservation of ponds, dating back to Varraville and the Site's farming history
- <u>Unique Commercial Areas & Distinct Neighborhoods</u>
  - ✓ Unique character areas throughout Project (corporate campus, senior living, mixed-use, open space, parks and trails)

- ✓ Walkable mixed-use district
- A Balanced Transportation System
  - ✓ Complete Streets: local, collector and arterial
  - ✓ Critical roadway connections
  - ✓ Elaborate multi-modal network
  - ✓ Safety and traffic calming features throughout
- Accommodating Families and Individuals
  - ✓ New 15-acre Park
  - ✓ Public easement for dog park
  - ✓ Softscape, passive recreation trails featuring natural elements
  - ✓ 8' to 14' ADA compliant hardscape trails
  - ✓ Additional senior living housing
- Integrated Open Space and Trail Networks
  - ✓ Over 39 acres of newly dedicated open space
  - ✓ Continuous open space on-site and off-site, supporting habitat corridor
  - ✓ Over 15 miles of new trail ways
  - ✓ Rock Creek Regional Trail Connection

Amendment Required with Zoning Change

Given the thoughtful process and input in the Comp Plan as well as the alignment of Core Community Values, we strive to limit the proposed amendments.

As such, we focused on pivoting the Phillips 66 Special District from a Rural Special District to a Suburban Special District. Other examples of Suburban Special Districts within Louisville include, Colorado Technology Center, Centennial Valley and Coal Creek Business Park.

This proposed change requires text amendments on two specific pages, the Suburban Pattern and Rural Pattern (Page 20) and The Framework Special Districts (Page 35).

There are visuals incorporated throughout the Comp Plan that depict the Project Site as a Rural Special District. Coloring of this mapped area is proposed to be updated to match the already-established Suburban Special District.

To update these accordingly to correspond with the proposed zoning, a total of 6 pages need to be slightly modified. A detail list and corresponding list is enclosed.

Sincerely,

Jordan Swisher
Vice President
Brue Baukol Capital Partners

Enclosures:

1. Proposed Redlined Pages
    a. Cover (map)
    b. Page 19 (map)
    c. Page 20 (text)
    d. Page 24 (map)
    e. Page 35 (text)
    f. Page 36 (map)

City of Louisville
Comprehensive Plan
South Boulder Road
Suburban
Urban
Suburban
Rural
Urban
Marshall Road
Boulder Turnpike (US 36)
Suburban
McCaslin Blvd
2013
City of Louisville
COLORADO • SINCE 1878
POLICE
Amended
[Month Day], 2020
Resolution ##, Series ####

The Vision Statement and Core Community Values

CHARACTER ZONES

This Comprehensive Plan Update introduces a new language and format to the community's Framework. The intent of the change is to clarify and illustrate the community's expectations related to the City's land use function, form, and character in the Framework, and to ensure the City's Vision Statement and Core Community Values are properly translated and illustrated in the Comprehensive Plan. The new language simplifies the format of the Framework into character zones. The character zones are described by two variables: development patterns and development types.

Development Patterns

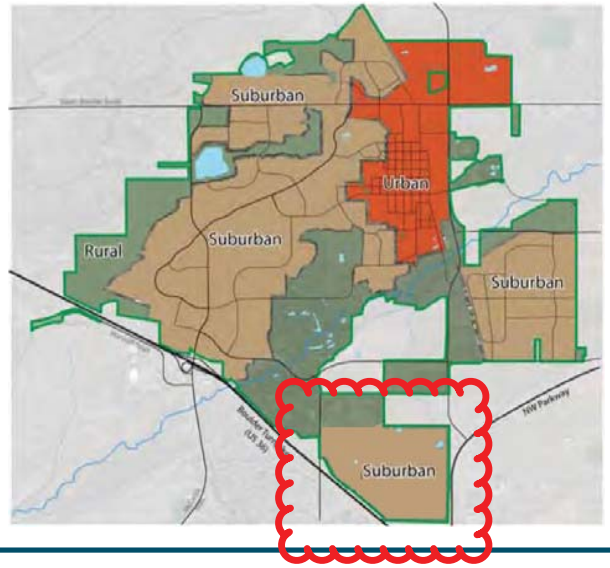
Three development patterns are found in Louisville: *urban, suburban,* and *rural*. These development patterns reflect the look and feel of the City. Development patterns dictate how streets are laid out; how property parcels are subdivided; how buildings are designed and arranged on a site; and how parks and public spaces are integrated into the community.

Specifically, the development patterns in the Framework establish guidelines for Small Area and Neighborhood Plans to implement specific regulations within the Louisville Municipal Code (LMC). The specific elements the development patterns influence include:

Building Form and Design
- Building Heights
- Building Mass and Scale
- Building Orientation

Infrastructure
- Streets
- Blocks
- Storm Water Facilities
- Public Spaces and Trails

Design Standards
- Yard & Bulk
- Parking Ratios
- Site Design



Urban Pattern

The urban portions of Louisville are found in the northeast quadrant of the City and are generally more compact and walkable. The majority of the urban development pattern occurred in Louisville prior to 1960. Some urban development patterns have occurred since 2008. The urban areas of the City include: Downtown, Old Town, North End and Steel Ranch. Generally, the urban pattern of development includes the following distinguishing design characteristics.

Streets
- Interconnected street network (smaller blocks)
- Alley / rear loaded properties
- Multimodal (Vehicle, pedestrian, bike, transit)
- Reduced speeds
- Balanced civic and mobility responsibilities

Parcels
- Smaller parcels

Building Design and Orientation
- Street Orientation
- Pedestrian mass, scale, and details

Civic & Public Infrastructure
- Integrated
- Multi-purpose
- Formal landscape

Example Figure Ground - Downtown & Old Town Louisville

Suburban Pattern

The suburban portions of Louisville generally evolved between 1960 and 2008 and are found along: Via Appia; McCaslin Boulevard; South Boulder Road; Centennial Valley; the Colorado Technology Center, and the Phillips 66 property. The suburban patterns of development are typically more spread-out and multimodal when compared to urban patterns of development. Generally, suburban patterns of development include the following distinguishing design characteristics.

Streets

- Disconnected street network (larger blocks)
- Street loaded properties
- Multimodal (Vehicular, Pedestrian, Bike, Transit)
- Higher speeds
- Mobility role larger than civic role

Parcels

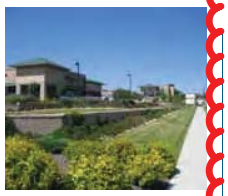
- Larger parcels

Building Orientation

- Oriented towards property
- Vehicular mass, scale, and details

Civic & Public Infrastructure

- Separated
- Single-purpose
- Informal landscape



Example Figure Ground - McCaslin Boulevard & Centennial Valley

Rural Pattern

The rural portions of Louisville generally occur along the perimeter of City in the form of open space. However, rural development patterns have also emerged around the Coal Creek Golf Course, 96th Street and south of Dillon Road, excluding the Phillips 66 property. The rural patterns of development are typically more separated and vehicular based when compared to urban and suburban patterns of development. Generally, rural patterns of development include the following distinguishing design characteristics.

Streets

- No street network (no block pattern)
- Street loaded properties
- Vehicular and bicycle design
- (pedestrian needs supported by trail network)
- Higher speeds
- Mobility priority

Parcels

- Larger parcels

Building Orientation

- Natural resource orientation
- Vehicular mass, scale, and details

Civic & Public Infrastructure

- Separated
- Single-purpose
- Native landscape

Example Figure Ground - Avista, Monarch Campus, & Phillips 66 Property

THE FRAMEWORK

The Framework uses the new character zone language outlined in the previous section to graphically represent the City of Louisville's adopted Vision Statement and Core Community Values. The Framework also represents a Long-Range Integrated Land Use, Transportation and Natural Resource Plan for the City. These elements provide a specific strategy for enabling the City to review and modify its land development regulations and assist in prioritizing the City's Capital Improvement Program. Together, the Vision Statement, the Core Community Values and the Framework establish community expectations and provide policy guidance for the anticipated areas of change and stability in the City.

The Framework's composition of land uses enables a place for existing and future residents to live, work, shop, and play. The composition of uses ensures a fiscal balance to maintain the City's high quality of services. The Framework also positions the City to capitalize on sound market strategies that will allow the City's revenue generating land uses to stay competitive with neighboring municipalities and the surrounding region.

The core component of the Framework is the identification and development of three mixed use urban centers in the City over the next twenty years.

1. Downtown / the Highway 42 Revitalization District;
2. Highway 42 and South Boulder Road; and,
3. McCaslin Boulevard.

The Framework also designates McCaslin Boulevard (North of Cherry Street and South of Via Appia), South Boulder Road (east of Via Appia), and HWY 42 (north of South Boulder Road) as urban corridors. The special districts of the City are defined to include Centennial Valley, Coal Creek Business Park, the Colorado Technology Center, 96th Street,Dillon Road, and the Phillips 66 property.

The plan identifies various suburban, urban, and rural neighborhoods throughout the City and outlines the parks and open space areas within the City. The following section describes what is envisioned through the City's Vision Statement and Core Community Values and graphically represents it within the Framework.

Street Types and Land Use

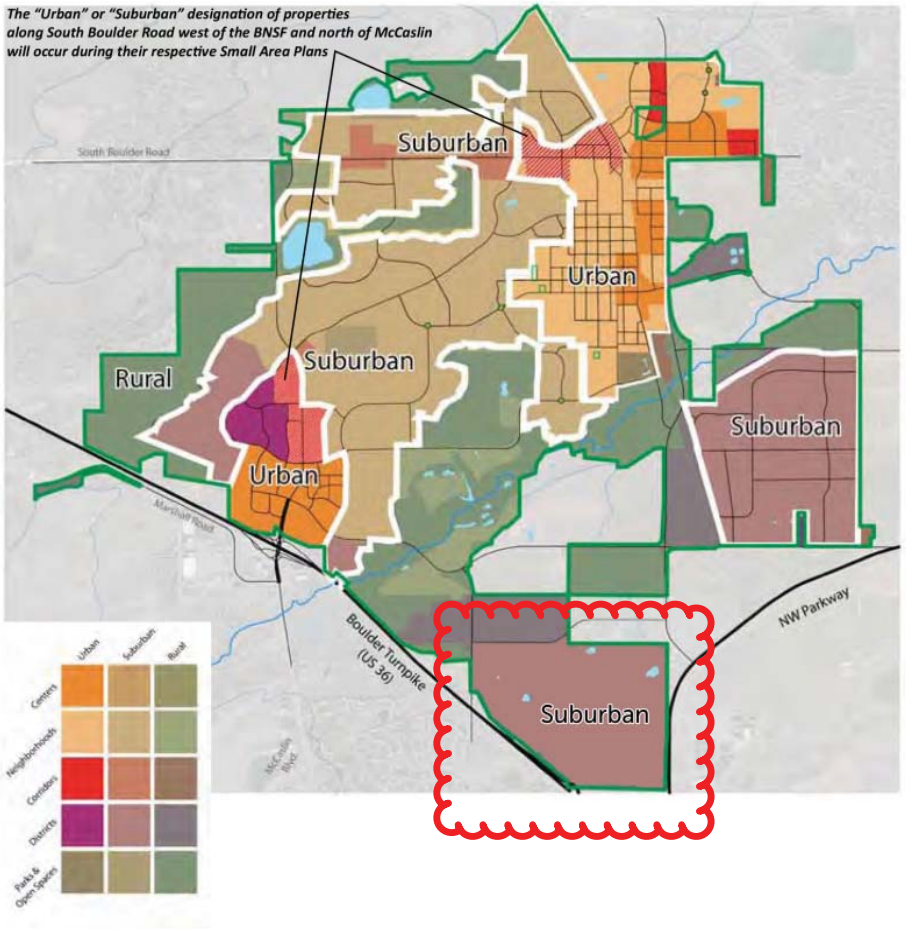
The land uses envisioned in the Framework's Center and Corridor development types, are determined by the street types in each area. This Comprehensive Plan identifies four types of streets in the Center and Corridor development types: Retail Primary and Secondary Streets and Mixed Use Primary and Secondary Streets.

Retail Primary Streets are those streets best positioned for retail success. The traffic volumes and visibility these streets provide requires the provision of retail land uses on the ground floor of the buildings adjacent to them. Other commercial uses may be located on a second story, above the ground floor retail use. Residential land uses are not found on Retail Primary Streets.

Retail Secondary Streets have the potential for retail success, but their location and traffic volumes suggest that other commercial uses, such as office, may present a more economically viable land use option. Retail land uses should be clustered in key locations on secondary streets where visibility and access exist. Residential land uses are not found on Retail Secondary Streets.

Mixed Use Primary Streets are those streets that are located and designed for a mix of complementary uses. These streets may function as the center of a larger mixed use district, and as such are ideally situated for pedestrian activated ground floor commercial uses. Residential uses may occupy the upper floors of a mixed use building on a Mixed Use Primary Street.

Mixed Use Secondary Streets are found in mixed use districts, but they are not located in the heart, or center, of the district. The location of the streets and the corresponding reduced traffic volumes suggest that uses other than retail or office may be more appropriate on the ground floor of buildings fronting the street. Residential uses may be the sole use in a building located on a Mixed Use Secondary Street.



SPECIAL DISTRICTS

Centennial Valley and Coal Creek Business Park

Centennial Valley is an office park special district located between McCaslin Boulevard and the Davidson Mesa Open Space. The portion of the Centennial Valley Business Park located to the west of Centennial Parkway is suburban and consists of single use large office parcels. The portion of the Special District located to the east of Centennial Parkway is urban and consists of smaller office parcels that are interconnected and have direct bicycle and pedestrian access to the McCaslin Boulevard urban center and urban corridor. The Coal Creek Business Park is a suburban office park Special District located adjacent to Dillon Road.

Colorado Technology Center (CTC)

The Colorado Technology Center Suburban Special District is located in the southeastern corner of the City and includes a mix of industrial, office, and research and development facilities. This Special District is a key employment center for the City and will continue to be in the future. Design standards will serve to buffer land uses of differing intensities in the special district, and maintain a high quality employment center that responds to the needs of businesses.

96th and Dillon

The 96th Street and Dillon Road Rural Special District serves as the rural gateway to the City of Louisville. The area will include a mix of commercial, institutional, and industrial uses. The uses in this special district will be separated and buffered from the surroundings roads to maintain the appearance of a rural entryway to the City.

Phillips 66

The Phillips 66 Suburban Special District is located in the southern portion of the City and is currently vacant. The land in this location is a unique subarea of the City which contains vital community facilities that provide critical services to the City and also presents a unique regional development opportunity. As such, the central portion of the district is suburban balanced by parks and open space interfacing with the balance of the city via key roadway access and through pedestrian and bicycle trails.

Empire Road

The Empire Road rural special district is situated adjacent to municipal recreational fields (Louisville's baseball and Lafayette's future soccer) and the Mayhoffer agricultural lands. The district serves as a rural gateway to downtown Louisville and provides direct access for Old Town residents to Boulder County's open space and the Coal Creek Trail. The area includes the City's Wastewater Treatment Plant and the Municipal Services Building. The uses and buildings in this special district should celebrate rural entryway to Downtown Louisville and facilitate recreational connections to the Coal Creek Trail.

Land Use Mix

Each Special District's land use mix is unique and customized to each individual area. Generally the land use mix within each area is:

Residential: Allowed only within the Phillips 66 Suburban Special District to provide senior living-related facilities and multi-family residential to support the commercial uses in the Phillips 66 Suburban Special District.

Retail Encouraged in locations where the use can capitalize on the activity in the special district, or traffic on surrounding roads.

Office Allowed as the single use on a parcel, or as part of a mixed commercial/industrial building.

Industrial: Allowed as the single use on a parcel, or as part of a mixed commercial/industrial building.

Healthcare: Allowed as part of the senior living-related facilities or the mix of land uses within the district.

Lodging: Allowed as part of the senior living-related facilities or the mix of land uses within the district.

Institutional: Allowed

Parking: On-site public and private parking associated with a particular use.

Fiscal Performance: Land use mix demonstrates neutral fiscal benefits and positive economic benefits

Density Range:

Floor Area Ratio - Urban: Up to .75 FAR
Floor Area Ratio - Suburban: Up to .5 FAR
Floor Area Ratio - Rural: Up to .25 FAR

Building Height:

Urban: 2-3 Stories
Suburban: 2-3 Stories generally, but 1-5 stories permitted within the Phillips 66 Suburban Special District

Rural: 3 stories. Additional stories permitted if structures are clustered and located out of the public view shed and buffered by surrounding topography and Open Space.

Building Form and Design

Buildings are oriented towards the property they sit on and serve the unique use requirements of the property.

Infrastructure

Streets: Varied Speeds

Block Length:
Urban: 300-600 Feet
Suburban: 1,000 – 2,000 Feet
Rural: No defined block structure
Public Spaces and Trails: Serving the periphery of the district.

Policies

1. Articulate and define Special Districts' specific character expectations in customized general development plans adopted by City Council.
2. Create walkable special districts that are connected to the rest of the City through sidewalks and pedestrian and bicycle paths.
3. Encourage internal services which meet the daily needs of the people working in the district.
4. Establish new design guidelines, replacing the CDDSG and IDDSG, to address building placement, block structure, landscaping, and signage requirements City-wide consistent with pro- posed character zones of the City.
5. Use form-based design regulations to focus on establishing a street presence along McCaslin Boulevard with both single use commercial buildings and mixed use residential buildings.

HWY 42
South Boulder Rd.
Centennial Valley
New trailhead connecting Centinnial Valley to Davidson Mesa
US 36
HWY 42
CTC
96th and Dillon
Dillon Rd.
NW Pkwy
Coal Creek Business Park
McCaslin Blvd.
US 36
Phillips 66
New Streets
New Paths
Urban Special District
Suburban Special District
Rural Special District

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INTERGOVERNMENTAL AGREEMENT
SOUTHEAST BOULDER COUNTY, SOUTH 96TH STREET, DILLON ROAD, AND US 287 AREA COMPREHENSIVE DEVELOPMENT PLAN

This Intergovernmental Agreement by, between and among the City of Broomfield, a Colorado home rule municipal corporation (Broomfield); the City of Lafayette, a Colorado home rule municipal corporation (Lafayette); the City of Louisville, a Colorado statutory city (Louisville); and the County of Boulder, a body politic and corporate of the State of Colorado (Boulder County); (collectively the "Parties") is made to be effective on the 18th day of February, 1999.

WITNESSETH:

WHEREAS, 29-20-101 et seq., C.R.S. as amended, enables the Parties to enter into Intergovernmental Agreements to plan for and regulate land uses, in order to minimize the negative impacts of development on the surrounding areas and protect the environment, and specifically authorizes local governments to cooperate and contract with each other for the purpose of planning and regulating the development of land by means of a "comprehensive development plan"; and

WHEREAS, in order to ensure that the unique and individual character of Broomfield, Lafayette, and Louisville, respectively, are preserved, the Parties believe that a comprehensive development plan which recognizes the annexed areas and development approved by each community, accompanied by binding commitments by the responsible jurisdictions for the preservation of the rural character of surrounding lands as identified within the Plan Area, is in the best interest of the citizens of each of the Parties; and

WHEREAS, the prohibition of rezoning or other discretionary land use approvals by Boulder County and of annexation or development by Broomfield, Lafayette or Louisville of certain lands within the Plan Area, is intended to preclude increased development and urban sprawl which would obliterate the boundaries of Broomfield, Lafayette, and Louisville and would, if permitted in the unincorporated area, require the provision of urban services by Boulder County, in contravention of provisions of the Boulder County Comprehensive Plan; and

WHEREAS, the parcels designated City Preservation do not currently have city utility services; and

WHEREAS, the Denver Regional Council of Governments, the transportation planning agency in which this Plan area is located, has adopted a Metro Vision 2020 plan calling for urban growth boundaries which serve to preserve individual communities through rural development and/or open space buffers separating such communities; and

WHEREAS, the Parties desire to enter into this Intergovernmental Agreement in order to plan for and regulate the use of the lands within the Plan Area through joint adoption of a mutually binding and enforceable comprehensive development plan; and

WHEREAS, the Parties find that designating a portion of the Plan Area to remain as rural development for the purpose of preserving a community buffer serves the economic and civic interest of their citizens and meets the goals of the Boulder County Comprehensive Plan; and

WHEREAS, the Parties anticipate the location of a multi-modal roadway to serve the transportation needs of the citizens, hereinafter referred to as the "Northwest Parkway"; and

WHEREAS, with respect to the rezoning and other land use regulatory actions required pursuant to this Agreement, the Parties find that the proposed Northwest Parkway is intended primarily to serve as a major throughway providing relief from congestion at its interchanges at U.S. 36, U.S. 287, and I-25; that, for the Parkway to serve this purpose, it is essential that further development in the Rock Creek valley be limited, so that traffic-generating uses in the valley do not use up the traffic carrying capacity of the Parkway and surrounding transportation infrastructure, and so that the need for additional or expanded local access points with the Parkway is limited into the future; and

WHEREAS, with respect to the annexation provisions herein, the Parties declare that the rural preservation designations and land use regulations contained in this Agreement affect the future development of each municipality. Consistent with the municipal annexation, utility service, and land use laws of the State of Colorado, this Agreement, including specifically the annexation and utility service portions hereof, is intended to encourage the natural and well-ordered future development of each Party; to promote planned and orderly growth in the affected areas; to distribute fairly and equitably the costs of government services among those persons who benefit therefrom; to extend the government, services, and facilities to the affected areas in a logical fashion; to simplify providing utility services to the affected areas; to simplify the governmental structure of the affected areas; to reduce and avoid, where possible, friction between the Parties; and to promote the economic viability of the Parties; and

WHEREAS, the functions described in this Agreement are lawfully authorized to each of the Parties which perform such functions hereunder, as provided in article 20 of title 29; part 1 of article 28 of title 30; part 1 of article 12 of title 31; and parts 2 and 3 of article 23 of title 31, C.R.S., as amended; and

WHEREAS, 29-1-201, et seq., C.R.S., as amended, authorizes the Parties to cooperate and contract with one another with respect to functions lawfully authorized to each of the Parties and the people of the State of Colorado have encouraged such cooperation and contracting through the adoption of Colorado Constitution, Article XIV, 18(2); and

WHEREAS, the Parties have each held hearings after proper public notice for the consideration of entering into this Agreement and the adoption of a comprehensive development plan for the subject lands, hereinafter referred to as the "Plan Area", as shown on the map portion of the Development Limitations attached hereto as Exhibit A;

NOW THEREFORE, in consideration of the above and the mutual covenants and commitments made herein, the Parties agree as follows:

1. **SOUTHEAST BOULDER COUNTY AREA COMPREHENSIVE DEVELOPMENT PLAN.** This Agreement, including Development Limitations (both text and map portions) attached hereto as Exhibit A, is adopted by the Parties as the Southeast Boulder County, South 96th Street, Dillon Road and U.S. 287 Area Comprehensive Development Plan (the "Plan") governing the Plan Area.

2. **CONTROLLING REGULATIONS.** Restrictions on use and development of lands within the Plan Area, as provided in Exhibit A, shall control and supersede local regulations of the Regulatory Party to the extent they conflict. For purposes of this Plan, the "Regulatory Party" is that Party having regulatory jurisdiction over the subject property at the time, or seeking to acquire jurisdiction through annexation. A Party shall be deemed to be "seeking" annexation as of the date when an annexation petition is filed. No Party shall agree with any landowner or other person or entity interested in any parcel within the Plan Area to allow any use or development which does not comply with the Plan without first obtaining a Plan Amendment as set forth herein.

2.1 The Parties each agree to undertake all steps to adopt procedures, plans, policies, and ordinances or other regulations as may be necessary to implement and enforce the provisions of this Plan. Any Party adopting such procedures, plans, policies, ordinances or regulations shall give each of the other Parties sufficient advance notice of such action as will enable such Parties, if they so desire, to comment upon the planned actions of that Party.

2.2 To the extent this Plan is silent as to a particular land use matter, existing local land use regulations of the Regulatory Party having jurisdiction over the property, as amended from time to time, shall control.

3. **RURAL PRESERVATION AREA.** Broomfield, Lafayette, and Louisville each agree that they will immediately disclose to the other any and all

instances in which they are approached by landowners in the Rural Preservation Area seeking annexation. Further, Broomfield, Lafayette, and Louisville each commit that they are not currently pursuing any annexations within the Rural Preservation Area.

3.1 The Map portion of Exhibit A shows certain lands within the Plan Area which are designated "Rural Preservation Area". These lands are intended to remain within the unincorporated area of Boulder County, subject to Boulder County's land use regulatory jurisdiction as limited in the text portion of Exhibit A. Broomfield, Lafayette, and Louisville each agree that it will not initiate or approve an annexation of any portion of any of the lands shown as "Rural Preservation Area" on the Map portion of Exhibit A without first obtaining approval of a Plan Amendment as provided for herein.

3.2 By authorizing the execution of this Agreement, the City Councils of Broomfield, Lafayette, and Louisville each respectively finds and declares that there is no community of interest between the lands designated "Rural Preservation Area" on the Map portion of this Plan with their respective jurisdictions, either Broomfield, Lafayette, or Louisville; that none of these lands is urban nor is likely to urbanize within the term of this Plan; and that none of these lands is currently integrated with, nor for the term of this Plan will any of them be capable of being integrated with their respective jurisdictions, either Broomfield, Lafayette, or Louisville.

4. **TRANSPORTATION SYSTEM.** The proposed Northwest Parkway is part of an overall roadway network whose components are part of an interdependent system.

4.1 NORTHWEST PARKWAY. Boulder County currently regulates the site selection of arterial or collector highways, pursuant to §24-65.1-101 et seq., C.R.S. Boulder County agrees that the acquisition of right-of-way for the Northwest Parkway as indicated on Exhibit A approximately 300 feet in width and the construction of the roadway, across the parcels shown on Exhibit A to contain potential right-of-way, and along an alignment reasonably conforming to that shown on Exhibit A shall be exempt from the guidelines and regulations adopted by Boulder County pursuant to §24-65.1-101 et seq., C.R.S. if the right-of-way does not encroach more than 50 feet into the Rock Creek Farm Open Space. Additional encroachment into the Rock Creek Farm Open Space may be allowed only at the discretion of Boulder County. Where necessary for on/off ramps at interchanges and for slope easements at interchanges and overpasses, the width may exceed 300 feet to the extent of such necessity.

While the final design of the roadway is to be determined at a later date, the Parties agree to the following:

4.1.1 The Parties agree that the use of any more than the northerly 50 feet of the Rock Creek Farm Open Space area shall in all circumstances require the express consent of Boulder County. For purposes of

this Agreement, the Rock Creek Farm Open Space consists of the open space properties owned by Boulder County in sections 22, 27 & 28, T1S, R69W, 6th PM. The construction of connector roads will be permitted as a part of the Parkway project. Intersections, interchanges, and overpasses on the Northwest Parkway shall be as indicated on Exhibit A. The foregoing provisions of this paragraph notwithstanding, the right-of-way for the Parkway shall be located sufficiently far south in the NW1/4 of Section 22, T1S, R69W, 6th PM, as shown on Exhibit A, so as to avoid the Kilker homestead building cluster.

4.1.2 The Parties will support an access point at U.S. 287. The parties agree to support a request to the Colorado Department of Transportation for such access. Preferred access will be through the construction of an Urban Interchange as shown on Exhibit A.

4.1.3 The Parties will support the roadway designed as a multi-modal facility within a right-of-way, approximately 300 feet in width, within an alignment that provides buffering between communities.

4.1.4 When determining the final location of the roadway corridor within the Plan Area as shown on Exhibit A, the Parties agree to take into account environmental and economic factors, as well as any other appropriate issues. In making this determination for the roadway corridor location west of U.S. 287 in the vicinity of Dillon Road, the Parties agree to also take into consideration the interests of the homeowners whose homes front on Dillon Road in this area.

4.1.5. As conceptually shown on Exhibit A, a continuous Dillon Road connection will be provided across the U.S. 287 corridor. The exact alignment will be determined at a later date. The Dillon Road alignment will avoid floodplain and riparian areas as much as possible and the location of the Dillon Road crossing of U.S. 287 will be subject to State approval. Furthermore, the conceptual design of the U.S. 287 interchange, at a reasonable cost, shall be subject to review by the city council of Lafayette, prior to the financing of the Parkway.

4.1.6 The Parties agree to cooperate and assist any of the other Parties in their efforts to acquire right-of-way for the Northwest Parkway within their jurisdictions, within the Plan Area. Such cooperation and assistance may include, but shall not require, any Party's use of the power of eminent domain, contribution of funds, or provision of land for such right-of-way.

4.1.7 The Parties will not object to the construction of the Northwest Parkway and the conceptual alignment for the roadway as shown on Exhibit A with a permitted variation of 50 feet from the center line. The Parties consent (1) to the creation of a public entity or entities pursuant to state statutes in effect as of the date of this agreement (including public highway authorities established pursuant to §43-4-501, et seq., C.R.S. and metropolitan districts established pursuant to §32-1-101, et seq., C.R.S.,) to construct the Northwest Parkway, and to that entity's or entities' inclusion of Northwest Parkway right-of-way only within the boundaries of such entity or entities; (2) to the construction of the Northwest Parkway within the Parties' boundaries and within the corridor

shown in Exhibit A; and (3) to the exercise of the power of eminent domain by the entity or entities within the Parties' boundaries to acquire real property on which to construct the Northwest Parkway, which exercise shall (a) be in a manner so as to create no liability to the Parties or (b) be accompanied by an indemnification of the Parties by the entity or entities, to the extent permitted by law, for any loss or damage arising from the exercise of the power of eminent domain.

Notwithstanding anything in this subsection 4.1.7 to the contrary, where a public highway authority, in the exercise of eminent domain for right-of-way purposes, must condemn an additional portion of a parcel as an uneconomic remainder attendant, the Parties consent to such condemnation, and such parcel shall thereafter be used in accordance with the provisions of this Agreement and Plan, except that the Party in whose jurisdiction such parcel is located shall have an option to purchase such parcel for open space purposes at the price paid by the public highway authority, and the consent given to the extraterritorial condemnation by the authority is expressly conditioned upon the grant of such option by the authority to that Party.

4.1.8 Except for the consents set forth in subsection 4.1.7, the Parties expressly reserve and retain all rights, remedies, and authorities available under the Public Highway Authority law, C.R.S. §43-4-501 et seq. and the Special District Act, C.R.S. §32-1-101 et seq. Such rights specifically include, but are not limited to, the right to withhold consent to the authority's exercise of eminent domain outside its boundary but within the boundaries of the Parties, the right to refuse to allow the imposition of highway expansion fees or other impact fees by an authority within that Party's jurisdiction, and the right to withhold consent to the inclusion of any property other than Parkway right-of-way within the boundaries of the authority.

4.1.9 Design drawings for the construction of the Parkway shall be submitted to all Parties for review and comment regarding technical engineering issues such as drainage and grading.

4.2 AREA ROAD IMPROVEMENTS The four roadway improvements listed below are critical to the function of the overall transportation system. In order to assure the construction of these roadway improvements, the Parties agree to pursue funding through at least one or more of the following methods:

I. Special improvement district
II. Transportation Improvement Program funds through the Denver Regional Council of Governments
III. Impact fees
IV. State Transportation funds
V. Northwest Parkway financing proceeds, tolls, or other revenues

4.2.1 <u>South 96th Street.</u> The Parties will support the construction of a four-lane extension of South 96th Street as conceptually shown on Exhibit A. The parties will support an application through the Denver Regional Council

of Governments (DRCOG) process for inclusion of this project on the Transportation Improvement Plan (TIP), with Louisville as the sponsoring agency.

4.2.2 West Midway Boulevard. The Parties will support extension of West Midway Boulevard to connect with Industrial Lane and an extension of Industrial Lane to connect with South 96th Street as shown on Exhibit A. The parties will support an application through the DRCOG process for inclusion of this project on the TIP, with Broomfield as the sponsoring agency.

4.2.3 South Boulder Road. The Parties will support extension of South Boulder Road from S. 120th St. eastward to Lowell Boulevard to provide access to a future Northwest Parkway interchange. The Parties will support an application through the DRCOG process for inclusion of this project on the TIP, with Lafayette as the sponsoring agency.

4.2.4 U.S. 36. The Parties will not oppose the interchange improvements at U.S. 36 and South 96th Street, including construction of directional ramps and transit facilities. Additionally, the Parties will not oppose interchange improvements at U.S. 36 and McCaslin Boulevard, consisting of construction of directional ramps and transit facilities within the right-of-way existing as of the date of this agreement and within 1,000 feet of the existing interchange.

4.3 ALLOCATION OF PARKWAY FINANCING PROCEEDS The parties agree, and the consents set forth in subsection 4.1.7 are expressly conditioned upon the requirements, that a minimum of $22 million will be allocated from the Parkway financing proceeds for right-of-way acquisition, design engineering and the construction of South 96th Street pursuant to 4.2.1., of West Midway Boulevard pursuant to 4.2.2. and of a Dillon Road connection across the U.S. 287 corridor pursuant to 4.1.5. and that a minimum of $10 million will be allocated from Parkway financing proceeds for open space and conservation easement acquisition. An illustrative allocation is as follows - actual totals for the Parkway financing proceeds may vary depending upon financing and Parkway design:

Total bond issue	$255M
Open space and conservation easement allocation	$ 10M*
Roads allocation	$ 22M (see table below)

* To be provided equally to Broomfield and Louisville for perpetual conservation easement or fee title land purchases for five years after the Parkway financing proceeds are made available and after which, the parties will agree on the allocation of remaining funds. If Broomfield and Louisville expend funds for permanent conservation easements or fee title land purchases in advance of Parkway financing proceeds being available, Broomfield and Louisville are entitled to be reimbursed equally when such proceeds are available. To the extent these acquisitions are

totally funded by bond proceeds, title to the properties so acquired shall vest in the Public Highway Authority or other entity which issued the bonds, with an undivided interest in a conservation easement ensuring preservation of such properties as open space granted to or reserved by each of the Parties.

Road Priority for Minimum $22M Listed Above**	
1	Dillon Road
2	South 96th Street
3	West Midway Boulevard

** Any remaining funds after projects are completed will be applied to implementation of the Northwest Parkway.

No Party which is a member of any public highway authority established to create the roadway referred to herein as the Northwest Parkway shall permit its representative(s) on the Board of Directors of said authority to authorize a bond issue to finance Northwest Parkway right-of-way acquisition or construction costs by the authority without inclusion of the $10 million for perpetual conservation easements and fee title land acquisition or without inclusion of the $22 million for road improvements as provided in this section. Further, the consents set forth under subsection 4.1.7 of this Agreement are expressly conditioned upon the requirements that the governing body(ies) of the entity(ies) created to construct the Northwest Parkway will include in and make available from the Northwest Parkway financing proceeds the $10 million for perpetual conservation easement and fee title land acquisitions and the $22 million for road improvements as provided in this section, and that such entity(ies) will exercise its powers and construct the Northwest Parkway in accordance with this Agreement. No consent set forth under subsection 4.1.7 shall benefit such entity(ies) until the governing body(ies) of the entity(ies) has executed a consent stating it agrees to be bound by these requirements, which consent shall be delivered to, run in favor of, and enforceable by the Parties hereto.

Conservation easements and lands purchased in fee shall be held for the purposes set forth in §5.4 of the Plan, to preclude additional development, except as specified in this agreement, on such lands in perpetuity as community buffers and to preclude additional traffic generation on the Parkway.

5. **REFERRALS.** Any application or other proposal for annexation or development on any parcel within that portion of the Plan Area designated Rural Preservation Area as set forth in Exhibit A, shall be immediately referred in writing to all Parties and no action shall be taken thereon by the referring Party until such Parties have had the opportunity to respond concerning the proposal's conformity to this Plan and other land use concerns. All such responses are to be received within 20 days of date of referral.

6. **AMENDMENTS.** This Plan contains the entire agreement

between the Parties. Any proposed amendment of the Plan affecting the jurisdiction over lands or the development regulation of lands must be referred to the Parties by the Regulatory Party, or by any Party seeking to become the Regulatory Party through annexation. Amendment of the Plan shall take place only upon approval by resolution or ordinance adopted by the governing body of each of the Parties, after notice and hearing as may be required by law. The Regulatory Party shall not approve nor permit any development or change of use of any parcel in the Plan Area by any means in a manner inconsistent with this Agreement until and unless the Plan has been amended so that the proposed development or use of such parcel is consistent with the Plan.

7. **SEVERABILITY**. If any portion of this Plan is held by a court in a final, non-appealable decision to be per se invalid or unenforceable as to any Party, the entire Agreement and the Plan shall be terminated, it being the understanding and intent of the Parties that every portion of the Agreement and Plan is essential to and not severable from the remainder.

8. **BENEFICIARIES**. The Parties, in their corporate and representative governmental capacities, are the only entities intended to be the beneficiaries of the Plan, and no other person or entity is so intended.

9. **ENFORCEMENT**. Any one or more of the Parties may enforce this Agreement by any legal or equitable means including specific performance, declaratory and injunctive relief. No other person or entity shall have any right to enforce the provisions of this Agreement.

10. **DEFENSE OF CLAIMS/INDEMNIFICATION.** If any person allegedly aggrieved by any provision of the Plan and who is not a Party to the Plan should sue any Party concerning such Plan provision, such Party shall, and any other Party may, defend such claim upon receiving timely and appropriate notice of pendency of such claim. Defense costs shall be paid by the Party providing such defense.

Notwithstanding the foregoing, if the claim concerns the designation of property as "Rural Preservation Area," Boulder County shall provide defense in such action. If the claim concerns the designation of property as "City Preservation," the responsible city Party shall provide such defense.

In the event that any person not a Party to the Plan should obtain a final money judgment against any Party who is not the Regulatory Party for the diminution in value of any regulated parcel resulting from regulations in the Plan, or regulations adopted by the Regulatory Party implementing the Plan, the Regulatory Party shall, to the extent permitted by law, indemnify such Party for the amount of said judgment.

11. **GOVERNING LAW AND VENUE.** This Agreement shall be governed by the laws of the State of Colorado and venue shall lie in the County

of Boulder.

12. TERM AND EFFECTIVE DATE. This Agreement shall become effective upon signature of an authorized representative of the governing bodies of the Parties. Except as provided herein, this Agreement shall remain in effect for a period of thirty (30) years from the effective date, unless terminated prior thereto by agreement of all the Parties or pursuant to the terms of section 7 above.

13. PARTY REPRESENTATIVES. Referrals made under the terms of this Agreement shall be sent to the Parties' representatives as follows:

ENTITY:	REPRESENTATIVES:
County of Boulder	Director, Land Use Department P.O. Box 471 Boulder, CO 80306
City of Broomfield	City Manager 1 DesCombes Dr. Broomfield, CO 80020
City of Lafayette	City Administrator 1290 S. Public Rd. Lafayette, CO 80026
City of Louisville	City Administrator 749 Main St. Louisville, CO 80027

Name and address changes for representatives shall be made in writing, mailed to the other representatives at the then current address.

THIS AGREEMENT made and entered into to be effective on the date as set forth above.

CITY OF BROOMFIELD

By: William M. Berens
William Berens, Mayor

2/18/99
Date

ATTEST:

Vicki Mary
City Clerk

APPROVED AS TO FORM:

Roy S. Howard
Roy S. Howard, City Attorney

CITY OF BROOMFIELD CORPORATE SEAL STATE OF COLORADO

CITY OF LAFAYETTE

By: Carolyn McIntosh
Carolyn McIntosh, Mayor

8/18/99
Date

ATTEST:

City Clerk

APPROVED AS TO FORM:

Patricia C. Tisdale
Patricia C. Tisdale, City Attorney

CITY OF LOUISVILLE

By: Tom Davidson
Thomas Davidson, Mayor

2-18-99
Date

ATTEST:

City Clerk

APPROVED AS TO FORM:

Samuel J. Light, City Attorney

COUNTY OF BOULDER
BY: BOARD OF COUNTY COMMISSIONERS

By: Ronald K Stewart
Ronald K. Stewart

2-18-99
Date

ATTEST:

Susan M. Ashcraft
Clerk to the Board

APPROVED AS TO FORM:

H. Lawrence Hoyt
H. Lawrence Hoyt, County Attorney

SEAL OF THE COUNTY COLORADO
boulder county

EXHIBIT A
(text portion)

SOUTHEAST BOULDER COUNTY 96TH STREET, DILLON ROAD AND U.S. 287 AREA IGA COMPREHENSIVE DEVELOPMENT PLAN

1. INTRODUCTION. This Comprehensive Development Plan (hereinafter "CDP") has been jointly developed and adopted by the Parties, and is entered into by Intergovernmental Agreement of said entities.

1.1 These Development Limitations are intended to provide specific land use and development restrictions governing the "Rural Preservation Area" parcels, the "City Preservation Area" parcels and the "City Open Space Area" parcels located within the Plan Area, the boundaries of which are set forth on the attached Map.

2. DEFINITIONS.

2.1 DEVELOPMENT: Construction or establishment of structures, parking areas, and/or surfaced vehicular roadways (except expansion of existing roads and except construction of the "Northwest Parkway" or a successor thereto along the alignment shown on Exhibit A), or establishment of new land uses.

2.2 PLAN AREA: Lands included within the boundaries of the designated Plan Area as set forth on the Map, including right-of-way, setback areas, and parcels subject to the Plan's Development Limitations.

2.3 STRUCTURE: Anything which is built or constructed, including but not limited to an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner, but excluding fences, retaining walls not over 6 feet in height, and buried utility lines.

3. DEVELOPMENT LIMITATIONS ON RURAL PRESERVATION AREA PARCELS.

3.1 For parcels designated Rural Preservation Area on the Map, those existing uses of such parcels which conform to Boulder County's regulations, or which are legally nonconforming, shall be permitted to continue, either as legal or legal nonconforming uses. No density increase beyond the limits currently permissible under the Boulder County Land Use Code shall be approved for any such parcel, nor shall any such parcel be annexed to any municipal Party, unless the same is approved through the Plan amendment

procedure set forth in Section 6 of the Agreement above.

3.2 Pursuant to regulations in the Boulder County Land Use Code as it may exist from time to time, parcels within the Rural Preservation Area may be "sending parcels" for purposes of transferring development rights (TDRs). However, such parcels shall not serve as "receiving parcels" without amendment of this Agreement. TDR units shall not be "sent" from parcels designated in this Agreement as Rural Preservation Area to be located upon a receiving site within the adopted comprehensive plan area of a municipal Party without the consent of the interested Party or Parties.

3.3 Development on parcels for which "vested rights" for further development have been acquired through an estoppel against Boulder County precluding the prohibition of such development established by a final, non-appealable court judgment in a proceeding of which the other Parties have been given timely notice and the opportunity to join or intervene shall be permitted to the extent such development is in conformance with the rights so acquired and occurs within the vested period.

3.4 Establishment of uses and development in conformance with the zoning (including approved PUD plans) and other land use and development regulations applicable to the property on the effective date of this Plan shall be permitted, where such uses or development continue to be permitted under the provisions of the Boulder County Land Use Code at the time at which they are sought to be established. Permission for such development shall be processed through the normal procedures otherwise established by Boulder County.

3.5 Approval of an NUPUD with residential density no greater than 2 units per 35 acres by Boulder County upon such lands is permitted pursuant to the regulations generally applicable therefor at the time of application submittal, and such approval is not for purposes of these Development Limitations an increase in density.

3.6 Any proposed use or development of any portion of the parcels designated Rural Preservation Area shall conform to the provisions of this Agreement, or, if nonconforming, shall require amendment of the Plan in the manner provided in the Agreement. Any proposed rezoning, subdivision, special use or other regulatory process, or amendment or modification of any existing zoning, PUD, special or conditional use, or subdivision plat, or issuance of a building permit, or proposed annexation, whether or not coupled with any such regulatory process, entered into for any lands designated Rural Preservation Area shall conform to the Plan, or with an approved amendment thereof, in order to be approved by the Regulatory Party.

4. SPECIFIC PARCELS PROVISION. References to specific parcels in this agreement will be by the Boulder County Assessor's parcel number. The attached map shows parcel numbers, acres and the current owner.

4.1 Parcels numbered 157521000034 (40.00 acres), 157521000037 (38.53 acres), 157521002001 (39.24 acres), 157521001003

(30.04 acres), 157521001001 (4.29 acres), 157521001002 (2.50 acres) and 157521001004 (2.50 acres) on the attached map, totaling 157.1 acres, are designated City Preservation Area with future use to be limited to agriculture and low density residential development. Broomfield hereby agrees to acquire a perpetual conservation easement on the above parcels that will allow additional residential use with a density of no more than 1 unit per 13 acres and will negotiate in good faith to this end.

4.2 A parcel numbered 157521000024 (1.20 acres) on the attached map is designated City Preservation Area with future use to be limited to agriculture and low density residential development. Broomfield hereby agrees to acquire a perpetual conservation easement on the above parcel that will allow additional residential use with a density of no more than 1 unit and will negotiate in good faith to this end.

4.3 A parcel numbered 157521000019 Tract "C" (8.45 acres) on the attached map is designated City Preservation Area with future use to be limited to agriculture and low density residential development. Broomfield hereby agrees to acquire a perpetual conservation easement on the above parcel that will allow additional residential use with a density of no more than 1 unit and will negotiate in good faith to this end.

4.4 Parcels numbered 157521000020 (18.00 acres), 157521000003 (40.00 acres), 157521000022(73.00 acres), 157521000001 (40.00 acres) on the attached map, totaling 171.00 acres, are designated City Preservation Area with future use to be limited to agriculture and low density residential development. Louisville hereby agrees to acquire a perpetual conservation easement on the above parcels that will allow additional residential use with a density of no more than 1 unit per 5 acres and will negotiate in good faith to this end.

4.5 A parcel numbered 157521000021 (59.00 acres) on the attached map is designated City Preservation Area with future use to be limited to agriculture and low density residential development. Broomfield hereby agrees to acquire a perpetual conservation easement on the above parcel that will allow additional residential use with a density of no more than 1 unit per 5 acres and will negotiate in good faith to this end.

4.6 A parcel numbered 157521000016 (1.00 acre) on the attached map is designated City Preservation Area with future use to be limited to agriculture and low density residential development. Broomfield hereby agrees to acquire a perpetual conservation easement on the above parcel that will allow residential use with a density of no more than 1 unit and will negotiate in good faith to this end.

4.7 A parcel numbered 157520000032 (33.70 acres) on the attached map is designated City Preservation Area with future use to be limited to agriculture and low density residential development. Louisville hereby agrees to allow residential use with a density of no more than 1 unit per 5 acres, on this parcel.

4.8 Fifty percent of a parcel numbered 157520000001 (23.15

acres) on the attached map is designated City Open Space Area with future use to be limited to open space uses. Louisville hereby agrees to allow only open space uses on this parcel.

4.9 Parcels numbered 157528000004 (13.80 acres), 157528000005 (28.91 acres), and 157528000016 (13.00 acres) on the attached map are designated City Preservation Area with future use to be limited to 10± acres for RTD transit center and park and ride facility and 46± acres for city open space and/or City Preservation Area. By agreement, Broomfield has an option to purchase the remaining acreage not needed for the transit center and park and ride facility and has allowed RTD residential use with a density of no more than one unit per five acres on 46± acres of this parcel if Broomfield does not purchase the 46± acres for open space by November 2002. Broomfield will use its best efforts to purchase all or part of remaining RTD property.

4.10 The parcel numbered 157528000003 (5.00 acres) on the attached map is designated City Preservation Area with future use to be limited to agriculture and low density residential. Broomfield hereby agrees to acquire a perpetual conservation easement on the above parcel which will limit the use to 1 residential unit.

4.11 Parcels numbered 157529000019 (2.48 acres) and 157529000010 (38.91 acres) on the attached map are designated City Preservation Area with future use to be limited to private open space. Broomfield hereby agrees to acquire a perpetual conservation easement on the above parcels that will allow private open space and will negotiate in good faith to this end.

4.12 A parcel numbered 15752000002 (51.71 acres) on the attached map is designated City Preservation Area with future use to be limited to agriculture, private open space (including a golf course use) and low density residential development. Broomfield hereby agrees to acquire a perpetual conservation easement on the above parcel that will allow additional residential use with a density of no more than 1 unit per 13 acres and will negotiate in good faith to this end.

4.13 A parcel numbered 157520000009 (78.30 acres) on the attached map is currently unincorporated Boulder County and is designated City Preservation Area; if and when annexed to the City of Louisville, future use shall be limited to agriculture and low density residential development. Louisville hereby agrees to allow residential use with a density of no more than 1 unit per 4 acres, on this parcel. Prior to annexation this parcel is designated Rural Preservation.

4.14 Parcels numbered 157515000006 (155.00+-acres), 157515000022 (3.0 acres) and 157515000023 (1.0 acres) on the attached map are designated City Preservation Area with future use to be limited to agriculture and low density residential development. Louisville hereby agrees to acquire perpetual conservation easements on the above parcels that will allow additional residential use with a density of no more than 1 unit per 5 acres and will negotiate in good faith to this end.

4.15 A parcel numbered 157521000018 (36.0 acres) on the attached map includes a portion designated as "A" (6.14 acres) titled Gateway City Open Space Area. Broomfield hereby agrees to acquire and allow only open space uses or entry feature uses on this parcel and will negotiate in good faith to this end.

4.16 Parcels numbered 157520000002, 157520000003, 157520000004, 157520000005, 157520000020, 157520000019 and 157520000007 (a total of approximately 78 acres) on the attached map are currently unincorporated Boulder County and are designated Rural Preservation Area. Future Use shall be limited to agriculture and low density residential development. Boulder County agrees to consider approval of residential use with a density of no more than 1 unit per 4.5 acres on these parcels, provided that a perpetual conservation easement limiting development to no more than 1 unit per 4.5 acres is secured as part of the approval of the new density.

4.17 A parcel numbered 157520000031 (80 acres) on the attached map is currently unincorporated Boulder County. If and when annexed to the City of Louisville, Louisville shall use its best efforts in good faith to require an undeveloped buffer along the northern side of said parcel. The parties agree that only Louisville can annex this property.

4.18 Louisville, Lafayette, and Boulder County agree to initiate a process to amend the existing Lafayette/Louisville Buffer Comprehensive Development Plan Intergovernmental Agreement between the cities of Lafayette and Louisville, to bring the Haight property (Parcel number 157515000012) into conformance with the map portion of Exhibit A.

5. RURAL PRESERVATION AREA.

5.1 Any properties within the Plan Area designated as Rural Preservation Area which are acquired as "open space" shall be acquired in fee or by perpetual conservation easement (as defined in §38-30.5-102, C.R.S.) for open space purposes by any one or more of the Parties, to the extent funds are appropriated and made available for such purpose. The method by which such acquisition will take place, and the terms and conditions of purchase, together with the determination of whether fee title or a perpetual conservation easement will be acquired, shall be at the sole discretion of the acquiring Party(ies).

5.2 The right-of-way necessary for construction of the Northwest Parkway or a successor roadway, as shown on Exhibit A, may be obtained at the same time that any Rural Preservation Area property which is sought to be acquired for open space (through which the proposed Northwest Parkway) alignment runs as shown on Exhibit A is acquired; or any Party may acquire the right-of-way necessary for construction of the Northwest Parkway at any other time. Any Party seeking to obtain the proposed right-of-way shall commit to the acquiring Party to purchase the right-of-way upon the same terms and at the same time as the open space acquisition. For this purpose, at the time any Party(ies) contracts to purchase such Rural Preservation Area parcel for open space purposes, such Party(ies) shall provide to each other Party(ies) an option

for purchase of the right-of-way.

5.3 Upon acquisition of any Rural Preservation parcels shown on Exhibit A, the acquiring Party shall provide to each of the other Parties an undivided interest in a perpetual conservation easement upon said lands, providing for restrictions on development and the use in accordance with the terms of this Plan and the site-specific management plan.

5.4 Open space shall serve one or more of the following functions:

(a) urban shaping between or around municipalities or community service areas and buffer zones between residential and non-residential development;

(b) preservation of critical ecosystems, natural areas, scenic vistas and area fish and wildlife habitat, natural resources and landmarks, and cultural, historical and archaeological areas;

(c) linkages and trails, access to public lakes, streams and other usable open space lands, stream corridors and scenic corridors along highways;

(d) areas of environmental preservation, designated as areas of concern, generally in multiple ownership, where several different preservation methods (including other governmental bodies' participation or private ownership) may need to be utilized;

(e) conservation of natural resources, including but not limited to forest lands, range lands, agricultural land, aquifer recharge areas, and surface water;

(f) preservation of land for outdoor recreation areas limited to passive recreational use, including but not limited to hiking, photography or nature studies, and if specifically designated, bicycling, horseback riding, or fishing;

(g) underground public facilities, including public utility mains and lines; other public facilities may be located thereon where approved by the governing bodies of each of the Parties.

5.5 Once acquired, open space may be used only for the above purposes, and shall be used in accordance with a site-specific management plan approved by the governing body of the acquiring Party(ies) after consultation with the other Parties. Until acquisition, such parcels or portions of parcels shall be subject to the Development Limitations set forth in Section 3 of this Plan.

5.6 Residents of the Cities of Broomfield, Lafayette, and Louisville shall be entitled to use the open space properties acquired by Boulder County pursuant to (and subsequent to the execution of) this Agreement to the same extent and upon the same terms and conditions as all Boulder County residents, irrespective of the county in which such city residents live.

6. CITY PRESERVATION AREA.

6.1 Any properties within the Plan Area designated as City Preservation Area for which perpetual conservation easements are to be

acquired shall be acquired by any one or more of the Parties. The method by which such acquisition will take place, and the terms and conditions of purchase, together with the determination of whether fee title or a perpetual conservation easement will be acquired, shall be at the sole discretion of the acquiring Party(ies). Moreover, no Party shall have any responsibility regarding the acquisition or provision of right-of-way for the Northwest Parkway pursuant to this Agreement until such conservation easement acquisitions have been completed by the other Parties or such regulatory actions have been taken by the other parties to the extent permitted by law to ensure that development on the properties conforms to the use and densities set forth in Section 4 and its subsections above. Any Party is entitled to enforce this provision through an action for specific performance, which shall expressly be understood to include the right to specifically enforce the acquisition of such properties by any Party which is in default of this provision and/or to enforce the provisions of this Agreement upon regulatory actions of any Party and development applications for any parcel subject to this Agreement. It is also expressly understood that the lack of appropriation shall not be a defense to such an action for specific performance so long as Northwest Parkway proceeds have been received and appropriated in the then current and succeeding fiscal years for open space land acquisition and that, because this provision is of the essence to this Agreement, to the extent any Party has performed any action in pursuance of this Agreement, no other Party shall thereafter renege on its obligations pursuant to this intergovernmental agreement. Nothing herein shall be deemed to affect or hinder anticipated open space acquisitions by Louisville and Boulder County in Section 17, T1S, R69W, 6th P.M.

6.2 The right-of-way necessary for construction of the Northwest Parkway or a successor roadway, as shown on Exhibit A, may be acquired by any Party(ies) at the same time that any City Preservation Area (through which the proposed "Northwest Parkway" alignment runs as shown on Exhibit A) perpetual conservation easement or fee title is sought to be acquired or any Party(ies) may acquire the right-of-way necessary for construction of the Northwest Parkway at any other time. For this purpose, at the time any Party(ies) contracts to purchase such City Preservation Area perpetual conservation easement or fee title, such Party(ies) shall provide to each other Party(ies) notice of such actions and such Party(ies) shall cooperate with other Party(ies) that wish to purchase right-of-way.

6.3 Upon acquisition of any City Preservation Area parcels shown on Exhibit A, the acquiring Party shall provide to each of the other Parties an undivided interest in a perpetual conservation easement upon said lands, providing for restrictions on development and the use in accordance with the terms of this Plan.

6.4 Within any properties within the Plan Area designated as City Preservation Area a "clustering" concept shall be encouraged wherein allowed residential units shall be concentrated on smaller lots within one portion of the property to preserve larger contiguous areas of undeveloped land,

provided maximum gross densities are not exceeded.

6.5 Each Regulatory Party shall adopt such regulations and take such regulatory actions to the extent permitted by law as necessary to ensure that development on the properties conforms to the uses and densities set forth in section 4 and its subsections above. All regulatory actions required pursuant to this Agreement shall be taken by the relevant Party within 90 days of the effective date of this Agreement. No construction of the Parkway west of U.S. 287 and governed by the Plan shall take place until all Parties have taken all regulatory actions required pursuant to this Agreement.

6.6 Should a Party(ies) exercise its power of eminent domain to obtain property interests under this agreement, the Party(ies) shall in its appraisal, performed pursuant to section 38-1-121, C.R.S., or otherwise, value the property at the fair market value based upon the zoning prior to the time of taking the regulatory action.

6.7 The city Parties hereby grant their consent to the purchase or other acquisition, including through the exercise of eminent domain, by Boulder County of any City Preservation parcel or portion thereof for open space purposes.

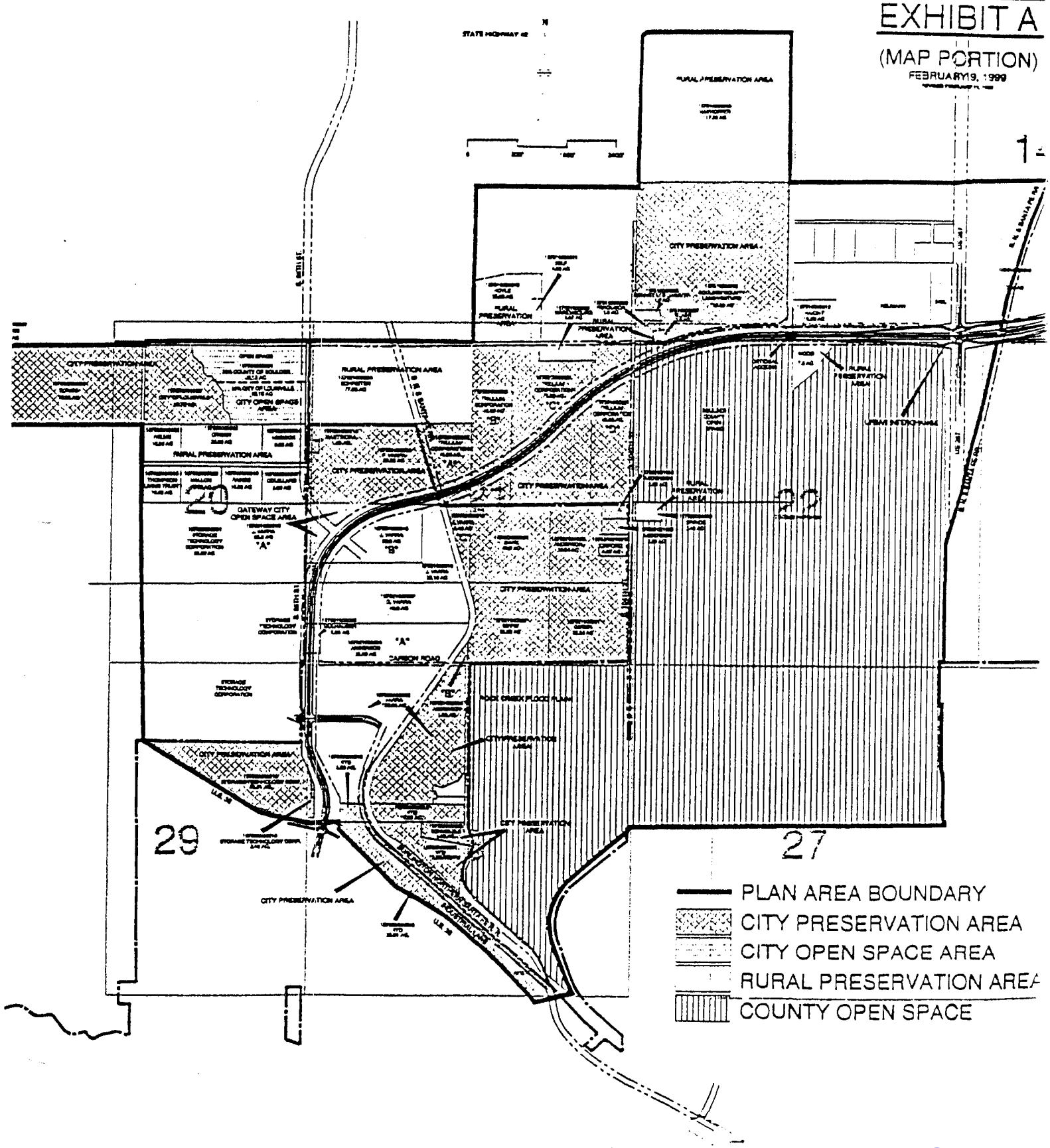
6.8 If the acquisitions provided for in Section 4 of this Plan, or any of them, have not occurred by January 1, 2005 and there are not sufficient Parkway financing proceeds available then to complete the acquisitions, then the Parties shall meet and negotiate in good faith a plan for financing the balance of the acquisitions, which financing plan shall be adopted by the Parties on or before July 1, 2005.

6.9 Each of the cities in which City Preservation parcels are located agrees that it shall, prior to December 31, 1999, obtain an amendment to its "urban growth boundary" in the approved DRCOG Metro Vision 2020 Plan, placing such City Preservation parcels outside that city's urban growth boundary, and agrees that, based thereon, it will not extend urban utility services to said properties during the term of this Agreement and Plan; except that a city may extend such services to a cluster development authorized by subsection 6.4 and existing homes within the City Preservation Area; and except that no city Party shall be deemed in breach of this provision if required to provide any such services pursuant to a final, non-appealable court order or judgment. Any such amendment, however, shall not be required if said amendment would prevent any city Party from providing said parcels with water and sewer service at the density levels provided under Section 4 Specific Parcels Provision.

EXHIBIT A

(MAP PORTION)

FEBRUARY 19, 1999



City of Louisville
COLORADO • SINCE 1878

Open Space Advisory Board Meeting Minutes
Wednesday December 11, 2019, 7:00pm

Louisville Public Library: First Floor Meeting Room
951 Spruce Street

1. **Call to Order**
Laura called the meeting to order at 7:00 pm.

2. **Roll Call**
Board Members Present: Laura Scott Denton, Peter Gowen, Fiona Garvin, Helen Moshak, Missy Davis, Mike Schantz, David Blankinship, Tom Neville
Board Members Absent: None.
City Council Members Present: None
Staff Members Present: Ember Brignull, Nathan Mosley

3. **Approval of Agenda**
Peter proposed to revise the agenda as follows: put Board Member Appreciation last. Tom seconded. The motion did not pass.

Peter then moved to approve the agenda as written. Tom seconded. The motion passed unanimously.

4. **Approval of Previous Meeting's Minutes**
Peter moved to approve the minutes as written. Tom seconded. The motion passed unanimously.

5. **Staff Updates**
See updates provided by Ember Brignull on page 6 of the Dec. 2019 OSAB Meeting packet.

A. Change Regarding City Council Liaisons to Boards: Nathan reported that Mayor Stoltzmann decided not to appoint Board Liaisons, but instead to initiate a single annual meeting for each Board with Council as a working group. Mike, Laura and Helen expressed concern that a critical communication link between Council & boards will be lost. Fiona noted that Jeff Lipton and Bob Muckle, as Council Liaisons, provided additional Council perspective which has been very important for OSAB to discuss issues effectively. Nathan told Board members that he would try to serve as a communication conduit if needed.

B. Update on Elephant Park Playground: Nathan noted playground equipment will be replaced and that swing set is being re-located to better separate playground and Open Space.

C. Nathan reported that City Council has been working on their 2020 work plan. The items that affect Open Space most closely are: (1) continue to finalize Open

Space zoning and (2) review herbicide use & update weed management plan. Ember and Nathan will be working with City Council to finalize the 2020 work plan.

D. Ember reported that Coyote Run trail project concrete work is almost complete; the project will be wrapping up in a couple of weeks.

6. Board Updates

A. Resolutions of Appreciation were read for Mike Schantz and Fiona Garvin.

7. Public Comments on Items Not on the Agenda

Rick Ruggles (893 Larkspur Ct.) expressed kudos for additional trash cans at Davidson Mesa Dog Off Leash Area (DOLA) and suggested one more trash can be placed along the north side fence. He supports mud closures to help protect the land, and suggested closing some other Davidson Mesa trails when conditions are muddy. He's noticed several drones flying out there and motorized scooters. He suggests increased Ranger presence at high-use times. Ember noted that fewer patrols due to training the new ranger; the new ranger is now starting official patrols.

8. Discussion Item: Nawatny Ridge Development Plan (presented by Nathan Mosley, Director of Parks, Recreation, and Open Space) (see pages 7-51 of Dec 2019 OSAB Meeting packet)

Nathan introduced the topic and noted that the purpose tonight is feedback on the location of the main Open Space area: Option A (pg. 45 - OS area "E" on southern part of property atop mesa) or Option B (pg. 50 - OS area abuts Monarch HS and extends south and west in the valley area). He also noted that OSAB should speak to the amount of land dedication, and if OSAB prefers land dedication or cash-in-lieu.

A. Planning Department Update, Rob Zuccaro, Director of Planning. Rob stressed that OSAB members who did not attend earlier tour work out a time with staff to tour, not participate in "open to the public" tours as substantive matters could be discussed during such tours. Rob described the history of the area (392 acres in Louisville, additional acres are in Broomfield County and Boulder County). He explained that any development on the property must go through the General Development Plan (GDP) process. The current proposal is more dense (4.6 million sq. ft.) than has been present in past GDPs (2.5 million sq. ft.), and is anticipated to take up to 20 years to build-out. Final plat descriptions (and a chance for OSAB input and recommendations to Council) will occur at a later date. Rob noted that PPLAB was supportive of "Option B" where park and main Open Space area are near Monarch HS. Funding for trails outside of the property is under discussion; possible monies from developer, and/or Metro District that is being created, and/or partnering with other entities.

Missy asked if paths/trails near Senior Center will connect to OS trails; Fiona concurred that such connections would be beneficial.

Helen asked if Option A includes any monies to remediate parcel "E" (formerly developed top of mesa; degraded land with lots of glass, concrete & asphalt chunks present). Rob said that this is not in the plans yet.

B. Applicant Presentation, Bruce Baukol Capital Partners
Geoff Baukol went through the developer packet materials. Public Lands requirement is 40 acres and they are proposing 65 acres. Discussion of Option A and Option B ensued. Missy expressed interest in PPLAB evaluating some part of the public land dedication for potential dog park.

Missy made a motion to present the following OSAB recommendations to staff and Council:

1) Option B is strongly preferable
2) Include lake in NE corner as part of public land dedication
3) OSAB is open to discussion of reducing other public lands areas to accommodate the lake area
4) Provide trail corridors leading to/from the lake
5) Preserve option to build a trail along the Goodhue ditch leading towards downtown Louisville.
6) Strongly prefer land dedication vs cash in lieu

Peter seconded. The motion passed unanimously.

9. Discussion and Action Item: Determine the Highest Priority "Objectives" for the Management of Open Space for Tomorrow (MOST) Priorities Project by the MOST Tiger Team (see pages 52-62 of Dec. 2019 OSAB Meeting packet)
OSAB members ranked the 13 sub-goals in order of highest to lowest priority. Helen will collate these rankings and report back to OSAB.

10. Discussion and Action Item: Review and Finalize Memorandum Regarding OSAB's Position on the Davidson Mesa Dog Off-Leash Area for the Management of Open Space for Tomorrow Project. Presented by Mike Shantz, OSAB Member (see pages 63-66 of the Dec. 2019 OSAB Meeting packet).

Laura commented that while she agrees with general content, but would like to delete the statement that "this is the time to address this". Missy did not agree; she and Mike noted that it's time to "stop kicking the can down the road".

Peter noted that current management has the land in a condition that is not congruent with the Open Space charter. He suggested focusing on meeting the charter & ordinances. He presented some suggested re-writes for the two options outlined. Specifically, he proposed re-wording Option 1 to remove any reference to "closure" as a potential option. He stated that providing equivalent dog parks in Louisville could remove the usage pressure on Davidson Mesa DOLA to allow the land to recover.

Missy noted that she supports retaining the wording for the first option in Mike's memo.

Fiona noted that the Davidson Mesa location's popularity (views, walkable location) is such that even with multiple other dog parks, future over-usage would likely still be a problem.

Helen moved to incorporate Peter's comments on Statutes and Covenants and incorporate Fiona's comments on the two alternatives, retaining the language in the first

option relating to closure. Laura seconded. Passed unanimously. Fiona will send Ember her edits for production of the final memo.
Jill Ruggles (893 Larkspur Ct.) noted that the DOLA takes pressure off the Mesa trails as many owners let their dogs off the leash out on the Mesa. Rick Ruggles suggested considering a tag program for Louisville to allow more dogs off leash on regular trails.
Jay Ferguson (1791 Tyler Ave.) noted that size of space is important to him as he has larger dogs.

11. Action Item: Review and Finalize 2019 OSAB Accomplishments (see pages 67-70 of the Dec. 2019 OSAB Meeting packet).
Laura reviewed the OSAB Accomplishments materials and requested additions and comments. Ember will incorporate any changes to finalize this document.

12. Discussion Item: Review and Recommendations Regarding 2020 Education and Outreach Programing (see pages 71-77 of the Dec. 2019 OSAB Meeting packet)
Board members were impressed with the Open Space plan and appreciated seeing new programs. No additions or changes were proposed by OSAB members.

13. Discussions Items for the Next Meeting on Wednesday, January 8, 2020:

A. Action Items:
1) Agenda Posting Locations
2) Officer Elections
3) Finalize OSAB 2020 Goals

B. Updates/Discussions from the Department:
1) Introduce new Board members
2) Update OSAB Member contact list
3) Distribute Open Government and Ethics pamphlet
4) Trails: Hecla to Waneka, Lake to Lake

C. Updates/ Discussions from the Board:
1) Board Recommendations for OSAB 2020 Goals
2) Social Trails
3) Integrated Weed Management Plan

14. Adjourn
The meeting adjourned at 9:45 pm.

Parks and Public Landscaping Advisory Board

Meeting Minutes

Thursday, December 5, 2019

Louisville City Services

739 104th Street

7:00 PM

1. Roll Call: PPLAB members present: Shelly Alm, Laurie Harford, Ellen Toon, Diana Gutowski, Staff Liaison: Dean Johnson, Director of Parks & Rec: Nathan Mosley, Director of Planning & Building Safety: Rob Zuccaro, Chip Stern, John Leary, Maria L Garcia Berry, Jordan Swisher, Sarah Komppa, Geoff Baukol, Kevin Mynihan
2. Approval of Agenda: unanimously approved
3. Approval of minutes – modify spelling of PPLAB member Diana's name to "Gutowski".
4. Staff Updates:
   A. January meeting will be moved to Jan. 9th
   B. Discussion on how to accommodate a joint meeting with OSAB in February. Suggestion of Feb. 12, but a few board members will be unavailable on this date so it may need to be changed.
5. Board Updates:
   A. PPLAB Chair, Ellen Toon met with Mayor Stolzmann last month. Council would like to reinstate the study sessions as opposed to appointing council-board liaisons.
   B. PPLAB member, Diana Gutowski to meet with Sustainability Advisory Board Chair, Allison Johanson to initiate collaboration on a new IPM (integrated pest management plan) for the city.
6. Public Comments on Items Not on the Agenda – none
7. Continued Discussion on Tree Removal Appeal
   A. Dean presented a brief review on the location and specifics of the tree in question.
   B. An engineer shared with Dean that if tree is removed, it may be possible to address the problem "in house". Without tree removal, engineer presented range of possibilities in pricing from $15-30K.

C. Discussion among board members and city staff.
D. Public comments from adjacent homeowner with a plea to save the tree.
E. Board vote – 3 to 1 in favor of rejecting the appeal.

8. Nawatny Ridge Development Plan, Presented by Nathan Mosley, Director of Parks, Recreation and Open Space
   A. Rob shared background on the property and the general development plan (GDP) process, an overview of the current proposal for development, and the review process. Rob also presented information on the PUD land dedication process.
   B. Staff looks to PPLAB members for feedback on the plans.
   C. Geoff Baukol from Brue Baukol presented an overview of the Nawatny Ridge development plan. He specifically asked the Board to consider variations of park/open space placements on the property.
      1) Questions and discussion regarding topography of land and areas of accessibility and usability as well as considerations of land prep (grading).
      2) The Board favored the park/open space land being on the NW corner of the property and unanimously moves to recommend such placement to city staff (assuming the topography lends itself to the intended purpose).
      3) The Board likes designating the land with visions of flexibility for future parks/open space uses.
      4) The Board unanimously recommended a range of 16-25 acres of dedicated park land.
9. Discussion for Potential Community Park Dog Park Pond Closure
   A. Dean and Nathan provided an overview of the dog park pond.
   B. All board members are in favor of closing the dog park pond.
   C. Board suggests appropriate signage be posted to communicate closure to residents.
10. Meeting adjourned at 9:47 pm.

City of Louisville
COLORADO • SINCE 1878

Recreation Advisory Board

Meeting Minutes

December 16, 2019
Recreation Center
900 West Via Appia
6:30 PM

Call to Order – Chairperson Norgard called the meeting to order at 6:30.

Roll Call was taken and the following members were present:

Board Members Present: Rich Bradfield, Audrey DeBarros, Christin Heuston, Gene Kutscher, Angie Layton, Brett Nickerson, Lisa Norgard, Michele Van Pelt

Board Members Absent: None

Staff Members Present: Allen Gill, Kathy Martin, Nathan Mosley, Rob Zuccaro

Guests Present: Geoff Baukol, Sarah Kompa, Jordan Swisher

Public Members Present: Tim Scheur

Approval of Agenda – The agenda was approved unanimously.
Motion: Kutscher
Second: Van Pelt

Approval of Meeting Minutes – The minutes from the October 28, 2019 meeting were approved as written.
Motion: Van Pelt
Second: DeBarros

Public Comments – None

Presentation

- Rob Zuccaro outlined the proposal before the city planning commission regarding the 391 acres of the Newatny Ridge submission that are in Louisville. He also addressed next steps in the process. Nathan Mosely

thanked those on the Board who attended the city-sponsored walking tour of the site. He noted that other advisory boards had heard the presentation, and outlined some of their thoughts.

- Geoff Baukol presented the current plans for the property, including areas inside and outside of Louisville. He answered questions regarding the timeline and what happens if various scenarios regarding the interested businesses do or do not pan out. The focus for this group was on plans for parks, recreational facilities and open space. Yet-to-be-solved concerns include parking locations and road congestion issues. He next presented what is currently labeled plan B, designed to ameliorate some of the concerns raised by previous presentations of plan A. In plan B, the park more than doubles in size, is placed closer to Louisville and also closer to Monarch High School.

A motion was made to support Plan B over Plan A, with appropriate traffic pattern studies to be conducted--The motion passed unanimously.
Motion: Nickerson
Second: Norgard

A motion was made to support the concepts of (1) a dog park to be included close to the 88th street side of the property; (2) public access to the area round the pond, with pleasant amenities, and (3) trails to be linked wherever possible to the areas existing extensive trail networks.—The motion passed unanimously.
Motion: Kutscher
Second: Norgard

Rich Bradfield thanked the presenters for working hard to generate a win-win situation.

Golf Course and Recreation Center Staffing

- Nathan Mosely told the Board that City Council would no longer send a liaison to advisory boards. Instead, Boards will have a joint study session once a year with the entire City Council.

Discussion Items for Next Meeting

- Recreation Center punch list update.
- Report from the Outdoor Recreation Amenities Subcommittee.

Adjourn – The meeting was adjourned at 8:08
Motion: Kutscher
Second: Norgard

AMENDED AND RESTATED
PLANNED COMMUNITY ZONE DISTRICT ZONING AGREEMENT
Redtail Ridge Master Plan

THIS PLANNED COMMUNITY ZONE DISTRICT ZONING AGREEMENT ("Agreement") is made and entered into this ___ day of _____, 20___, by and between the [_____][1], a Colorado limited liability company authorized to do business in the State of Colorado, hereinafter referred to as "**Owner**," and the CITY OF LOUISVILLE, a Colorado home rule municipal corporation, hereinafter referred to as "**Louisville**" or "**City**." The Owner and Louisville are collectively referred to as the "Parties."

WITNESSETH:

WHEREAS, the City previously approved a Planned Community Zone District ("**PCZD**") zoning agreement for that land more particularly described on Exhibit "A," which is attached hereto, incorporated herein, and made a part hereof by this reference (such property is hereinafter referred to as "the **Property**"), and which agreement was recorded with the Boulder County Clerk and Recorder on January 25, 2013 at Reception No. 03284516 (the "**Prior Agreement**"); and

WHEREAS, the Owner and the City acknowledge that PCZD zoning provides a mechanism by which the Owner may assemble the Property into the framework of an overall Amended General Development Plan, in order to coordinate development, design, access, circulation, and infrastructure requirements into a unified plan; and

WHEREAS, the Owner acknowledges that the Property and the use and development of the Property will be subject to all ordinances, resolutions, and other regulations of the City of Louisville, as they may be amended from time to time; and

WHEREAS, the Owner acknowledges that the need for conveyances and dedication of certain property, including but not limited to property for right-of-ways and easements, and for public use lands, as contemplated in this Agreement, are directly related to and generated by development intended to occur within the Property and that no taking thereby will occur requiring any compensation; and

WHEREAS, the PCZD regulations of the City require such a zone district be accompanied by an agreement, and the development regulations of the City require that public improvement obligations be guaranteed in a form acceptable to the City;

WHEREAS, the Owner has submitted an application to amend the ConocoPhillips General Development to create a revised General Development Plan entitled Redtail Ridge Master Plan (together with any amendments thereto as may be approved by the Parties, hereafter referred to as the "**Amended GDP**");

[1] This should be signed at the same time as the Plan Amendment is approved and we can substitute the new owner entity.

WHEREAS, in conjunction with the approval of the Amended GDP which is now recorded with the Boulder County Clerk at Reception No. _____, the City and the Owner desire to amend and restate the Prior Agreement in its entirety;

WHEREAS, this Agreement is intended to set forth mutual understandings of the Parties regarding certain matters related to the zoning and development of the Property;

NOW, THEREFORE, in consideration of the above premises and the covenants as hereinafter set forth, it is agreed by and between the Parties as follows:

1.0 GENERAL CONDITIONS.

1.1 Incorporation of Recitals. The foregoing recitals are hereby incorporated into and made a part of this Agreement.

1.2 Purpose. The purpose of this Agreement is to set forth the Parties' mutual agreement and understanding concerning certain matters related to the zoning and development of the Property within the PCZD zone district, and to set forth the Parties' agreement concerning certain matters related to the use and development of the Property, including subdivision of the Property; the requirement for submission of development and public improvement phasing and construction plans; the requirement for dedication of open space/public use lands; permissible uses of the Property; and other matters. All terms and conditions herein are in addition to all requirements concerning zoning, subdivision and development contained in the Louisville Municipal Code ("**LMC**"). This Agreement shall not preclude the requirement for execution of a subdivision or development agreement at the time of any subdivision or development of the Property, or other future agreements between the Parties.

1.3 PCZD Amended GDP. The Amended GDP is incorporated herein and made a part hereof by this reference. The Amended GDP shall be binding upon the Owner and shall limit and control the issuance and validity of all building and occupancy permits for the Property. The Amended GDP shall further serve to restrict and limit the construction, location, use and operation of all land and structures included within Property to all conditions and limitations set forth in the Amended GDP. Further, all development within the Amended GDP shall occur in accordance with the provisions of titles 16 and 17 of the LMC, and as a Planned Unit Development ("**PUD**").

1.4 Responsibility to Subdivide. The Owner agrees that, except as otherwise expressly provided in this Agreement, prior to any division of the Property for the purposes of any sale or development, and prior to commencement of any development activities (excepting only overlot grading) or construction of any structure upon any portion of the Property, the Owner shall obtain City approval of a final subdivision plat for all or the affected portion of the Property. Such subdivision request shall be processed through the City's preliminary and final subdivision process. The Owner further agrees that no portion of the Property shall be divided for the purposes of any sale or building development, and that no permits, licenses or notices to proceed for any development activities (excepting only overlot grading) or construction of any structure upon any portion of the Property shall be issued until an approved final plat and the accompanying subdivision agreement for the affected portion of the Property have been recorded

in the Office of the Boulder County Clerk and Recorder. Notwithstanding the foregoing, it is expressly understood and agreed by the Parties that the Owner shall not be required to plat the Property, nor any portion thereof, prior to commencing work on existing private utilities or irrigation facilities owned by third parties nor shall the foregoing or anything contained in this Agreement shall preclude phased platting and development of the Property in accordance with a City approved phasing plan. The City agrees that a final subdivision plat, subdivision agreement and final PUD development plan submitted for any portion of the Property may be processed concurrently and/or as a combined application upon the request of the Owner.

1.5 Subdivision Agreement. Prior to the presentation and acceptance of a final subdivision plat for all or any portion of the Property by the City Council, the Owner shall execute a subdivision agreement with the City that guarantees the construction of all required public improvements and completion of all landscaping improvements upon public lands set forth on the approved final PUD development plan landscape plans for the applicable portion of the Property. The subdivision agreement may provide for phasing of public improvements; however, any phasing plan shall be acceptable to and approved by the City Council. Further, building permits, as well as approvals or notices to proceed for public improvements as set forth herein above, will be issued for only that phase of development of the Property for which the required financial guarantee has been provided. The required guarantee shall be a performance bond, cash escrow or an irrevocable letter of credit in form and substance acceptable to the City. The subdivision agreement shall detail the amount, duration and terms of release of such guarantee.

1.6 Public Improvements.

(a) The Owner agrees to design, improve, construct, install and provide signage, lighting, and signalization for, all public streets and other public ways within or adjacent to the Property in accordance with City ordinances, resolutions and other applicable standards, subject to any reimbursement which may be provided for in such ordinances, resolutions, and standards. The Owner further agrees to design, improve, construct, install and provide such other utility, landscaping, parks, open space, trails and other improvements as set forth on the applicable final subdivision plats and development plans for the Property, and to make such other improvements as required by City ordinances, resolutions and standards. The Owner shall guarantee construction of all required public improvements and, if requested by the City, shall dedicate to the City any or all such required public improvements. In addition to those improvements which may be described in the required subdivision agreement, the Owner shall also be responsible for coordination of and payment for installation of on-site and off-site electric, streetlights, natural gas, telephone and utilities required in connection with the Amended GDP. All utilities shall be placed underground to the extent required by the LMC or applicable City standards. Notwithstanding the foregoing, the City may elect, in its sole discretion, to design and construct any or all of the public improvements on the Property that are intended to be dedicated to the City, with such costs to be paid for by the Owner; provided, however, that such design and construction costs shall be substantially similar to other public improvements constructed within the City.

(b) In addition to the public improvements to be constructed within or adjacent to the Property as shall be very specifically detailed in the applicable final subdivision plats, the

Owner hereby agrees to design, improve, construct and install the improvements set forth on Exhibit B attached hereto, in accordance with City ordinances, resolutions and other applicable standards, subject to any reimbursement which may be provided for in such ordinances, resolutions, and standards.

1.7 Development Phasing. Development of the Property shall proceed in accordance with a detailed, City-approved phasing plan as established in an executed and recorded subdivision agreement in conjunction with each subdivision and PUD request. Any phasing plan shall be acceptable to and approved by the City. The phasing plan shall establish acceptable completion schedules (including deadlines within which specified public improvements serving the Property must be completed and receive construction acceptance by the City) in order for the Owner to receive building permits, certificates of occupancy or other approvals or notices to proceed in order to build, develop or occupy portions of the development. The completion of each phase of development of the Property, including completion of public and private improvements, shall occur in accordance with the completion schedules and deadlines set forth in the approved phasing plan, or City approved modifications thereof. All modifications shall be in writing and signed by the City Manager or the City Manager's designee. The Owner specifically agrees that a detailed phasing plan shall be submitted to and receive City approval prior to commencement of any development activities (excepting only overlot grading and work on existing private utilities or irrigation facilities owned by third parties) or construction of any structure upon any portion of the Property. Without limiting the foregoing, the Owner agrees that the full width of Campus Drive from 88th Street to 96th Street, including, without limitation, all roadway improvements and associated landscaping, medians, bikeways, signage and other improvements, shall be completed and receive construction acceptance as part of the first phase of improvements and by the deadlines established in the subdivision agreement which shall accompany the first final subdivision plat for the Property.

1.8 Plan Submission and Approval. Prior to development and in accordance with subdivision requirements of the LMC, the Owner shall furnish to the City complete plans for each phase of public improvements. Except as otherwise expressly provided in this Agreement, the Owner shall obtain approval of each phase prior to commencing any construction work thereon. No work shall commence on any phase of improvements until the City has approved the plans therefor, the City and the Owner have executed the subdivision agreement governing such improvements, and the Owner has posted the required improvement guarantee for all public improvements to be constructed in such phase of improvements. The improvement guarantee shall include, without limitation, street construction, public trail construction, improvements to public use lands, including all landscaping improvements upon public lands set forth on the approved final PUD development plan landscape plans, streetlights, public water, sewer, storm sewer, erosion control and drainage improvements. Building permits and other approvals or notices to proceed shall be issued for only that phase of the development for which said guarantee has been furnished.

1.9 Engineering Services. The Owner agrees to furnish, at its expense, all necessary engineering services relating to the design, development and construction of the Property and public improvements to serve the Property. Said engineering services shall be performed by or under the supervision of a Registered Professional Engineer or Registered Land Surveyor, or other professionals as appropriate, licensed by the State of Colorado, and in accordance with

applicable Colorado law; and shall conform to the standards and criteria for public improvements as established and approved by the City as of the date of submittal to the City.

1.10 Existing Utility Capacity. The City shall provide Owner credit for the sewer and water capacity previously purchased by Storage Technology Corporation for the Property, the amount of which credit shall be mutually determined by the City and Owner and set forth in the initial subdivision agreement for the Property. The credit shall be appurtenant to and used solely for development on the Property, which credit may be designated by Owner to a particular portion of the Property.

1.11 96th Street Vacation. It is recognized by the Parties that the City may, in the future, vacate all or a portion of the 96th Street right-of-way adjacent to the Property, and that such land, by operation of law, may revert to the Owner. In the event of such a vacation, Owner may seek to include vacated right-of-way within this Agreement by amendment to Exhibit A and within the Amended GDP pursuant to the procedures within Section 17.72.060 of the LMC.

2.0 PUBLIC USE DEDICATION.

2.1 Public Use Dedication and Public Purpose Easements. The Owner shall, at or prior to the recording of the first final subdivision plat for the Property record public purpose easements over such portions of the Property as depicted on the Amended GDP, which public purpose easements shall restrict any future commercial development upon such portions of the Property. The Owner shall, at or prior to the recording of the first final subdivision plat for the Property, dedicate the open space on the Property in locations identified on the Amended GDP (collectively, the "**Sitewide Open Space**"). As part of the approval of the Amended GDP, the City has determined that the Sitewide Open Space complies with the public use dedication requirements within Sections 16.16.060B and 17.28.080 of the LMC, in order to provide for parks, open space, trails or other public use lands on the Property. The allocation of the Sitewide Open Space throughout the Property shall be credited against the open space requirements of Sections 16.16.060B and 17.28.080 of the LMC for the applicable portions of the Property as requested by the Owner in a final subdivision plat and final PUD development plan, provided such open space shall not be credited more than once on the Property. It is intended that all or some portion of the required public use dedication will be to establish and enhance trail connectivity in or through the City. Therefore, if the City so requires, the Owner shall, at time of recording the first final subdivision plat, convey to the City, by easement or fee title absolute, as the City shall determine, public land, right-of-way or a combination thereof necessary for the entirety of the public trail system as established on such plat.

Conveyance of public use land shall be by Special Warranty Deed in form and substance satisfactory to the City Manager or the City Manager's designee. The Owner shall, at Owner's expense, furnish a commitment for title insurance on any property proposed to be dedicated to the City. The property shall be free and clear of liens, taxes and encumbrances, except for ad valorem real property taxes for the year of conveyance (which shall be prorated and paid by the Owner) and thereafter, but subject to all easements, rights-of-way, reservations, restrictions, or other title burdens of record which are acceptable to the City in its discretion. The Owner shall, at its expense, cause a title policy in conformance herewith to be delivered to the City at the time of the conveyance. Nothing herein is intended to or shall be construed to affect the discretion of

the Louisville Planning commission or City Council to evaluate and approve or reject any proposed public use dedication under the criteria set forth in the LMC or to modify requirements pursuant to the provisions of Sections 16.24.020 and 17.28.110 of the LMC.

2.2 The Owner shall either provide for the construction and dedication of a fire station, inclusive of a police substation, to service the Property or negotiate for the acquisition of an existing fire station to be dedicated to the City.

3.0 DEVELOPMENT STANDARDS AND USES.

3.1 Development Standards. All non-residential development of the Property shall be developed in accordance with City adopted design standards and PUD-C standards and criteria, as applicable, in the LMC, subject to such waivers or modifications of applicable requirements as are approved through the PUD development plan approval process.

3.2 Development Density. The maximum density for the Property shall be as set forth in the Amended GDP. It is acknowledged that application of City development standards and criteria may serve to limit or prevent development of density upon the Property.

3.3 Permitted Uses. Uses of the Property are limited to those uses specifically set forth on the Amended GDP, and to such other uses as established by the City Council in the LMC as found to be specifically compatible for commercial and mixed use planning areas. No permitted uses may be commenced unless the City has approved a preliminary and final PUD development plan for such use pursuant to the PUD procedures, standards and criteria set forth in the LMC, as in effect from time to time. It is acknowledged that application of the foregoing standards and criteria may serve to limit or prevent development of particular uses and/or density upon the Property.

3.4 Traffic Demand Management Plan. The Owner has provided the City with a draft comprehensive traffic demand management plan, the Redtail Ridge Transportation Demand Management Plan date January 28, 2020 ("TDM"). The TDM covers the entire Property and all anticipated phases of development of the Property. The TDM details the improvements, programs and strategies the Owner intends to implement in its development and use of the Property to reduce vehicle trips, manage transportation demands, and encourage the use of alternative modes of transportation. The Owner shall reasonably cooperate with the City to incorporate City comments to the TDM plan. The Owner further agrees to adopt a final TDM plan prior to initial occupancy of the Property, to update the TDM plan from time to time, and to use commercially reasonable efforts to implement the TDM plan. The requirement herein for the Owner to adopt a TDM plan is in addition to compliance with applicable procedures, standards and criteria set forth in the LMC.

4.0 BUILDING PERMITS AND AFFORDABLE HOUSING.

4.1 With respect to building permits for residential uses in Areas C and D of the Amended GDP which are not subject to the affordable rental rate limits, the City agrees that Owner shall be entitled to such permits in accordance with the following Base Permit and Incentive Permit phasing program:

(a) Owner shall be entitled to building permits for multi-family rental residential use sufficient to allow for construction of 300 units.

(b) Owner shall be entitled to building permits for the multi-family rental residential use sufficient to allow for construction of an additional 300 units once approximately 250,000 square feet of commercial development within Areas C, D or E has been issued certificates of occupancy provided there is not less than 10,000 square feet of retail development within such commercial development.

(c) Owner shall be entitled to building permits for the multi-family rental residential use sufficient to allow for construction of an additional 300 units once approximately 25,000 square feet of retail development within such commercial development.

4.2 Owner shall ensure that no fewer than 224 of the multi-family rental residential units in Parcel C or D shall be made available at rental rates that do not exceed the rent limits set by the Colorado Housing & Finance Authority annually for renters with incomes of 60% of the Boulder County Average Median Income (AMI), for a period of 40 forty) years from the date of the first certificate of occupancy issued for the first multi-family rental residential unit.

4.3 Except as provided herein, Owner shall be entitled to an unlimited number of building permits for uses permitted under the General Development Plan.

5.0 MISCELLANEOUS PROVISIONS.

5.1 Reference to Amendment. As used in this Agreement, unless otherwise specifically provided herein or in any separate vesting agreement, any reference to any provision of any City ordinance, resolution, rule, regulation, standard or policy is intended to refer to any subsequent amendments or revisions thereto, and the Parties agree such amendments or revisions shall be binding upon the Owner.

5.2 Binding Agreement. As used in this Agreement, the term "Owner" includes the undersigned Owner and any of the transferees, successors, or assigns of the undersigned Owner, and all such parties shall have the right to enforce this Agreement, and shall be subject to the terms of this Agreement, as if they were the original Parties thereto. This Agreement shall be binding upon and inure to the benefit of the transferees, successors, and assigns hereof, and shall constitute covenants running with the land. This Agreement shall be recorded with the County Clerk of Boulder County, Colorado, at the Owner's expense.

5.3 Remedies and Vested Rights. The Parties agree that they shall work cooperatively and use reasonable best efforts to resolve any dispute arising under or relating to this Agreement prior to pursuing any available legal or equitable remedies for the alleged breach of any provision hereof. The Owner acknowledges that certain actions, such as the review of subdivision plats and site-specific development plans are matters of quasi-judicial discretion, and no promises or assurances of favorable exercise of such discretion have been made to or relied upon by the Owner. The Owner further acknowledges that this Agreement does not constitute a vested rights agreement pursuant to C.R.S. § 24-68-101 *et seq.* or Chapter 17.54 of the LMC.

5.4 Conformity with Laws. The Owner agrees that the design, improvement, construction, development, and use of the Property shall be in conformance with, and that the Owner shall comply with, all City ordinances and resolutions including, without limitation, ordinances and resolutions pertaining to subdivision, zoning, storm drainage, utilities, and flood control.

5.5 No Repeal of Laws. Nothing contained in this Agreement shall constitute or be interpreted as a repeal of the City's ordinances or resolutions, or as a waiver of the City's legislative, governmental, or police powers to promote and protect the health, safety, and welfare of the City and its inhabitants; nor shall this Agreement prohibit the enactment or increase by the City of any tax or fee.

5.6 Amendment. This Agreement may be amended by the City and any Owner of the Property or any portion thereof without the consent of any other Owner as long as such amendment affects only that portion of the Property owned by such Owner at the time of such amendment. Such amendments shall be in writing and recorded with the County Clerk of Boulder County.

5.7 Construction. In the event of any direct and express conflict between any provision of this Agreement and any provision of an annexation agreement affecting any portion of the property, this Agreement shall control. This Agreement is not intended to nor shall it be deemed to confer any rights on third parties. The laws of the State of Colorado shall govern the validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Boulder County, Colorado or the federal district courts for Colorado. The paragraph headings in this Agreement shall not be used in the construction or interpretation hereof as they have no substantive effect and are for convenience only.

OWNER:
_____, a Colorado limited liability company

By: _____
Name: _____
Title: _____

ACKNOWLEDGEMENT

STATE OF _____)
)ss
COUNTY OF _____)

The above and foregoing signature of _____, as _____ _____, a Colorado limited liability company, was subscribed and sworn to before me this _____ day of _____, 2019.

Witness my hand and official seal.

My commission expires on: _____.

(SEAL) _____

CITY OF LOUISVILLE,
a Colorado home rule municipal corporation

By:_____
Mayor

ATTEST:

_____

Meredyth Muth
City Clerk

Exhibit "A"
Legal Description of Property

A PARCEL OF LAND SITUATED IN THE SOUTH HALF OF SECTION 20 AND THE NORTH HALF OF SECTION 29, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE CENTER QUARTER CORNER OF SAID SECTION 20;
THENCE SOUTH 89°48'50" EAST ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 20, A DISTANCE OF 2,625.59 FEET;
THENCE SOUTH 00°02'13" EAST ALONG A LINE PARALLEL WITH AND 30 FEET WEST OF THE EAST LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 20, A DISTANCE OF 1,326.76 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHEAST QUARTER;
THENCE SOUTH 00°02'35" EAST ALONG A LINE PARALLEL WITH AND 30 FEET WEST OF THE EAST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 20, A DISTANCE OF 85.45 FEET TO THE NORTH CORNER OF PARCEL TK-71-2 DESCRIBED AT RECEPTION NO. 2386686 IN THE RECORDS OF BOULDER COUNTY;
THENCE ALONG THE PERIMETER OF SAID PARCEL THE FOLLOWING THREE (3) COURSES:
1) SOUTH 33°27'26" WEST, A DISTANCE OF 60.64 FEET;
2) SOUTH 01°40'28" WEST, A DISTANCE OF 45.12 FEET;
3) SOUTH 88°19'32" EAST, A DISTANCE OF 34.84 FEET TO A POINT 30 FEET WEST OF SAID EAST LINE;
THENCE SOUTH 00°02'35" EAST ALONG A LINE PARALLEL WITH AND 30 FEET WEST OF SAID EAST LINE, A DISTANCE OF 404.28 FEET TO A POINT OF NON-TANGENT CURVATURE AT THE NORTH CORNER OF PARCEL TK-71 DESCRIBED AT RECEPTION NO. 2309730 IN THE RECORDS OF BOULDER COUNTY;
THENCE ALONG THE PERIMETER OF SAID PARCEL THE FOLLOWING THREE (3) COURSES:
1) ALONG THE ARC OF SAID CURVE TO THE LEFT AN ARC LENGTH OF 86.28 FEET, SAID CURVE HAVING A RADIUS OF 2,441.83 FEET, A CENTRAL ANGLE OF 02°01'28", AND A CHORD WHICH BEARS SOUTH 04°26'27" WEST A CHORD DISTANCE OF 86.27 FEET;
2) SOUTH 03°25'43" WEST, A DISTANCE OF 124.37 FEET;
3) SOUTH 00°02'35" EAST AND ALONG THE WEST LINE OF PARCEL TK-71-1 DESCRIBED AT RECEPTION NO. 2309730 IN THE RECORDS OF BOULDER COUNTY, A DISTANCE OF 529.71 FEET TO A POINT ON THE SOUTH LINE OF THE SAID SOUTHEAST QUARTER AND A POINT ON THE NORTH LINE OF PARCEL 12 AS DESCRIBED AT RECEPTION NO. 1560711 IN THE RECORDS OF BOULDER COUNTY;
THENCE ALONG THE PERIMETER OF SAID PARCEL 12 THE FOLLOWING FOUR (4) COURSES:
1) NORTH 89°42'42" WEST, A DISTANCE OF 55.73 FEET;
2) SOUTH 00°00'35" WEST, A DISTANCE OF 30.02 FEET;
3) SOUTH 44°51'26" EAST, A DISTANCE OF 35.44 FEET;

4) SOUTH 00°00'35" WEST, A DISTANCE OF 127.21 FEET TO A POINT ON THE NORTH LINE OF THAT PARCEL DESCRIBED AT RECEPTION NO. 520800 IN THE RECORDS OF BOULDER COUNTY;
THENCE ALONG THE PERIMETER OF SAID PARCEL THE FOLLOWING THREE (3) COURSES:
1) NORTH 89°59'25" WEST, A DISTANCE OF 55.00 FEET;
2) SOUTH 00°00'35" WEST, A DISTANCE OF 50.00 FEET;
3) SOUTH 89°59'25" EAST, A DISTANCE OF 55.00 FEET TO THE NORTHWEST CORNER OF PARCEL 10 AS DESCRIBED AT RECEPTION NO. 1560711 IN THE RECORDS OF BOULDER COUNTY;
THENCE ALONG THE PERIMETER OF SAID PARCEL 10 THE FOLLOWING TWO (2) COURSES:
1) SOUTH 00°00'35" WEST ALONG THE WEST LINE OF SAID PARCEL AND ALONG A LINE PARALLEL WITH AND 75 FEET WEST OF THE SAID EAST LINE, A DISTANCE OF 247.79 FEET;
2) SOUTH 16°40'03" EAST ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL, A DISTANCE OF 93.77 FEET TO THE NORTH CORNER OF PARCEL TK-75 DESCRIBED AT RECEPTION NO. 2309730 IN THE RECORDS OF BOULDER COUNTY;
THENCE SOUTH 00°00'35" WEST ALONG A LINE PARALLEL WITH THE EAST LINE OF SAID SECTION 29 AND ALONG THE WEST LINE OF SAID TK-75, A DISTANCE OF 611.12 FEET;
THENCE SOUTH 89°48'45" EAST ALONG THE SOUTH LINE OF SAID TK-75, A DISTANCE OF 48.09 FEET TO A POINT ON THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 29;
THENCE SOUTH 00°00'35" WEST ALONG SAID EAST LINE, A DISTANCE OF 136.13 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 29;
THENCE NORTH 89°42'42" WEST ALONG SAID SOUTH LINE, A DISTANCE OF 2,308.62 FEET TO A POINT ON THE NORTHEAST LINE OF THE LAND CONVEYED TO THE CITY OF BROOMFIELD BY GIFT DEED RECORDED AT RECEPTION NO. 2013403 IN THE RECORDS OF BOULDER COUNTY;
THENCE ALONG THE PERIMETER OF SAID PARCEL THE FOLLOWING FIVE (5) COURSES:
1) NORTH 14°13'32" WEST, A DISTANCE OF 140.04 FEET;
2) NORTH 60°44'04" WEST, A DISTANCE OF 682.66 FEET;
3) NORTH 31°43'59" WEST, A DISTANCE OF 355.27 FEET;
4) NORTH 50°04'57" WEST, A DISTANCE OF 351.37 FEET;
5) NORTH 87°28'56" WEST, A DISTANCE OF 246.66 FEET TO THE EASTERN CORNER OF PARCEL 32B AS DESCRIBED BY SPECIAL WARRANTY DEED RECORDED AT RECEPTION NO. 3411796 IN THE RECORDS OF BOULDER COUNTY;
THENCE NORTH 58°29'24" WEST ALONG THE NORTHEASTERLY LINE OF SAID PARCEL, A DISTANCE OF 186.70 FEET TO A POINT ON THE RIGHT-OF-WAY OF HIGHWAY 36;
THENCE NORTH 50°07'12" WEST ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 356.68 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 20 AND THE SOUTH CORNER OF PARCEL 32A OF SAID SPECIAL

WARRANTY DEED;
THENCE CONTINUING NORTH 50°07'12" WEST ALONG THE NORTHEAST LINE OF SAID PARCEL 32A, A DISTANCE OF 1,028.45 FEET TO A POINT ON THE EAST LINE OF THAT PARCEL DESCRIBED AT BOOK 880, PAGE 98 IN THE RECORDS OF BOULDER COUNTY;
THENCE NORTH 25°26'59" WEST ALONG SAID EAST LINE AND ALONG THE EAST LINE OF THAT PARCEL DESCRIBED AT BOOK 878, PAGE 503, A DISTANCE OF 842.57 TO THE SOUTH CORNER OF THAT PARCEL DESCRIBED AT RECEPTION NO. 1989419 IN THE RECORDS OF BOULDER COUNTY;
THENCE ALONG THE PERIMETER OF SAID PARCEL THE FOLLOWING FOUR (4) COURSES:
1) NORTH 00°54'00" EAST, A DISTANCE OF 95.53 FEET;
2) NORTH 08°22'46" WEST, A DISTANCE OF 184.53 FEET;
3) NORTH 00°09'09" WEST ALONG A LINE PARALLEL WITH THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 20, A DISTANCE OF 213.70 FEET;
4) SOUTH 89°50'51" WEST, A DISTANCE OF 34.06 FEET TO A POINT 25.00 FEET EAST OF THE WEST LINE OF SAID SOUTHWEST QUARTER;
THENCE NORTH 00°09'09" WEST ALONG A LINE PARALLEL WITH AND 25 FEET FROM THE SAID WEST LINE, A DISTANCE OF 473.64 FEET TO A POINT ON THE SOUTH LINE OF THAT PARCEL DESCRIBED AT RECEPTION NO. 1819920 IN THE RECORDS OF BOULDER COUNTY EXTENDED WESTERLY;
THENCE SOUTH 89°48'38" EAST ALONG SAID SOUTH LINE AND SAID SOUTH LINE EXTENDED, A DISTANCE OF 265.23 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL;
THENCE NORTH 00°09'09" WEST ALONG THE EAST LINE OF SAID PARCEL, A DISTANCE OF 256.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF CAMPUS DRIVE AS DEDICATED BY LOUISVILLE CAMPUS RECORDED AT RECEPTION NO. 1669751;
THENCE ALONG SAID SOUTH LINE THE FOLLOWING FOUR (4) COURSES:
1) SOUTH 89°48'38" EAST ALONG SAID NORTH LINE, A DISTANCE OF 50.02 FEET;
2) SOUTH 82°25'28" EAST, A DISTANCE OF 202.23 FEET TO A POINT OF NON-TANGENT CURVATURE;
3) ALONG THE ARC OF SAID CURVE TO THE LEFT AN ARC LENGTH OF 139.86 FEET, SAID CURVE HAVING A RADIUS OF 1,085.00 FEET, A CENTRAL ANGLE OF 07°23'09", AND A CHORD WHICH BEARS SOUTH 86°07'04" EAST A CHORD DISTANCE OF 139.77 FEET;
4) SOUTH 89°48'38" EAST, A DISTANCE OF 1,975.05 FEET TO A POINT ON THE EAST LINE SAID SOUTHWEST QUARTER;
THENCE NORTH 00°02'50" EAST ALONG SAID EAST LINE, A DISTANCE OF 35.00 FEET TO THE POINT OF BEGINNING;

EXCEPTING THEREFROM THAT PARCEL CONVEYED TO PUBLIC SERVICE COMPANY OF COLORADO BY DEED RECORDED AT RECEPTION NO. 531604.

SAID PARCEL CONTAINS 16,949,252 SQUARE FEET OR 389.10 ACRES, MORE OR LESS.

Exhibit "B"

ON-SITE INFRASTRUCTURE DETAIL	
Category	**Improvement**
Right of Way	
	Campus Drive
	S. 96th & Campus Intersection
Recreational Amenities	
	Public Restrooms
	Multi-Use Field
	Parking Lot
	Hardscape Trails
	Softscape Trails
Other	
	Fire Station/Police Annex

OFF-SITE INFRASTRUCTURE DETAIL	
Category	**Improvement**
Wastewater	
	Off-Site Utilities
	Design
	Construction
Right of Way	
	Expand 96th Street 1/2 Mile NW Pkwy to Dillon
	Expand 96th Street 1/2 Mile N of Dillon
	96th & Dillon - Dual Left Turn Lanes + Intersection Capacity
	NW Pkwy & 96th - Triple Northbound
	88th & Tape Turn Lanes
	88th & Campus Lengthen Turn Lane
	NW Pkwy 3rd SB Lane Contribution
	US 36 Interchange Ramp Contribution
Pedestrian Elements	
	Downtown Connector
	Dillon Underpass
	88th Multi-Use Path Extension
Other	
	Water Storage
	Design

AMENDED AND RESTATED

PLANNED COMMUNITY ZONE DISTRICT ZONING AGREEMENT

~~ConocoPhillips Colorado Campus General Development~~Redtail Ridge Master Plan

THIS PLANNED COMMUNITY ZONE DISTRICT ZONING AGREEMENT ("Agreement") is made and entered into this ___ day of _____, ~~2010,~~20___, by and between the ~~CONOCOPHILLIPS COMPANY, a Delaware corporation~~[_____][1], a Colorado limited liability company authorized to do business in the State of Colorado, hereinafter referred to as "**Owner**," and the CITY OF LOUISVILLE, a Colorado home rule municipal corporation, hereinafter referred to as "**Louisville**" or "**City**." The Owner and Louisville are collectively referred to as the "Parties."

WITNESSETH:

WHEREAS, the ~~Owner desires to enter into~~City previously approved a Planned Community Zone District ("**PCZD**") zoning agreement for that land more particularly described on Exhibit "A," which is attached hereto, incorporated herein, and made a part hereof by this reference (such property is hereinafter referred to as "the **Property**"), and which agreement was recorded with the Boulder County Clerk and Recorder on January 25, 2013 at Reception No. 03284516 (the "**Prior Agreement**"); and

WHEREAS, the Owner and the City acknowledge that PCZD zoning provides a mechanism by which the Owner may assemble the Property into the framework of an overall Amended General Development Plan, in order to coordinate development, design, access, circulation, and infrastructure requirements into a unified plan; and

WHEREAS, the Owner acknowledges that the Property and the use and development of the Property will be subject to all ordinances, resolutions, and other regulations of the City of Louisville, as they may be amended from time to time; and

WHEREAS, the Owner acknowledges that the need for conveyances and dedication of certain property, including but not limited to property for right-of-ways and easements, and for public use lands, as contemplated in this Agreement, are directly related to and generated by development intended to occur within the Property and that no taking thereby will occur requiring any compensation; and

WHEREAS, the PCZD regulations of the City require such a zone district be accompanied by an agreement, and the development regulations of the City require that public improvement obligations be guaranteed in a form acceptable to the City; ~~and~~

WHEREAS, the Owner has submitted an application to amend the ConocoPhillips General Development to create a revised General Development Plan entitled Redtail Ridge Master Plan (together with any amendments thereto as may be approved by the Parties, hereafter referred to as the "**Amended GDP**");

[1] This should be signed at the same time as the Plan Amendment is approved and we can substitute the new owner entity.

WHEREAS, in conjunction with the approval of the Amended GDP which is now recorded with the Boulder County Clerk at Reception No. _____, the City and the Owner desire to amend and restate the Prior Agreement in its entirety;

WHEREAS, this Agreement is intended to set forth mutual understandings of the Parties regarding certain matters related to the zoning and development of the Property;

NOW, THEREFORE, in consideration of the above premises and the covenants as hereinafter set forth, it is agreed by and between the Parties as follows:

1.0 GENERAL CONDITIONS.

1.1 Incorporation of Recitals. The foregoing recitals are hereby incorporated into and made a part of this Agreement.

1.2 Purpose. The purpose of this Agreement is to set forth the Parties' mutual agreement and understanding concerning certain matters related to the zoning and development of the Property within the ~~**Planned Community Zone District – Commercial ("PCZD-C")**~~PCZD zone district, and to set forth the Parties' agreement concerning certain matters related to the use and development of the Property, including subdivision of the Property; the requirement for submission of development and public improvement phasing and construction plans; the requirement for dedication of open space/public use lands; permissible uses of the Property; and other matters. All terms and conditions herein are in addition to all requirements concerning zoning, subdivision and development contained in the Louisville Municipal Code ("**LMC**"). This Agreement shall not preclude the requirement for execution of a subdivision or development agreement at the time of any subdivision or development of the Property, or other future agreements between the Parties.

1.3 PCZD~~-C General Development Plan. A copy of the approved **ConocoPhillips Campus General Development Plan** is set forth as Exhibit "B" attached hereto and~~ Amended GDP. The Amended GDP is incorporated herein and made a part hereof by this reference. ~~Such **ConocoPhillips Campus General Development Plan**, together with any amendments thereto as may be adopted, is hereafter referred to as the "General Development Plan." The General Development Plan~~The Amended GDP shall be binding upon the Owner and shall limit and control the issuance and validity of all building and occupancy permits for the Property. The ~~General Development Plan~~Amended GDP shall further serve to restrict and limit the construction, location, use and operation of all land and structures included within Property to all conditions and limitations set forth in the ~~General Development Plan~~Amended GDP. Further, all development within the ~~General Development Plan~~Amended GDP shall occur in accordance with the provisions of titles 16 and 17 of the LMC, and as a Planned Unit Development ~~– Commercial~~ ("**PUD**~~-C") overlay district as further described in Section 3.1, below~~").

1.4 Responsibility to Subdivide. The Owner agrees that, except as otherwise expressly provided in this Agreement, prior to any division of the Property for the purposes of any sale or development, and prior to commencement of any development activities (excepting only overlot grading) or construction of any structure upon any portion of the Property, the Owner shall obtain City approval of a final subdivision plat for all or the affected portion of the

Property. Such subdivision request shall be processed through the City's preliminary and final subdivision process. The Owner further agrees that no portion of the Property shall be divided for the purposes of any sale or building development, and that no permits, licenses or notices to proceed for any development activities (excepting only overlot grading) or construction of any structure upon any portion of the Property shall be issued until an approved final plat and the accompanying subdivision agreement for the affected portion of the Property have been recorded in the Office of the Boulder County Clerk and Recorder. Notwithstanding the foregoing, it is expressly understood and agreed by the Parties that the Owner shall not be required to plat the Property, nor any portion thereof, prior to commencing work on existing private utilities or irrigation facilities owned by third parties, nor shall the foregoing or anything contained in this Agreement shall preclude phased platting and development of the Property in accordance with a City approved phasing plan. The City agrees that a final subdivision plat, subdivision agreement and final PUD development plan submitted for any portion of the Property may be processed concurrently and/or as a combined application upon the request of the Owner.

1.5 Subdivision Agreement. Prior to the presentation and acceptance of a final subdivision plat for all or any portion of the Property by the City Council, the Owner shall execute a subdivision agreement with the City that guarantees the construction of all required public improvements and completion of all landscaping improvements upon public lands set forth on the approved final PUD development plan landscape plans for the applicable portion of the Property. The subdivision agreement may provide for phasing of public improvements; however, any phasing plan shall be acceptable to and approved by the City Council. Further, building permits, as well as approvals or notices to proceed for public improvements as set forth herein above, will be issued for only that phase of development of the Property for which the required financial guarantee has been provided. The required guarantee shall be a performance bond, cash escrow or an irrevocable letter of credit in form and substance acceptable to the City. The subdivision agreement shall detail the amount, duration and terms of release of such guarantee.

1.6 Public Improvements.

(a) The Owner agrees to design, improve, construct, install and provide signage, lighting, and signalization for, all public streets and other public ways within or adjacent to the Property in accordance with City ordinances, resolutions and other applicable standards, subject to any reimbursement which may be provided for in such ordinances, resolutions, and standards. The Owner further agrees to design, improve, construct, install and provide such other utility, landscaping, parks, open space, trails and other improvements as set forth on the applicable final subdivision plats and development plans for the Property, and to make such other improvements as required by City ordinances, resolutions and standards. The Owner shall guarantee construction of all required public improvements and, if requested by the City, shall dedicate to the City any or all such required public improvements. In addition to those improvements which may be described in Exhibit "B" of the required subdivision agreement, the Owner shall also be responsible for coordination of and payment for installation of all required on-site and off-site electric, streetlights, natural gas, telephone and utilities required in connection with the Amended GDP. All utilities shall be placed underground to the extent required by the LMC or applicable City standards. Notwithstanding the foregoing, the City may elect, in its sole discretion, to design and construct any or all of the public improvements on the Property that are

intended to be dedicated to the City, with such costs to be paid for by the Owner; provided, however, that such design and construction costs shall be substantially similar to other public improvements constructed within the City.

(b) In addition to the public improvements to be constructed within or adjacent to the Property as shall be very specifically detailed in the applicable final subdivision plats, the Owner hereby agrees to design, improve, construct and install the improvements set forth on Exhibit B attached hereto, in accordance with City ordinances, resolutions and other applicable standards, subject to any reimbursement which may be provided for in such ordinances, resolutions, and standards.

1.7 Development Phasing. Development of the Property shall proceed in accordance with a detailed, City-approved phasing plan as established in an executed and recorded subdivision agreement in conjunction with each subdivision and PUD request. Any phasing plan shall be acceptable to and approved by the City. The phasing plan shall establish acceptable completion schedules (including deadlines within which specified public improvements serving the Property must be completed and receive construction acceptance by the City) in order for the Owner to receive building permits, certificates of occupancy or other approvals or notices to proceed in order to build, develop or occupy portions of the development. The completion of each phase of development of the Property, including completion of public and private improvements, shall occur in accordance with the completion schedules and deadlines set forth in the approved phasing plan, or City approved modifications thereof. All modifications shall be in writing and signed by the City Manager or the City Manager's designee. The Owner specifically agrees that a detailed phasing plan shall be submitted to and receive City approval prior to commencement of any development activities (excepting only overlot grading and work on existing private utilities or irrigation facilities owned by third parties) or construction of any structure upon any portion of the Property. Without limiting the foregoing, the Owner agrees that the full width of Campus Drive from 88th Street to 96th Street, including, without limitation, all roadway improvements and associated landscaping, medians, bikeways, signage and other improvements, shall be completed and receive construction acceptance as part of the first phase of improvements and by the ~~deadline(s)~~deadlines established in the subdivision agreement which shall accompany the first final subdivision plat for the Property.

1.8 Plan Submission and Approval. Prior to development and in accordance with subdivision requirements of the LMC, the Owner shall furnish to the City complete plans for each phase of public improvements. Except as otherwise expressly provided in this Agreement, the Owner shall obtain approval of each phase prior to commencing any construction work thereon. No work shall commence on any phase of improvements until the City has approved the plans therefor, the City and the Owner have executed the subdivision agreement governing such improvements, and the Owner has posted the required improvement guarantee for all public improvements to be constructed in such phase of improvements. The improvement guarantee shall include, without limitation, street construction, public trail construction, improvements to public use lands, including all landscaping improvements upon public lands set forth on the approved final PUD development plan landscape plans, streetlights, public water, sewer, storm sewer, erosion control and drainage improvements. Building permits and other approvals or notices to proceed shall be issued for only that phase of the development for which said guarantee has been furnished.

1.9 Engineering Services. The Owner agrees to furnish, at its expense, all necessary engineering services relating to the design, development and construction of the Property and public improvements to serve the Property. Said engineering services shall be performed by or under the supervision of a Registered Professional Engineer or Registered Land Surveyor, or other professionals as appropriate, licensed by the State of Colorado, and in accordance with applicable Colorado law; and shall conform to the standards and criteria for public improvements as established and approved by the City as of the date of submittal to the City.

1.10 Existing Utility Capacity. The City shall provide Owner credit for the sewer and water capacity previously purchased by Storage Technology Corporation for the Property, the amount of which credit shall be mutually determined by the City and Owner and set forth in the initial subdivision agreement for the Property. The credit shall be appurtenant to and used solely for development on the Property, which credit may be designated by Owner to a particular portion of the Property.

1.11 96th Street Vacation. It is recognized by the Parties that the City may, in the future, vacate all or a portion of the 96th Street right-of-way adjacent to the Property, and that such land, by operation of law, may revert to the Owner. In the event of such a vacation, Owner may seek to include vacated right-of-way within this Agreement by amendment to Exhibit A and within the ~~General Development Plan~~Amended GDP pursuant to the procedures within Section 17.72.060 of the LMC.

2.0 PUBLIC USE DEDICATION.

2.1 Public Use Dedication and Public Purpose Easements. The Owner shall, at or prior to the recording of the first final subdivision plat for the Property record public purpose easements over such portions of the Property as depicted on the Amended GDP, which public purpose easements shall restrict any future commercial development upon such portions of the Property. The Owner shall, at or prior to the recording of the first final subdivision plat for the Property, ~~comply~~dedicate the open space on the Property in locations identified on the Amended GDP (collectively, the "**Sitewide Open Space**"). As part of the approval of the Amended GDP, the City has determined that the Sitewide Open Space complies with the public use dedication requirements within ~~Section 16.16.060.B.~~Sections 16.16.060B and 17.28.080 of the LMC, in order to provide for parks, open space, trails or other public use lands ~~with respect to 309 acres of the Property, which equals the entirety of Property less and except 81 acres which the City previously released from such public use dedication requirements pursuant to an annexation agreement with Owner's predecessors in title to~~on the Property. The allocation of the Sitewide Open Space throughout the Property shall be credited against the open space requirements of Sections 16.16.060B and 17.28.080 of the LMC for the applicable portions of the Property as requested by the Owner in a final subdivision plat and final PUD development plan, provided such open space shall not be credited more than once on the Property. It is intended that all or some portion of the required public use dedication will be to establish and enhance trail connectivity in or through the City. Therefore, if the City so requires, the Owner shall, at ~~or prior to~~time of recording ~~of~~ the first final subdivision plat, convey to the City, by easement or fee title absolute, as the City shall determine, public land, right-of-way or a combination thereof necessary for the entirety of the public trail system as established on such plat.

Conveyance of public use land shall be by Special Warranty Deed in form and substance satisfactory to the City Manager or the City Manager's designee. The Owner shall, at Owner's expense, furnish a commitment for title insurance on any property proposed to be dedicated to the City. The property shall be free and clear of liens, taxes and encumbrances, except for ad valorem real property taxes for the year of conveyance (which shall be prorated and paid by the Owner) and thereafter, but subject to all easements, rights-of-way, reservations, restrictions, or other title burdens of record which are acceptable to the City in its discretion. The Owner shall, at its expense, cause a title policy in conformance herewith to be delivered to the City at the time of the conveyance. Nothing herein is intended to or shall be construed to affect the discretion of the Louisville Planning ~~Commission~~commission or City Council to evaluate and approve or reject any proposed public use dedication under the criteria set forth in the LMC~~; to require cash payment in lieu of dedication; to require open space pursuant to Section 17.28.080 of the LMC,~~ or to modify requirements pursuant to the provisions of Sections 16.24.020 and 17.28.110 of the LMC.

2.2 The Owner ~~acknowledges that dedications required pursuant to Section 16.16.060.B are in addition to those required by Section 16.16.060.A of the LMC.~~shall either provide for the construction and dedication of a fire station, inclusive of a police substation, to service the Property or negotiate for the acquisition of an existing fire station to be dedicated to the City.

3.0 DEVELOPMENT STANDARDS AND USES.

3.1 Development Standards. All non-residential development of the Property shall be developed ~~as a PUD-C overlay district. The PUD-C overlay requires that a preliminary Planned Unit Development ("PUD") development plan and one or more final PUD development plan(s) be submitted for development within the Property, and that such development occur in accordance with the Commercial Development Design Standards and Guidelines ("CDDSG")~~in accordance with City adopted design standards and PUD-C standards and criteria, as applicable, in the LMC, subject to such waivers or modifications of applicable requirements as are approved through the PUD development plan approval process.

3.2 Development Density. The maximum density for the Property shall be as set forth in the ~~General Development Plan~~Amended GDP. It is acknowledged that application of City development standards and criteria may serve to limit or prevent development of density upon the Property.

3.3 Permitted Uses. Uses of the Property are limited to those uses specifically set forth on the ~~General Development Plan~~Amended GDP, and to such other uses as established by the City Council in the LMC as found to be specifically compatible for commercial and ~~office~~mixed use planning areas. No permitted uses may be commenced unless the City has approved a preliminary and final PUD development plan for such use pursuant to the PUD procedures, standards and criteria set forth in the LMC, as in effect from time to time. It is acknowledged that application of the foregoing standards and criteria may serve to limit or prevent development of particular uses and/or density upon the Property.~~ Uses not expressly listed on the General Development Plan, or otherwise established by the City Council in the LMC as found to be specifically compatible for commercial and office planning areas are~~

~~prohibited, and the City shall have the right to pursue an action for injunctive relief to require cessation of any prohibited use or to require the Owner's compliance with provisions of the General Development Plan.~~

3.4 Traffic Demand Management Plan. The Owner ~~agrees that the first final subdivision plat and final PUD development plan for the Property shall be accompanied by a~~has provided the City with a draft comprehensive traffic demand management plan, the Redtail Ridge Transportation Demand Management Plan date January 28, 2020 ("TDM")~~ plan~~. The TDM ~~plan shall cover~~covers the entire Property and all anticipated phases of development of the Property. The TDM ~~plan shall detail~~details the improvements, programs and strategies the Owner intends to implement in its development and use of the Property to reduce vehicle trips, manage transportation demands, and encourage the use of alternative modes of transportation. The Owner ~~agrees to give consideration to~~shall reasonably cooperate with the City to incorporate City comments ~~on~~to the TDM plan~~ that are received from the City and other real parties in interest~~. The Owner further agrees to adopt a final TDM plan prior to initial occupancy of the Property, to update the TDM plan from time to time, and to use commercially reasonable efforts to implement the TDM plan. The requirement herein for the Owner to adopt a TDM plan is in addition to compliance with applicable procedures, standards and criteria set forth in the LMC.

4.0 BUILDING PERMITS AND AFFORDABLE HOUSING.

4.1 With respect to building permits for residential uses in Areas C and D of the Amended GDP which are not subject to the affordable rental rate limits, the City agrees that Owner shall be entitled to such permits in accordance with the following Base Permit and Incentive Permit phasing program:

(a) Owner shall be entitled to building permits for multi-family rental residential use sufficient to allow for construction of 300 units.

(b) Owner shall be entitled to building permits for the multi-family rental residential use sufficient to allow for construction of an additional 300 units once approximately 250,000 square feet of commercial development within Areas C, D or E has been issued certificates of occupancy provided there is not less than 10,000 square feet of retail development within such commercial development.

(c) Owner shall be entitled to building permits for the multi-family rental residential use sufficient to allow for construction of an additional 300 units once approximately 25,000 square feet of retail development within such commercial development.

4.2 Owner shall ensure that no fewer than 224 of the multi-family rental residential units in Parcel C or D shall be made available at rental rates that do not exceed the rent limits set by the Colorado Housing & Finance Authority annually for renters with incomes of 60% of the Boulder County Average Median Income (AMI), for a period of 40 forty) years from the date of the first certificate of occupancy issued for the first multi-family rental residential unit.

4.3 Except as provided herein, Owner shall be entitled to an unlimited number of building permits for uses permitted under the General Development Plan.

5.0 ~~4.0~~ MISCELLANEOUS PROVISIONS.

5.1 ~~4.1~~ Reference to Amendment. As used in this Agreement, unless otherwise specifically provided herein or in any separate vesting agreement, any reference to any provision of any City ordinance, resolution, rule, regulation, standard or policy is intended to refer to any subsequent amendments or revisions thereto, and the Parties agree such amendments or revisions shall be binding upon the Owner.

5.2 ~~4.2~~ Binding Agreement. As used in this Agreement, the term "Owner" includes the undersigned Owner and any of the transferees, successors, or assigns of the undersigned Owner, and all such parties shall have the right to enforce this Agreement, and shall be subject to the terms of this Agreement, as if they were the original Parties thereto. This Agreement shall be binding upon and inure to the benefit of the transferees, successors, and assigns hereof, and shall constitute covenants running with the land. This Agreement shall be recorded with the County Clerk of Boulder County, Colorado, at the Owner's expense.

5.3 ~~4.3~~ Remedies and Vested Rights. The Parties agree that they shall work cooperatively and use reasonable best efforts to resolve any dispute arising under or relating to this Agreement prior to pursuing any available legal or equitable remedies for the alleged breach of any provision hereof. The Owner acknowledges that certain actions, such as the review of subdivision plats and site-specific development plans are matters of quasi-judicial discretion, and no promises or assurances of favorable exercise of such discretion have been made to or relied upon by the Owner. The Owner further acknowledges that this Agreement does not constitute a vested rights agreement pursuant to C.R.S. § 24-68-101 *et seq.* or Chapter 17.54 of the LMC.

5.4 ~~4.4~~ Conformity with Laws. The Owner agrees that the design, improvement, construction, development, and use of the Property shall be in conformance with, and that the Owner shall comply with, all City ordinances and resolutions including, without limitation, ordinances and resolutions pertaining to subdivision, zoning, storm drainage, utilities, and flood control.

5.5 ~~4.5~~ No Repeal of Laws. Nothing contained in this Agreement shall constitute or be interpreted as a repeal of the City's ordinances or resolutions, or as a waiver of the City's legislative, governmental, or police powers to promote and protect the health, safety, and welfare of the City and its inhabitants; nor shall this Agreement prohibit the enactment or increase by the City of any tax or fee.

5.6 ~~4.6~~ Amendment. This Agreement may be amended by the City and any Owner of the Property or any portion thereof without the consent of any other Owner as long as such amendment affects only that portion of the Property owned by such Owner at the time of such amendment. Such amendments shall be in writing and recorded with the County Clerk of Boulder County.

5.7 ~~4.7~~ Construction. In the event of any direct and express conflict between any provision of this Agreement and any provision of an annexation agreement affecting any portion of the property, this Agreement shall control. This Agreement is not intended to nor shall it be deemed to confer any rights on third parties. The laws of the State of Colorado shall govern the

validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Boulder County, Colorado or the federal district courts for Colorado. The paragraph headings in this Agreement shall not be used in the construction or interpretation hereof as they have no substantive effect and are for convenience only.

OWNER:
~~ConocoPhillips Company, a Delaware corporation~~ _____, a Colorado limited liability company

By: _____
Name: ~~Mark R. Headley~~ _____

Title: ~~Attorney-in-Fact~~ _____

ACKNOWLEDGEMENT

STATE OF _____)
)ss
COUNTY OF _____)

The above and foregoing signature of ~~Mark R. Headley, as Attorney-in-Fact of ConocoPhillips Company, a Delaware corporation~~ _____, as _____, a Colorado limited liability company, was subscribed and sworn to before me this _____ day of _____, ~~2010.~~2019.

Witness my hand and official seal.

My commission expires on: _____.

(SEAL) _____

CITY OF LOUISVILLE,
a Colorado home rule municipal corporation

By:_____
~~Charles Sisk~~
Mayor

ATTEST:

_____

~~Nancy Varra~~ Meredyth Muth
City Clerk

Exhibit "A"
Legal Description of ~~ConocoPhillips Colorado Campus~~ Property

A ~~TRACT~~PARCEL OF LAND ~~LOCATED~~SITUATED IN THE ~~S1/2~~SOUTH HALF OF SECTION 20 AND ~~IN~~ THE ~~N1/2 OF THE N1/2~~NORTH HALF OF SECTION 29, ~~T1S, R~~TOWNSHIP 1 SOUTH, RANGE 69~~W~~ WEST OF THE ~~6TH P.M.~~SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

~~BASIS OF BEARINGS: THE EAST LINE OF THE SE1/4 OF SECTION 20 ASSUMED TO BEAR N00°02'11"W.~~

~~COMMENCING~~
BEGINNING AT THE ~~E1/4~~CENTER QUARTER CORNER OF SAID SECTION ~~20,~~ 20;
THENCE SOUTH ~~N~~89°48'~~41"W, 30.00 FEET~~50" EAST ALONG THE NORTH LINE OF THE ~~SE1/4 OF SAID SECTION 20 TO THE WEST LINE OF THE EAST 30 FEET OF THE SE1/4 OF SAID SECTION 20 AND THE TRUE POINT OF BEGINNING;~~SOUTHEAST QUARTER OF SAID SECTION 20, A DISTANCE OF 2,625.59 FEET;
THENCE SOUTH 00°02'13" EAST ALONG A LINE PARALLEL WITH AND 30 FEET WEST OF THE EAST LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 20, A DISTANCE OF 1,326.76 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHEAST QUARTER;
THENCE ~~S~~SOUTH 00°02'~~11"E, 1412.21 FEET~~35" EAST ALONG A LINE PARALLEL WITH AND 30 FEET WEST OF THE EAST LINE OF THE ~~SE1/4~~SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION ~~20~~20, A DISTANCE OF 85.45 FEET TO THE NORTH ~~LINE OF THAT TRACT OF LAND AS~~CORNER OF PARCEL TK-71-2 DESCRIBED ~~IN DEED RECORDED~~ AT RECEPTION NO. 2386686 ~~OF~~IN THE RECORDS OF BOULDER COUNTY~~, COLORADO~~;
THENCE ALONG THE ~~NORTHWESTERLY, WESTERLY AND SOUTHERLY LINES OF THAT TRACT OF LAND AS DESCRIBED AT SAID RECEPTION NO. 2386686~~PERIMETER OF SAID PARCEL THE FOLLOWING THREE (3) COURSES:
1) ~~S~~SOUTH 33°27'~~49"W,~~26" WEST, A DISTANCE OF 60.64 FEET;
2) ~~S~~SOUTH 01°40'~~51"W,~~28" WEST, A DISTANCE OF 45.12 FEET;
3) ~~S~~SOUTH 88°19'~~09"E,~~32" EAST, A DISTANCE OF 34.84 FEET TO ~~THE WEST LINE OF THE EAST~~A POINT 30 FEET ~~OF THE SE1/4~~WEST OF SAID ~~SECTION 20;~~EAST LINE;
THENCE ~~S~~SOUTH 00°02'~~11"E, 404.21 FEET~~35" EAST ALONG A LINE PARALLEL WITH ~~THE EAST LINE OF THE SE1/4 OF SAID SECTION 20 TO THE MOST NORTHERLY CORNER OF THAT TRACT OF LAND AS DESCRIBED AS~~AND 30 FEET WEST OF SAID EAST LINE, A DISTANCE OF 404.28 FEET TO A POINT OF NON-TANGENT CURVATURE AT THE NORTH CORNER OF PARCEL TK-71 ~~IN DEED RECORDED~~DESCRIBED AT RECEPTION NO. 2309730 ~~OF~~IN THE RECORDS OF BOULDER COUNTY~~, COLORADO~~;
THENCE ALONG THE ~~WESTERLY LINES~~PERIMETER OF SAID PARCEL ~~TK-71 AND PARCEL TK-71-1 AS DESCRIBED AT SAID RECEPTION NO. 2309730~~ THE FOLLOWING THREE (3) COURSES:
1) ~~SOUTHERLY, 86.27 FEET~~ ALONG THE ARC OF ~~A~~SAID CURVE ~~CONCAVE TO THE EAST TO A POINT TANGENT, SAID ARC~~TO THE LEFT AN ARC LENGTH OF 86.28 FEET,

SAID CURVE HAVING A RADIUS OF ~~2441.83~~2,441.83 FEET, A CENTRAL ANGLE OF 02°01'28", AND ~~BEING SUBTENDED BY~~ A CHORD ~~THAT~~WHICH BEARS ~~S~~SOUTH 04°26'~~51"W,~~27" WEST A CHORD DISTANCE OF 86.27 FEET;
2) ~~S~~SOUTH 03°~~26'07"W,~~25'43" WEST, A DISTANCE OF 124.37 FEET;
3) ~~S00°02'11"E, 529.70~~SOUTH 00°02'35" EAST AND ALONG THE WEST LINE OF PARCEL TK-71-1 DESCRIBED AT RECEPTION NO. 2309730 IN THE RECORDS OF BOULDER COUNTY, A DISTANCE OF 529.71 FEET TO A POINT ON THE SOUTH LINE OF THE SAID ~~SECTION 20 AND~~SOUTHEAST QUARTER AND A POINT ON THE NORTH LINE OF ~~THAT TRACT OF LAND~~PARCEL 12 AS DESCRIBED ~~IN EXHIBIT D IN DEED RECORDED ON FILM 2088~~ AT RECEPTION NO. 1560711 ~~OF~~IN THE RECORDS OF BOULDER COUNTY~~, COLORADO~~;
THENCE ALONG THE ~~NORTHERLY AND WESTERLY LINES OF THAT TRACT OF LAND AS DESCRIBED IN EXHIBIT D ON SAID FILM 2088 AT RECEPTION NO. 1560711~~PERIMETER OF SAID PARCEL 12 THE FOLLOWING FOUR (4) COURSES:
1) ~~N~~NORTH 89°~~43'22"W, 55.72~~42'42" WEST, A DISTANCE OF 55.73 FEET;
2) ~~S~~SOUTH 00°00'~~51"W, 30.00~~35" WEST, A DISTANCE OF 30.02 FEET;
3) ~~S~~SOUTH 44°51'~~10"E,~~26" EAST, A DISTANCE OF 35.44 FEET;
4) ~~S~~SOUTH 00°00'~~51"W,~~35" WEST, A DISTANCE OF 127.21 FEET TO A POINT ON THE NORTH LINE OF THAT ~~TRACT OF LAND AS~~PARCEL DESCRIBED ~~IN DEED RECORDED ON FILM 1229~~ AT RECEPTION NO. 520800 ~~OF~~IN THE RECORDS OF BOULDER COUNTY~~, COLORADO~~;
THENCE ALONG THE ~~NORTHERLY, WESTERLY AND SOUTHERLY LINES OF THAT TRACT OF LAND AS DESCRIBED ON SAID FILM 1229 AT RECEPTION NO. 520800~~PERIMETER OF SAID PARCEL THE FOLLOWING THREE (3) COURSES:
1) ~~N~~NORTH 89°59'~~09"W,~~25" WEST, A DISTANCE OF 55.00 FEET;
2) ~~S~~SOUTH 00°00'~~51"W,~~35" WEST, A DISTANCE OF 50.00 FEET;
3) ~~S~~SOUTH 89°59'~~09"E,~~25" EAST, A DISTANCE OF 55.00 FEET TO THE ~~WEST LINE OF THAT TRACT OF LAND~~NORTHWEST CORNER OF PARCEL 10 AS DESCRIBED ~~IN EXHIBIT C ON SAID FILM 2088~~ AT RECEPTION NO. 1560711 IN THE RECORDS OF BOULDER COUNTY;
THENCE ALONG THE ~~WESTERLY LINES OF THAT TRACT OF LAND AS DESCRIBED IN EXHIBIT C ON SAID FILM 2088 AT RECEPTION NO. 1560711~~PERIMETER OF SAID PARCEL 10 THE FOLLOWING TWO (2) COURSES:
1) ~~S00°00'51"W,~~SOUTH 00°00'35" WEST ALONG THE WEST LINE OF SAID PARCEL AND ALONG A LINE PARALLEL WITH AND 75 FEET WEST OF THE SAID EAST LINE, A DISTANCE OF 247.79 FEET;
2) ~~S16°40'10"E, 93.73~~SOUTH 16°40'03" EAST ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL, A DISTANCE OF 93.77 FEET TO THE ~~WESTERLY LINE~~NORTH CORNER OF PARCEL TK-75 ~~AS~~ DESCRIBED AT ~~SAID~~ RECEPTION NO. 2309730 IN THE RECORDS OF BOULDER COUNTY;

THENCE ~~ALONG THE WESTERLY AND SOUTHERLY LINES OF PARCEL TK-75 AS DESCRIBED AT SAID RECEPTION NO. 2309730 THE FOLLOWING TWO (2) COURSES: 1) S00°00'51"W, 611.16 FEET~~SOUTH 00°00'35" WEST ALONG A LINE PARALLEL WITH THE EAST LINE OF SAID SECTION 29 AND ALONG THE WEST LINE OF SAID TK-75, A DISTANCE OF 611.12 FEET;

2) S89°48'29"E,THENCE SOUTH 89°48'45" EAST ALONG THE SOUTH LINE OF SAID TK-75, A DISTANCE OF 48.09 FEET TO A POINT ON THE EAST LINE OF THE NE1/4NORTHEAST QUARTER OF SAID SECTION 29;
THENCE SSOUTH 00°00'51"W, 136.13 FEET ALONG THE EAST LINE OF THE NE1/4 OF SAID SECTION 29 TO THE SOUTHEAST CORNER OF PARCEL 5 AS DESCRIBED IN DEED RECORDED AT RECEPTION NO. 2906901 OF THE RECORDS OF BOULDER COUNTY, COLORADO35" WEST ALONG SAID EAST LINE, A DISTANCE OF 136.13 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 29;

THENCE N89°43'22"W, 2308.90 FEET PARALLEL WITH THE NORTH LINE OF THE NE1/4 OF SAID SECTION 29 TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 36 AS DESCRIBED AS PARCEL E INNORTH 89°42'42" WEST ALONG SAID SOUTH LINE, A DISTANCE OF 2,308.62 FEET TO A POINT ON THE NORTHEAST LINE OF THE LAND CONVEYED TO THE CITY OF BROOMFIELD BY GIFT DEED RECORDED AT RECEPTION NO. 2013403 OFIN THE RECORDS OF BOULDER COUNTY, COLORADO;
THENCE ALONG THE NORTHEASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 36 AS DESCRIBED AS PARCELS E, B AND C AT SAID RECEPTION NO. 2013403 AND IN DEEDS RECORDED IN BOOK 878 AT PAGE 507 AND BOOK 880 AT PAGE 98 OF THE RECORDS OF BOULDER COUNTY, COLORADO, THE FOLLOWING EIGHT (8PERIMETER OF SAID PARCEL THE FOLLOWING FIVE (5) COURSES:
1) NNORTH 14°10'39"W, 139.8313'32" WEST, A DISTANCE OF 140.04 FEET;
2) NNORTH 60°40'32"W, 682.7344'04" WEST, A DISTANCE OF 682.66 FEET;
3) NNORTH 31°43'34"W, 355.2359" WEST, A DISTANCE OF 355.27 FEET;
4) NNORTH 50°05'55"W, 351.4504'57" WEST, A DISTANCE OF 351.37 FEET;
5) N87°28'56"W, 291.28 FEET; NORTH 87°28'56" WEST, A DISTANCE OF 246.66 FEET TO THE EASTERN CORNER OF PARCEL 32B AS DESCRIBED BY SPECIAL WARRANTY DEED RECORDED AT RECEPTION NO. 3411796 IN THE RECORDS OF BOULDER COUNTY;
6) N50°04'31"W, 504.79 FEET;
7) N53°12'12"W, 923.62 FEET;
8) N25°29'10"W, 857.10 FEET TO THE
THENCE NORTH 58°29'24" WEST ALONG THE NORTHEASTERLY LINE OF THE S1/2 OF THE SW1/4 OF SAID SECTION 20;SAID PARCEL, A DISTANCE OF 186.70 FEET TO A POINT ON THE RIGHT-OF-WAY OF HIGHWAY 36;
THENCE S89°35'16"E, 0.64 FEET ALONG THE NORTH LINE OF THE S1/2 OF THE SW1/4NORTH 50°07'12" WEST ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 356.68 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 20 TO THE MOST EASTERLYAND THE SOUTH CORNER OF THAT TRACT OF LAND AS DESCRIBED IN DEED RECORDED IN BOOK 878 AT PAGE 503 OF THE RECORDS OF BOULDER COUNTY, COLORADOPARCEL 32A OF SAID SPECIAL WARRANTY DEED;

THENCE N25°38'10"W, 103.33 FEET ALONG THE EASTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED IN SAID BOOK 878 AT PAGE 503 TO THE EASTERLY LINE OF THAT TRACT OF LAND AS DESCRIBED IN DEED RECORDEDCONTINUING NORTH 50°07'12" WEST ALONG THE NORTHEAST LINE OF SAID PARCEL 32A, A DISTANCE OF 1,028.45

FEET TO A POINT ON THE EAST LINE OF THAT PARCEL DESCRIBED AT BOOK 880, PAGE 98 IN THE RECORDS OF BOULDER COUNTY;
THENCE NORTH 25°26'59" WEST ALONG SAID EAST LINE AND ALONG THE EAST LINE OF THAT PARCEL DESCRIBED AT BOOK 878, PAGE 503, A DISTANCE OF 842.57 TO THE SOUTH CORNER OF THAT PARCEL DESCRIBED AT RECEPTION NO. 1989419 ~~OF~~IN THE RECORDS OF BOULDER COUNTY~~, COLORADO~~;
THENCE ALONG THE ~~EASTERLY AND NORTHERLY LINES OF THAT TRACT OF LAND AS DESCRIBED AT SAID RECEPTION NO. 1989419~~PERIMETER OF SAID PARCEL THE FOLLOWING FOUR (4) COURSES:
1) ~~N~~NORTH 00°~~57'04"E, 95.84~~54'00" EAST, A DISTANCE OF 95.53 FEET;
2) ~~N~~NORTH 08°~~19'13"W, 184.77~~22'46" WEST, A DISTANCE OF 184.53 FEET;
3) ~~N00°09'40"W,~~NORTH 00°09'09" WEST ALONG A LINE PARALLEL WITH THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 20, A DISTANCE OF 213.70 FEET;
4) ~~S~~SOUTH 89°50'~~20"W, 59.06~~51" WEST, A DISTANCE OF 34.06 FEET TO A POINT 25.00 FEET EAST OF THE WEST LINE OF ~~THE N1/2 OF THE SW1/4 OF SAID SECTION 20~~SAID SOUTHWEST QUARTER;
THENCE ~~N~~NORTH 00°09'~~40"W, 473.73 FEET ALONG THE WEST LINE OF THE N1/2 OF THE SW1/4 OF SAID SECTION 20 TO THE SOUTH LINE EXTENDED WESTERLY~~09" WEST ALONG A LINE PARALLEL WITH AND 25 FEET FROM THE SAID WEST LINE, A DISTANCE OF 473.64 FEET TO A POINT ON THE SOUTH LINE OF THAT ~~TRACT OF LAND AS~~PARCEL DESCRIBED ~~IN DEED RECORDED~~ AT RECEPTION NO. 1819920 ~~OF~~IN THE RECORDS OF BOULDER COUNTY~~, COLORADO~~ EXTENDED WESTERLY;
THENCE ~~S~~SOUTH 89°48'~~41"E, 290.23 FEET~~38" EAST ALONG ~~THE~~SAID SOUTH LINE AND SAID SOUTH LINE EXTENDED~~ WESTERLY AND ALONG THE SOUTH LINE OF THAT TRACT OF LAND AS DESCRIBED AT SAID RECEPTION NO. 1819920~~, A DISTANCE OF 265.23 FEET TO THE SOUTHEAST CORNER ~~THEREOF;~~OF SAID PARCEL;
THENCE ~~N~~NORTH 00°09'~~40"W, 256.00 FEET~~09" WEST ALONG THE EAST LINE OF ~~THAT TRACT OF LAND AS DESCRIBED AT SAID~~SAID PARCEL, A DISTANCE OF 256.00 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF CAMPUS DRIVE AS DEDICATED BY LOUISVILLE CAMPUS RECORDED AT RECEPTION NO. ~~1819920 TO THE NORTH LINE OF THE SW1/4 OF SAID SECTION 20~~1669751;
~~THENCE S89°48'41"E, 50.03 FEET ALONG THE NORTH LINE OF THE SW1/4 OF SAID SECTION 20 TO THE MOST WESTERLY CORNER OF THAT TRACT OF LAND AS DESCRIBED IN DEED RECORDED ON FILM 2169 AT RECEPTION NO. 1658713 OF THE RECORDS OF BOULDER COUNTY, COLORADO;~~
THENCE ALONG ~~THE SOUTHERLY LINE OF THAT TRACT OF LAND AS DESCRIBED ON SAID FILM 2169 AT RECEPTION NO. 1658713 THE FOLLOWING THREE~~SAID SOUTH LINE THE FOLLOWING FOUR (~~3~~4) COURSES:
1) ~~S~~SOUTH 89°48'38" EAST ALONG SAID NORTH LINE, A DISTANCE OF 50.02 FEET;
2) SOUTH 82°25'~~31"E, 202.22~~28" EAST, A DISTANCE OF 202.23 FEET TO A POINT OF NON-TANGENT CURVATURE;
3) ALONG THE ARC OF SAID CURVE TO THE LEFT~~;2) SOUTHEASTERLY,~~ AN ARC LENGTH OF 139.86 FEET~~ ALONG THE ARC OF~~, SAID CURVE ~~TO A POINT TANGENT, SAID ARC~~ HAVING A RADIUS OF ~~1085.00~~1,085.00 FEET, A CENTRAL ANGLE OF 07°23'09", AND ~~BEING SUBTENDED BY~~ A CHORD ~~THAT~~WHICH BEARS ~~S~~SOUTH 86°07'~~07"E,~~04" EAST A CHORD DISTANCE OF 139.77 FEET;

~~3~~4) ~~S~~SOUTH 89°48'~~41"E, 1975.06~~38" EAST, A DISTANCE OF 1,975.05 FEET TO A POINT ON THE ~~WEST~~EAST LINE ~~OF THE SE1/4 OF~~ SAID ~~SECTION 20~~SOUTHWEST QUARTER; THENCE ~~N~~NORTH 00°02'~~10"E, 35.00 FEET~~50" EAST ALONG ~~THE WEST LINE OF THE SE1/4 OF SAID SECTION 20 TO THE CENTER 1/4 CORNER OF SAID SECTION 20; THENCE S89°48'41"E, 2625.65 FEET ALONG THE NORTH LINE OF THE SE1/4 OF SAID SECTION 20 TO THE TRUE~~SAID EAST LINE, A DISTANCE OF 35.00 FEET TO THE POINT OF BEGINNING~~.~~;

~~EXCEPT~~EXCEPTING THEREFROM THAT ~~PORTION~~PARCEL CONVEYED TO PUBLIC SERVICE COMPANY OF COLORADO BY DEED RECORDED ~~FEBRUARY 3, 1983 ON FILM 1238 AS~~ AT RECEPTION NO. ~~531604 OF THE RECORDS OF BOULDER COUNTY, COLORADO.~~531604.

~~AREA= 390.013~~SAID PARCEL CONTAINS 16,949,252 SQUARE FEET OR 389.10 ACRES, MORE OR LESS.

~~LEGAL DESCRIPTION PREPARED BY:~~
~~WILLIAM K. WRIGHT, PLS #23529~~
~~DREXEL, BARRELL & CO.~~
~~1800 38TH STREET~~
~~BOULDER, CO 80301~~

Exhibit "B"

~~Copy of ConocoPhillips Colorado Campus General Development Plan~~

ON-SITE INFRASTRUCTURE DETAIL	
Category	**Improvement**
Right of Way	
	Campus Drive
	S. 96th & Campus Intersection
Recreational Amenities	
	Public Restrooms
	Multi-Use Field
	Parking Lot
	Hardscape Trails
	Softscape Trails
Other	
	Fire Station/Police Annex

OFF-SITE INFRASTRUCTURE DETAIL	
Category	**Improvement**
Wastewater	
	Off-Site Utilities
	Design
	Construction
Right of Way	
	Expand 96th Street 1/2 Mile NW Pkwy to Dillon
	Expand 96th Street 1/2 Mile N of Dillon
	96th & Dillon - Dual Left Turn Lanes + Intersection Capacity
	NW Pkwy & 96th - Triple Northbound
	88th & Tape Turn Lanes
	88th & Campus Lengthen Turn Lane
	NW Pkwy 3rd SB Lane Contribution
	US 36 Interchange Ramp Contribution
Pedestrian Elements	
	Downtown Connector
	Dillon Underpass
	88th Multi-Use Path Extension
Other	
	Water Storage
	Design

Document comparison by Workshare 9.5 on Wednesday, June 03, 2020 3:28:45 PM

Input:	
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Description	#19589353v1<Active> - PCZD Agreement (4-9-10 clean draft)
Document 2 ID	C:\Users\nament\AppData\Local\Temp\Workshare\tmpFABF\PCZD Agreement.doc
Description	C:\Users\nament\AppData\Local\Temp\Workshare\tmpFABF\PCZD Agreement.doc
Rendering set	Standard

Legend:	
Insertion	
~~Deletion~~	
~~Moved from~~	
Moved to	
Style change	
Format change	
~~Moved deletion~~	
Inserted cell	
Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

Statistics:	
	Count
Insertions	256
Deletions	232
Moved from	2
Moved to	2
Style change	0
Format changed	0

Total changes	492

MEMORANDUM

To: Jordan Swisher
Brue Baukol Capital Partners

From: Bill Fox, PE and Emily Kotz, PE

Date: January 28, 2020

Project: Redtail Ridge

Subject: Transportation Demand Management Plan for GDP Submittal

1. Overview

Brue Baukol Capital Partners (BB) and its development partners are proposing to build a mix of office, commercial, and residential buildings on the former StorageTek campus as detailed in the *Nawatny Ridge Traffic and Mobility Study (Study),* original draft dated September 30, 2019 and revised report anticipated in January 2020 (note that since the completion of the draft *Study* the project is no longer named Nawatny Ridge and will hereon be referred to as Redtail Ridge). This Transportation Demand Management (TDM) Plan was requested by City of Louisville staff as a supplemental submittal to the *Study* to outline possible strategies to reduce Single Occupant Vehicle (SOV) traffic generated by the proposed development.

BB and its development partners are planning the site to support employee and resident use of non-SOV transportation to and from the development. They have expressed interest and financial support of TDM programs that are outlined in the City of Louisville's new *Transportation Master Plan (TMP).* To this end, we have prepared a non-SOV year 2040 goals for all trips to and from the project. In the coming years TDM programs, incentives and funding details will be implemented to achieve the goals.

The following text discusses possible TDM measures for the City of Louisville's General Development Plan (GDP) submittal and review. The GDP provides a high-level planning review of the proposed development. Future submittals beyond GDP will include additional details on programmed land uses, possible tenants, parking requirements, multimodal access, and Metro District TDM contributions. It is anticipated that the supplemental TDM memo will be revised and resubmitted with additional details at each of the City of Louisville's development review submittals.

2. Current and future non-SOV mode share goals

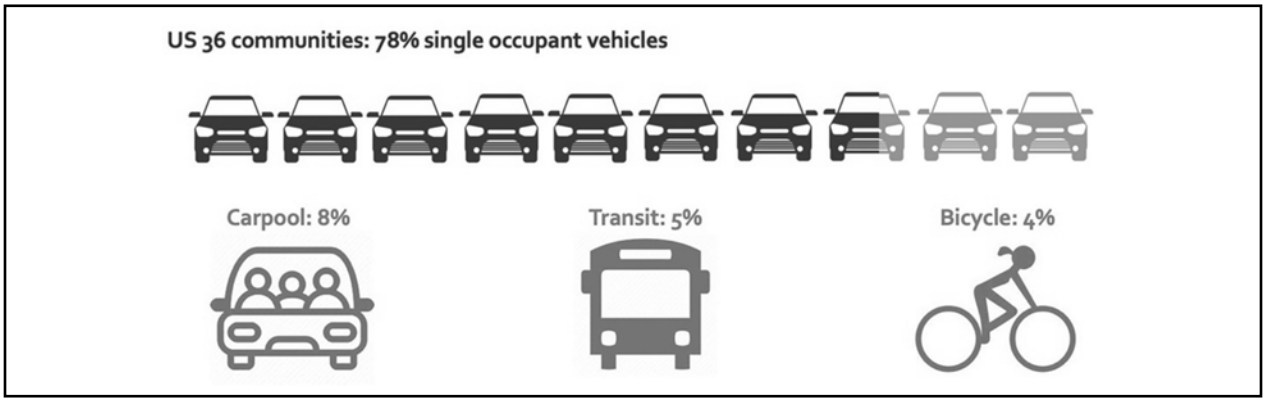
The new *City of Louisville TMP* documented how commuters in Louisville and nearby communities travel to work. This data is based on US Census American Community Survey (https://www.census.gov/programs-surveys/acs). This data is commonly used by agencies across the Denver region as a baseline for TDM programs. The current data is shown below as year 2012 to 2016 estimates. Based on this data, approximately 28% of people who work in Louisville travel to work by non-SOV modes.

Figure 1: Louisville and comparison area commute mode share (from TMP)

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

The mode share data shown in Figure 2 below is based on survey data from the *2016 Northwest Metro Region Mobility Report*, final draft dated July 2018, prepared by Commuting Solutions. This data shows the mode share for communities along the US 36 corridor, including the City of Louisville. The current data is shown below as year 2012 to 2016 estimates. Based on this data, approximately 22% of people who work in the US 36 corridor travel to work by non-SOV modes.

Figure 2: US 36 corridor commute mode shares (from Commuting Solutions)



Additional trip generation and mode share peer data and study references are provided in the **Appendix**.

The mode share goals for the project are broken down by different land use categories to ensure TDM programs are targeted and evaluated based on their direct ability to serve commuters and residents of different types of land uses. For the multifamily housing and general office land uses, the goal of the project is to have 25 percent or more non-SOV trips during the peak periods during the initial phase. These participation levels would be consistent with the current program enrollment in the US 36 corridor and is achievable with the proposed TDM programs that are outlined later in this document. Further, it is anticipated that the non-SOV trip percentages to/from the project site will increase as planned regional mobility studies are implemented.

While the project team has a target goal of 25 percent or more non-SOV trips, for purposes of the trip generation analysis in the *Study*, and based on feedback provided by City staff, a reduced non-SOV percentage was assumed for these and uses. The following non-SOV trips are assumed for Year 2025 (the completion year for the first phase of development).

- The multifamily residential housing units are assumed to have 15 percent non-SOV trips. This accounts for residents who walk, bicycle, carpool, vanpool, use shared ride mobility services and/or use transit.
- The senior and assisted living housing are expected to have five (5) percent non-SOV trips. This accounts for residents who would ride shuttles and for employees/visitors that walk, bicycle, carpool, vanpool, use shared ride mobility services and/or transit.
- The general offices are assumed to have 15 percent non-SOV trips. This accounts for employees/visitors who walk, bicycle, carpool, vanpool, use shared ride mobility services and/or use transit.
    - Note that based on preliminary site plan information for Parcel B, the non-SOV trips are estimated to be five (5) percent for the corporate office user.
- The shopping centers are expected to have ten (10) percent non-SOV trips. This accounts for mostly employees and some patrons who bicycle, carpool, vanpool, use shared ride mobility services and/or use transit.
- The business hotel is expected to have five (5) percent non-SOV trips. This accounts for mostly employees and some travelers who carpool, use shared ride mobility services and/or use transit.

It is assumed that some of the planned regional mobility plans for this area will be constructed/implemented by the time this project is built-out and that these projects will further reduce the non-SOV trips for the project and background trips to the study area (such as Northwest Rail, NAMS BRT corridors, complete streets in the 88th Street, Dillon Road, and 96th Street corridor). As a result, the following non-SOV trip increases for the year 2030 and after are outlined below. Similar to the initial phase, the goal of the project is to have an even greater percentage of non-SOV trips than what is assumed below.

- The senior and assisted living housing are expected to remain at the same levels.
- The general offices and residential uses are expected to have an additional five (5) percent or greater non-SOV trip increase. For purposes of the trip generation analysis, the non-SOV trip percentage was increased to 20 percent for general offices and the multifamily residential.
- The shopping centers are expected to remain at the same levels.
- The business hotel is expected to remain at the same level.

3. TDM Program Overview

TDM is an all-encompassing term for activities that help people use the transportation system more efficiently, while reducing traffic congestion, vehicle emissions and fuel consumption. TDM activities help get the most out of transportation infrastructure and services by making lower-cost, higher-efficiency transportation options easier to use and more readily available. TDM activities include such options as eliminating or shortening trips, changing the mode of travel, or changing the time of day a trip is made, as well as actions that increase transportation system efficiency through carpooling, vanpooling, transit, bicycling and walking. TDM strategies also include employer-based programs such as alternative work schedules, which could shift demand away from peak travel times, and telework, which could reduce the need for trips entirely. There are local transportation management solution organizations that coordinate funding and service efforts that the Metro District should consider partnering with to help facilitate and encourage non-SOV travel. Program summaries are outlined below.

Walking Trips

Walking trips are key part of the non-SOV mode share goals. The walking trips would likely occur between neighborhood homes, parks and schools. New walking trips will be made on the Complete Street sidewalk and trail network. The forecasted typical walk trip will be less than 1/4 mile or 5-minute walk from a home/work to a destination. It is likely that

most of the walking trips will be single or multi-purpose trips within the site context. In the future, walking to shared ride mobility and transit services is also likely to increase. This is commonly referred to as the "first and last mile" of a shared ride or transit trips.

Cycling Trip

Cycling trips will increase in the future as the Complete Street and trail network is completed. The future cycling trips will be made by people of all ages and cycling abilities. They will be connecting between neighborhood homes, parks, schools, commercial uses, major entertainment destinations and transit on and off site. Most of the new cycling trips would be a result of new people making a choice to cycle because of the protected cycle network and underpasses. That network is focused on removing conflicts with motor vehicles and providing safe access from neighborhoods to destinations in the adjacent area. The cycling trips will be approximately 4 to 6 miles and up to a 20-minute ride.

Carpool, Vanpool and Shared Ride Trips

Large and small employers will have access to programs that match people to carpool programs and on-demand rideshares. The commute carpools and shared rides are typically less than 30 miles.

Transit Trips

In the future, "High Capacity Transit" services will be available within a 10-minute walk or bike ride as outlined in the City of Louisville and Boulder County Transportation Master Plans. These transit services will be accessible via a 10-minute walk or bike ride using the Complete Streets and underpasses. Local transit shuttles to High Capacity Transit stations will also be provided by partnership with the City of Louisville and private business using the operating models being piloted at the 61st and Pena Station (https://www.fulenwider.com/autonomous-shuttle-launches-in-denver.html) and the Lone Tree Link (http://www.lonetreelink.com).

Parking Management

Implementing new shared parking programs and organizing parking districts are important planning tools that will be utilized in the future TDM updates to this memo to achieve the TDM goals as the area develops. This effort will take advantage of planning tools to manage future parking supplies.

Telecommute/Work From Home

Commuting trips that do not occur during peak travel hours as a result of people who telecommute or work from their residence for part or the entire day are included in the non-SOV goals.

4. TDM Program Tools

Listed below are the TDM programs, tools and funding sources that should be used to achieve the project non-SOV mode share goals. They are provided at this time as possible tools given where the project stands in the GDP process. Future submittals can provide additional information when additional details on land uses, tenants and funding is known. It is recommended that the Metro District partner with a local expert in transportation management solutions to help facilitate these programs.

The TDM programs are organized based on programs that can be supported/funded by the Metro District versus programs that can be supported/funded by the vertical developers. Note that all vertical developers in the project will be required to submit a customized TDM for their building identifying what programs will be implemented to meet the non-SOV goals of the project. Periodic surveys will be conducted to evaluate the TDM program effectiveness and adjustments will be made, if needed, to reach the project non-SOV goals.

Metro District Supported Programs

- *Shuttles to High Capacity Transit*: The Metro District should provide operating funds for shuttle service that connects to the Flatiron Flyer BRT station and downtown Louisville. The shuttle service could be operated with an on-demand app and/or fixed route.
- *Employee EcoPasses*: RTD EcoPasses should be made available to all on-site employees. The Metro District will work with the employers to provide the passes to employees free of charge or substantially discounted. Consider also including the *Guaranteed Ride Home Program* as an optional benefit that can be added to the EcoPasses. The Metro District should provide a portion of the funding support for this program.
- *TDM Coordinator*: The Metro District should hire a coordinator or work with a local transportation management organization to manage the transportation needs, barriers, incentives, programs, etc. This staff member or support organization should provide employees with important travel information including transit maps and schedules, bicycle maps, local and regional marketing campaigns, and information on the commute benefits provided to employees and residents. They should assist the Metro District in working toward the project's non-SOV mode share goals. In addition, the TDM coordinator would be responsible for coordinating the following programs/tools:
    - *TDM Plan evaluation*: provide periodic surveys of employee and resident travel behavior to evaluate the TDM Plan. The survey is designed to collect anonymous travel information and takes less than 10 minutes to complete.

- *Employee Carpools and Vanpools*: work with vertical developer/employers to implement this program on-site.
- *Walk and Bike Month:* actively encourage employees and residents to register and participate in Bike to Work Day (June) and Winter Bike to Work Day (January).
- *Orientation packets*: prepare electronic orientation packets to employers and residents that will include non-SOV program information and incentives. This information will be located on the district website.

- *Bicycle Access*: Bicycle access to the site should be provided via Complete Streets and multi-use trails as shown on the GDP submittal maps.

Vertical Developer Supported Programs

- *Flexible work schedules and telecommuting:* work with employers to encourage this program. This program will also be supported by the TDM Coordinator.
- *Bicycle Parking:* Future site plans should include outdoor short-term bicycle parking at a ratio of 1 per 4,000 square feet of commercial use and 0.2 spaces per residential dwelling unit. Long-term bicycle parking inside buildings or in covered parking areas should be provided at a rate of at least one secure area per project that is over 75,000 square feet of commercial or residential space. The long-term parking should be a bicycle room with limited access or a caged secure area within a parking area protected from the weather. The secure long-term bicycle parking area should include space for 0.25 bicycle per dwelling unit or per 5,000 square feet of floor area. Bike tool/repair spaces should be provided near the long-term bike parking.
- *On-Site bicycle Commuter Amenities*: Commercial projects over 100,000 square feet should include showers and changing facilities for employees within the building. Future submittals should include detailed designs and access.
- *Carshare*: Office and multifamily residential projects over 100,000 square feet should allocate parking spaces for carshare programs. The utilization of this service should be monitored to determine the appropriate number of spaces to allocate for carshare.

City of Louisville
COLORADO • SINCE 1878

Memorandum | Department of Public Works

To: Rob Zuccaro, Planning Director

From: Craig M. Duffin, City Engineer

Date: May 26, 2020

Re: Redtail Ridge GDP 5th Submittal

Public Works completed a review of the subject documents via Drop Box emailed/received on May 1, 2020. Staff comments are:

GENERAL DEVELOPMENT PLAN 5th SUBMITTAL DATED 4/24/20

1. Page 2 of 3
    a. Please add the existing encumbered easements within public right of way (e.g. Goodhue Ditch Easement, PSCO, Century Link, Irrigation Ditch, etc.)
    b. The Goodhue Ditch appears to exist within an easement through Parcel F and C. If there is no formal easement recorded with Boulder County, the easement is prescriptive. Add to plan and show extent of Goodhue Ditch. (North property line to east property line then crossing S. 96th St.)
    c. Add the drainage routing of Tributary I to the Plan. The drainage routing is not in an easement however, is an encumbrance to adjacent properties.
    d. Parcel C, connections to the North West Parkway are shown but not described as a "Block" or "Trail". Applicant to discuss the purpose and type which will impact the Plat.
    e. Developable Acreage in each table do not match.

2. Page 3 of 3
    a. Stop controlled and signalized intersections are shown on the plan. Warrant analysis, future intersection modifications, signalization improvements necessary to improve capacity shall be at the expense of the District. Paragraph will be included in the Subdivision Agreement addressing this concern.
    b. The Multi use Trail along S. 88th St. will connect Rockcress Dr. and Campus Dr. The walk along east side of S. 88th St., south of Campus Dr. appear to end at the southwest corner of the unplatted parcel. Request trail completion to Campus Dr. with Phase 1 of the project.
    c. Access to the Lift Station on the southeast corner should come from Rockcress Drive prior to the intersection with Northwest Parkway.

3. Public Works requests:
    a. A trail extension from Parcel C through the existing southerly extension of S. 96th Street.

b. Abandonment of the existing southerly extension of S. 96th St. beyond the Fire Station. The asphalt shall be removed and ground reclaimed/re-established as native/natural area. Overhead utilities shall be undergrounded.

4. Applicant shall acquire approval of the intersection and road connections from impacted entities prior approval of the GDP (e.g. City and County of Broomfield, BVSD)

BVSD RESOLUTION 2013

1. Right of way dedication required prior to approval of public improvement construction plans for Campus Drive.

DEWBERRY TECHNICAL MEMORANDUM 1 ADDENDUM

1. *Please provide backup calculations to justify reductions to per capita reduction: i.e. number of bedrooms per unit, bathrooms per units.*
2. *Please provide additional facilities to justify the reduction of per capita users*
3. *Please use the 1.6 per capita (high) estimated by Erickson*

DEWBERRY TECHNICAL MEMORANDUM 2 – WASTEWATER TREATMENT INFRASTRUCTURE - No comments

REDTAIL RIDGE MARKET ANALYSIS - No comments

ECONOMIC AND PLANNING SYSTEMS REPORTS – No Comment

FOX TUTTLE REDTAIL RIDGE TRAFFIC AND MOBILITY STUDY 8/21/20

1. Table E.2, S. 96th St./Campus Dr., traffic signal at S. 96th St is not shown within the "With Project" column. The requirement to install signals at various intersection by the applicant will be included in the Subdivision Agreement.
2. The 'Peanut" Round About and lane designations are not approved as shown. Revisions will occur during Civil Plan review process.
3. Was the full access service entrance on Campus Drive (Parcel B) analyzed?
4. Incorporate the supplemental traffic information.
5. Update street names:
    a. Street A – Yucca Avenue
    b. Street B – Sorrel Avenue
    c. Tape Drive – Rockcress Drive

REDTAIL RIDGE FINAL MASTER DRAINAGE REPORT – 4/22/20

1. The Engineer shall sign the report and provide a PDF copy with final submission
2. Please indicate the flows within Tributary 1 at site discharge locations to the channel.
3. Noted that sub-basin B-1 has outfall to Tributary 1 which is located within right of way. A Revocable License Agreement and possibly a private maintenance easement may be required. The alignment of the storm sewer shall not impact City maintenance of public facilities. Sub-Basin B-2 has similar issue. Public Works will confirm with City Attorney to determine appropriate documents required. Storm sewer realignment may be realigned as part of the Civil Plan review process.
4. Basin 0S.1 appears to overtop S. 88th Street. Considering proposed work on S. 88th Street, the Civil Plans will include culvert replacement.
5. Goodhue Ditch piping shall be approved by the Goodhue Ditch piping. Public Works again, requests piping the ditch from north property line through S. 96th Street.
6. The Health Park discharges storm water into the school pond, south of Campus Drive. Staff will request extension of existing culvert to a point that does not impact park use of the property. Comments will be added to Civil Plans.
7. Page 8, 48" pipe under Northwest Parkway the paragraph indicates original design capacity of 34,9 cfs and proposed flow width development of 74 cfs. Please confirm capacity of 48" pipe connection.
8. Page 10, Subbasin C-6 will require water quality measures in place for the developed portion of land.
9. Page 23, Phasing. Pond B should be constructed as part of Filing 1.
10. Page 24, Construction BMP – Temporary Stream Crossing and Check Dams. Note that this was not included in the SWMP. Review locations and add to SWMP.
11. Appendix A Vicinity Map – Update the street names to the new names.
12. Appendix D, please label all document sleeves indicating which drawings are stored in each sleeve.
13. Appendix C, Outlet Structure Design Tables missing. Please add.
14. Drainage Plan indicates a pedestrian crossing of Campus Drive west of the High School parking lot. An elevated pedestrian crossing as well as an activated beaconed crossing was mentioned, add a transportation meeting. The crossing location is tentative and not approved as part of the drainage improvements.

REDTAIL RIDGE FINAL MASTER UTILITY REPORT – 4/22/20

1. Page 1, B. Paragraph refers to the traffic study. Please indicate the purpose of the reference because it appears to be of no impact to the utility infrastructure.
2. The wastewater flows for Project 321 do not appear consistent with the Master Utility Report. Please clarify.
3. Staff requested previously a sensitivity analysis for the 0.1 minimal slope for the connection point, requested confirmation that capacity is acceptable downstream of the

connection point and a discussion confirmation why Nov/Dec data is an adequate representation of peak flow that was not provided. Please respond.

4. Page 8, confirm that flows provided include updated flows from Project 321 and capacity at connection point is ____ ft. deep with ____% full. Revise conclusion section accordingly.
5. Page 7, Please use the high estimate for the Average Daily Flows from the Dewberry Technical Memorandum. Also update, per the supplemental information, provided after the GDP submittal.
6. Page 8, Tables 3 and 4 and Appendix D.
    a. Update the estimated sewer flows based on the new density and per capita assumptions for the senior living center.
    b. Estimated Flows for Parcels A and C do not match Dewberry's estimates. Revise accordingly.
7. Page 8, The peak flow from the table of 3.338 cfs does not match the peak flow discussed in the paragraph below (3.09 cfs). Revise accordingly.
    a. Correct on page 5 if needed.
8. Page 8, first paragraph after table 4. The emergency overflow is to be utilized for emergencies, not operational storage. Strike text as indicated. *The development and associated lift station will not be capable of pumping more than 2.0 MGD.* ~~*In the unlikely event that peak flows exceed 2.0 MGD emergency overflow storage will be utilized*~~.
9. Page 10, Proposed Water System. Add a paragraph discussing the connection to the low zone. The City is of the opinion the PRV should be located at Dillon Road and 96th Street. This should increase looping by adding a second feed on the East side. Rezone of the pipelines in Dillon Road (west of 96th and Dillon intersection), 96th Street, and Paradise Lane will be required.
    a. Staff previously mentioned potential loop through Paradise Lane. Please respond.
10. Staff requested engineers evaluate condition of S. 96th St. water main. Staff will request replacement of the 8-inch water main during Civil Plan review.
11. The water and sanitary sewer demand continue to be closely related dependent of standards used. (2 MGD)
12. Mid Zone may require additional storage. Staff will monitor with development and request District participation when required. Information will be included in Subdivision Agreement.
13. Previous Comment – Page 14, can the comment about recent water demand be clarified? The City has provided data through 2019, please respond.
14. Appendix E – Irrigated Water Demand Calculation. City Standard is 15 gallons per square foot. Current calculation averages between 10 gallon per square foot and 12 gallons per square foot for each parcel.
    a. Update Parcel B with irrigation area from Project 321 Submittal.
15. Appendix E – Average Yearly Demand. Incorporate assumptions made in the City of Louisville and Redtail Ridge Development Projected Water Demands Technical Memorandum. On the high side, the projected average day in this TM is 767,000 gallon per day.

REDTAIL RIDGE 3-D MODEL EXHIBIT – No Comment

CCRC UNIT INCREASE ITEMS

1. Information reviewed and appears slight reduction to water and sanitary service and slight increase in traffic that does not impact traffic evaluation. Public Works/Developer will monitor annual flows/demand to confirm the CCRC Development is within water/sanitary sewer estimates provided and increases in volume will be discussed with District/Developer and infrastructure improvements needed shall be provided by District/Developer at no cost to the City. Information included in future Development Agreement.

G:\Subdivisions\Commercial\Redtail Ridge\Documents\Correspondence\Comments\2020 05 27 Redtail GDP Referral Comments 5th Submittal.docx

Lisa Ritchie

From: Meredyth Muth on behalf of Open Records
Sent: Friday, August 16, 2019 3:31 PM
To: Rob Zuccaro; Lisa Ritchie
Subject: FW: Comment on proposed Phillips 66 redevelopment plan, concerns about increased traffic on 88th St during congestion traffic periods, AM work and PM work traffic flows

MEREDYTH MUTH
CITY CLERK
CITY OF LOUISVILLE
303.335.4536
303.335.4550 FAX
www.LouisvilleCO.gov
MeredythM@LouisvilleCO.gov

From: David Sweedler [mailto:dsweedler@gmail.com]
Sent: Friday, August 16, 2019 2:14 PM
To: City Council <Council@louisvilleco.gov>
Subject: Comment on proposed Phillips 66 redevelopment plan, concerns about increased traffic on 88th St during congestion traffic periods, AM work and PM work traffic flows

Although there are many areas to assess and monitor on a redevelopment plan of this size and complexity, I am most concerned about the increased traffic flows during school drop off and pickup in the AM and PM during workdays. 88th street now supports increasing traffic from Superior into Lousville on the Dillon Rd / Rock Creek Parkway corridors as well as accomodate Avista Medical Center and outlying medical office traffic on workdays.

Monarch K8 and Monarch HS previously had staggered pickup and dropoff times by design to mitigate the large number of vehicles using 88th St to access this large K12 school compex. But a recent change in high school start times to accomodate late start has caused the K8 and high school start times to coincide. There is no plan to change this increased traffic flow into the K-12 school complex so area congestion is now a much bigger problem for residents and parents dropping off students and school. This will become a much larger problem during snow days and hazardous winter periods. The P66 buildout will contribute to these delays and traffic disruptions.

Should a heavy burden of increased traffic be funneled through the 88th St area from the P66 buildout, the K12 school and Avista Hospital traffic will be disrupted. Please make sure that the developers address these concerns up front and clearly show how they intend to accomodate existing and increasing use of this important traffic corridor connecting Louisville and Superior. I think that this is a key concern for existing Lousville residents and students who will attend the Monarch K12 schools.

David Sweedler
--

David Sweedler
956 Saint Andrews Lane
Louisville, CO 80027
303-908-3103
dsweedler@gmail.com

Lisa Ritchie

From: Meredyth Muth on behalf of Open Records
Sent: Friday, August 16, 2019 3:31 PM
To: Rob Zuccaro; Lisa Ritchie
Subject: FW: ConocoPhillips campus proposal

MEREDYTH MUTH
CITY CLERK
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MeredythM@LouisvilleCO.gov

From: Laura Page [mailto:lpage53@gmail.com]
Sent: Wednesday, August 14, 2019 9:40 AM
To: City Council <Council@louisvilleco.gov>
Subject: ConocoPhillips campus proposal

Dear Council Members,

We just received a postcard regarding an application for rezoning and development of the ConocoPhillips' campus. No details nor links to details were provided and we will be out of town on the day of the meeting. I want to express my opinion that no new housing should be allowed. Residential growth always costs more than it returns to the City. Further, that location, being closer to Hwy 36, is well situated for tax-generating industrial and commercial office space.

I do hope you will consider the LONG-TERM consequences of the decisions you will be making in regards to this property.

Thank you for listening.

Laura Page and Celeste Niehaus
920 Rex St

Rob Zuccaro

Subject: FW: ConocoPhillips Development

From: rachel cox [mailto:rachelandrianna@gmail.com]
Sent: Monday, August 26, 2019 9:23 AM
To: City Council <Council@louisvilleco.gov>
Subject: ConocoPhillips Development

Dear City Council,

I had the opportunity to attend the City Council meeting at the Louisville Rec Center last week in regards to the new ConocoPhillips development. I have to say this development is highly disappointing and saddens me. While I appreciate the transparency of the project, and the input from the public in regards to the design, I am still adamantly against the project.

The amount of development in Louisville has seemingly gotten out of control. The traffic continues to build, the small town charm is going by the wayside, and the quality of life that the residents of Louisville once had will soon be forgotten. It seems that any open parcel we have left is being built on. Perfect example is yet another new development on 42 that has just begun with what I assume is just more high density housing. The Open Space near Steel Ranch that was once an area where coyotes roamed freely, is now a housing development with only a side walk and a drainage ditch that is now called "Bullhead Gulch". I am interested to see how much Open Space is truly Open space with the new development. I did express this as a concern, as did others during the meeting.

The Firefighters, and Policeman are taxed, and can no longer respond in the time frame in which they feel is acceptable. The small businesses, and galleries continue to leave downtown and Real Estate agencies are taking over. Why are we allowing this to happen? Yet, we continue to build high density, and now the onus is on us as you continue to raise our taxes to fund these types of things.

A development of this size in the ConocoPhillips parcel is simply not feasible to maintain our small town charm. As a commuter who commutes to Commerce City daily, there are no bus options, or public transport available. With a development that is planning on putting in an additional 7000 people this will no longer be possible. Has City Council turned a blind eye to the traffic that continues to build in our town? It seems that the citizens have no say in whether these developments will be allowed. There are City Council meetings, but the decision has already been made long before we attend these meetings.

We continue to move towards becoming just another suburb. We can barely fill the retail spaces now, yet we are going to add more with this new project? I would have really liked to see some presence from City Council at the meeting that took place last Monday. If any of you were there, you did not make yourself known.

I do have one other question. When will the light be functioning on 42nd near the Teach Center? The light that has been installed by FedEx building. I am often going to the Tech Center during rush hour, and this light has been up for several months, but not yet been put into working order. This will certainly make that turn much safer.

Rachel Cox
Louisville Resident

Rob Zuccaro

Subject: FW: Conoco Phillips 66 Development Plan

From: Justin <solli90@yahoo.com>
Sent: Wednesday, October 16, 2019 11:21 AM
To: City Council
Cc: Susan Larson
Subject: Conoco Phillips 66 Development Plan

Dear City Council Members,

I am writing today in regards to the development plans currently before the city for the Conoco Phillips 66 property. The majority of city residents note Louisville's small town character and feel, including it's open spaces, when citing their decision to live here. As you consider development plans for this large and critical piece of land, I ask that you strongly consider our small town character, quality of life, and the value we collectively place on open space. Too often cities are guilty of growth and development for the sake of growth and development without adequate consideration for the city's long-term vision and livability.

I respectfully ask that city council do everything within its power to limit the scale, magnitude and footprint of any proposed development to the minimum allowed by current zoning. Our small town character and quality of life is not served by further choking city roads with additional traffic, particularly along Dillon, McCaslin and 95th, which would all see increased traffic as a result of this development. Our small town feel will be further eroded by developing a critical open space that currently separates our community from the encroaching Broomfield sprawl.

More specifically, I do not see any need for additional retail or commercial space in Louisville, when the former Sam's Club, Hobby Lobby, and Kohls locations sit vacant, the Delo strip mall remains half empty, and the CTC is not fully built out. It is my understanding that the city's current tax base is sufficient to fund all the city's needs and unemployment remains at record lows. Since the need to grow tax revenue and provide employment opportunities are often cited as the drivers behind development, I do not see a need for large scale commercial or retail development in Louisville at this time. I do see a danger of adding new commercial and retail space at a time when commerce is increasingly going online, current sites sit vacant for years, and traffic congestion is on the rise.

As you are undoubtedly well aware, the city only gets one chance to shape this development and residents will be living with the results, positive and negative, for generations. I respectfully ask that you protect our quality of life and small town character by limiting development to the extent possible and maximizing open space and recreational uses.

Sincerely,

Justin Solomon
477 Lincoln Ct
720-634-6376

PS – If we are prioritizing recreational uses, the city is desperately in need of quality soccer fields to match facilities in place for tennis, baseball, basketball, etc.

Sent from Mail for Windows 10

Rob Zuccaro

Subject: FW: concerns regarding proposed development of Conoco Phillips property

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From: Jonathan M Mihaly <jmmihaly@gmail.com>
Sent: Wednesday, October 16, 2019 12:15 PM
To: Ashley Stolzmann
Subject: concerns regarding proposed development of Conoco Phillips property

Dear Councilmember Stolzmann,

I was unable to attend the meeting last night, and have two concerns regarding the proposed Medtronic development.

1. The proposal calls for development of an area much larger than what is currently zoned

2. We are providing a tax credit which will ultimately be needed by our community to accommodate the development

The crux of my concern is that the size of the development represents a long term burden on our community resources/amenities and a degradation of our highly-valued small town quality of life.

So, have analyses been completed regarding:

a. the benefit of having the property developed to that larger size?

AND

b. the affects (near and long-term) of the development on our community (traffic, cost of improving/maintaining roads and utilities, etc)?

If you haven't already, can you please make these analyses available to the general public? If you have done so, can you please point me towards them?

Thank you for your time and community service.

Your concerned neighbor,

Jonathan Mihaly

Rob Zuccaro

Subject: FW: The Natwatny Ridge Open Space Development Concerns

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From: Tessa Awald <tsawald01@bvsd.org>
Sent: Wednesday, November 27, 2019 2:25 PM
To: Ashley Stolzmann; Ember Brignull
Cc: Katherine Marsella; Ava Carter
Subject: The Natwatny Ridge Open Space Development Concerns

Dear Mayor Stolzmann and Ms. Brignull,

We are a team of high schoolers (Tessa A, Katherine M, and Ava C) who went to the Open Space Advisory Board Meeting on November 13th at the Louisville Public Library at 7pm for a project in US Government called Project Citizen (which is where we are assigned to address an issue that is currently occurring in our government at the local level, and then write a report and presentation on the said topic). The issue that we are focusing on is Natwatny Development, which concerns a piece of open space called Natwatny Ridge that is located between US 36 and Northwest Parkway and sits behind the Monarch High School Campus.

We are writing to address this issue with you both because the impact of the decision of this land will not only affect us as students going to Monarch High School, but all the other members of the Louisville community that see the open space as a beautiful part of Louisville. We would like to advocate for reserving Nawatany Ridge as a piece of open space for a few important reasons:

1.
2. A big part of what residents of Louisville seek when living here is to be able
3. to have access to nature trails and outdoor areas that come with open space. We must take measures in order to preserve our beautiful wildlife and nature, and preserving Natwatny Ridge would be a step in the right direction in order to do this.
4.
5.
6. The cost for infrastructure in this area would be very expensive, for if the company
7. Bruce Baukol pursues with plans of developing it, than many factors would have to be taken into consideration, which include:
8.
    9.
    a.
    b. Location
    c.
    d.
    e. Connections to roads and the Louisville community at large (downtown Louisville
    f. and roads such as US 36 and Northwest Parkway).
    g.
    h.
    i. Implementing pipelines for water, waste, and electricity.
    j.
    k.
    l. Traffic concerns (with US 36, Monarch PK-8 and Monarch High School, and from Avista
    m. Hospital).
    n.

10.

1.
2. As hinted with reason number two, proper connection and infrastructure may pose
3. a problem with this area, due to things such as Natwatny Ridge's location and infrastructure and roads that back up to it.
4.

We realize that some of the ideas that we have for the future of Natwatny Ridge may not be 100% plausible due to the decisions of the city council or the plans that may be put into place with the Bruce Baukol company developing that area, but as students of Monarch High School we would like to advocate to keep Natwatny Ridge as a beautiful piece of nature, preserving it for many generations of Louisville residents to come and enjoy. This space should be preserved and better attended to so that it can be enjoyed for a long time to come. While building something on the land would make use of the space it also brings more industrialization to Louisville. The town is known for its historical sites such as various places in Downtown (like the Louisville Historical Museum), and Natwatny Ridge has its own history behind it as well. In addition, these spaces add to the value of Louisville by giving it a very open and natural feel.

We would love to hear your thoughts and intuition from you or the board regarding our views and hopes for Natwatny Ridge, and even possibly explaining in depth of what plans are being considered for this space.

Thank you for doing so much for Louisville and taking the time to make this town a better place.

Sincerely,
Tessa Awald, Katherine Marsella, and Ava Carter
--

Rob Zuccaro

Subject: FW: "Nawatny Ridge"

_____

From: Cynthia Corne <ccorne@comcast.net>
Sent: Thursday, December 5, 2019 7:37 PM
To: Ashley Stolzmann; Dennis Maloney
Subject: "Nawatny Ridge"

Good evening, Mayor, and Mayor Pro Tem/Councilman Maloney, Thank you for your service to our community.

Today I received the invitation for the site reviews for Nawatny Ridge. While I appreciate the site invitation, I wonder if that name is really still in play. Most people at the last community meetings had zero interest in that name. While the developer is trying to be respectful to Louisville's history - wonderful intent, it falls flat or negative.

Can they please change to something else? You might conduct a survey from the mayor's office. I might be wrong but with my background in research as well as reading the audiences, the name was considered very negative, or just out of step and the developer and their consultants didn't want to hear anything different. I think this land is in Ward III so of interest to both of you especially.

Thank you for your consideration - just trying to keep things from being unnecessarily odd and out of step with the community. Better that even a working name be something more positive. Words matter especially if they are moving forward.

Sincerely,
Cynthia

Cynthia Corne
438 Jefferson Ave.

Rob Zuccaro

Subject: FW: Nawatny Ridge Development

From: Bev Pogreba <boulderbev@gmail.com>
Sent: Monday, December 23, 2019 11:10 AM
To: Pning@louisvilleco.govlan; City Council
Subject: re: Nawatny Ridge Development

Hello Council & Planning Board ~

I would like to see a patio home for seniors / over 55 at Nawatny Ridge rather than what appears to be proposed by the developer - apartment style senior housing - which there is a lot of & not what active seniors & the baby boomers are desiring.
I have reached out to Brue Baukol about this but in case that is not effective, I hope the traffic impact of apartment housing will prevent their efforts and they will be enticed to explore a more modest impact of a smaller patio home community.
I work in real estate & have lost count of the number of seniors as well as those close to retirement desire a low maintenance one level patio home vs an apartment.
There are many senior apartment housing developments in Boulder County & more being built so there is no shortage of those & most have vacancies at any given time. The interest is in homes with small yards.
Many just end up staying in their homes instead which means less inventory for young families in the area.
I hope this info & traffic impact will restrict their efforts for density.

Thank you, Bev
303-442-1111

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Rob Zuccaro

From: robert@tullyartworks.com
Sent: Thursday, January 16, 2020 5:20 PM
To: Planning Commission
Cc: main@bruebaukol.com
Subject: Redtail development

Dear Planning Commissioners:

I wish to comment on the proposed Redtail development by Brue Baukol Capital. I believe it should include permanently affordable housing units because that is an increasingly scarce commodity in Louisville and because the development is the last large scale opportunity to address this need.

Our children should be able to grow up and live in town if they so choose! In what planning universe would you not want that? My 24-year-old son is an engineer at Ball Aerospace and could not afford the $1,400 median one-bedroom rent in Louisville. Mortgages on a $500,000 house--soon to be scraped for a $800,000-plus house--might never be in reach. The proposed senior housing is really an upscale option and does not address the mid-career local school teacher, City employee or retail worker.

If the City does not act aggressively to create affordable housing, Louisville will become an elite suburb where middle class people who work in town cannot afford to buy or move here. The City is in a strong position to ask Brue Baukol to work cooperatively with the City to include condominiums for sale at subsidized rates and rental units at permanently affordable rates. People who work in town or who have relatives in town should be given first priority as applicants. I have no reason to believe Brue Baukol would not take pride in knowing they are crafting a development that serves the community.

This development will be a huge lost opportunity, maybe the last one, if the Planning Commission does not have the vision and best interests of our residents in mind.

Thank you,

Robert Tully
733 McKinley Ave
Louisville CO 80027
720-771-8502

Rob Zuccaro

Subject: FW: Stk property questions

_____

From: Jenny Rupp <jsingerrupp@gmail.com>
Sent: Tuesday, January 28, 2020 7:43 PM
To: Ashley Stolzmann
Subject: Stk property questions

Hello Ashley,

First of all I'd like to wish you congratulations on becoming the mayor of Louisville! we are so happy you were elected!

I was just in the city Council meeting, and had to leave early. I have some questions about the storage tech property in general. Has this property been rezoned from commercial to residential? If yes when was it rezoned? If no have proposals been submitted by the developer to rezone it? And what is the process forRezoning? Is it a city Council vote or is it a general election question? How will the public be notified if this property is up for rezoning? Any other details about the process for rezoning this property would be very appreciated.

As I'm sure you are aware, there's a great deal of history involved with this property. It was the site of the STK headquarters which provided a lot of local jobs in the community. My dad's first job coming out of college in 1979 was at StoeageTek. My husband's first job in the area, he's originally from Switzerland, was at StorageTek. When I come back from Denver or I'm driving back from the airport and I hit the rolling fields to the right of Louisville coming over the hilltop I get an immense feeling of pride and peace and joy at being one of the first communities in the metro area that greets visitors with open fields. This property represents a lot of the values inherent in Louisville. To parcel it up into residential properties and condos would be tragic - a lot of people feel very strongly about this and I hope, moving forward in the process, that we can keep its original intent in mind which was to have a site that generates jobs and reflects the values of our community. in all honesty, I am getting quite tired of being subjected to a publicity campaign by the developers. We are constantly getting invited to meetings where they are trying to control the narrative of what they want to do with our land and our community, control and even change the name and laws of the property, and say what is best for our community. When will we get a chance to tell them how we feel about their plans that have not been approved yet so that we can end this?

Thank you in advance for your feedback - it is very appreciated.

Sincerely,
Jennifer Singer Rupp

Rob Zuccaro

Subject: FW: ConocoPhillips general development plan

From: Bill Peltier [mailto:bill@ahfinish.com]
Sent: Tuesday, April 7, 2020 1:28 PM
To: Planning <planning@Louisvilleco.gov>
Subject: ConocoPhillips general development plan

To whom it may concern,

My name is William Peltier and I am managing partner of Peltier Properties. We own the mineral estate beneath the ConocoPhillips/Storage Tek campus.

I have received a letter about a new development on the surface of that property. There's a meeting scheduled for the 9th which I'm sure is now canceled. I just need to log my opposition to the development until I can see how it impacts our mineral estate.

Please let me know when the rescheduled meeting is to take place

Thanks Bill Peltier
Cell 303-748-7102

Rob Zuccaro

Subject: FW: Proposed development at Redtail Ridge

-----Original Message-----
From: Shawna Sprowls [mailto:shawnasprowls@gmail.com]
Sent: Sunday, May 31, 2020 3:40 PM
To: Planning <planning@Louisvilleco.gov>; City Council <Council@louisvilleco.gov>
Subject: Proposed development at Redtail Ridge

After reviewing the proposed new development in Louisville, I have a few concerns:
Please don't allow 5 stories in residential area; Keep to 2-3 stories please.
I see the loss of nearly 70% of the current wetlands / wildlife habitat as an unacceptable loss of something we can never get back.
What happens to the wildlife that is there now?
Shawna

Rob Zuccaro

Subject: FW: Redtail Ridge Development

From: Katharine Rhodes [mailto:katharine.rhodes@gmail.com]
Sent: Sunday, May 31, 2020 9:10 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Redtail Ridge Development

Hello,

I am a homeowner and live in Louisville, near where the proposed Redtail Ridge Development would be located. After reviewing the plans submitted by Brue Baukol, I am asking that Louisville city planning reject this development proposal. I am very concerned with the size and scale of the proposed development. We already will have a lot of empty commercial space in that corner of town (the empty Kohl's shopping center, and across McCaslin when Lowe's leaves town). We should be focusing on reviving and maximizing the empty developments currently zoned for commercial and retail use before building another 2M plus square feet development there.

Please let me know if you have any questions about my concerns. I'd also like to know how I can be kept up to date on the status of this proposal.

Cheers,
Katharine Owocki
622 Bella Vista Drive
Louisville, CO 80027

Sent from my iPhone

Rob Zuccaro

Subject: FW: Redtail Ridge Development

From: Kevin Owocki [mailto:ksowocki@gmail.com]
Sent: Monday, June 1, 2020 8:55 AM
To: Planning <planning@Louisvilleco.gov>
Subject: Redtail Ridge Development

Hello,

I am a homeowner and live in Louisville, near where the proposed Redtail Ridge Development would be located. After reviewing the plans submitted by Brue Baukol, I am asking that Louisville city planning reject this development proposal.

I am very concerned with the size and scale of the proposed development. We already will have a lot of empty commercial space in that corner of town (the empty Kohl's shopping center, and across McCaslin when Lowe's leaves town). We should be focusing on reviving and maximizing the empty developments currently zoned for commercial and retail use before building another 2M plus square feet development there.

Please let me know if you have any questions about my concerns. I'd also like to know how I can be kept up to date on the status of this proposal.

Thanks
Kevin Owocki
622 Bella Vista Drive
Louisville, CO 80027

@owocki

gitcoin is live and has generated over $4.0mm for Open Source Software - see our results

Rob Zuccaro

Subject: FW: Red Tail Ridge

-----Original Message-----
From: mlczeman@q.com [mailto:mlczeman@q.com]
Sent: Monday, June 1, 2020 2:32 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Red Tail Ridge

I want to voice: there are good reasons for height limitations and unobtrusive views. Please don't make exceptions or everyone will want exceptions and where's the precidant? That parcel of property will be gone forever. The open space needs to be larger or it will be yet another development named for what is now a displaced species-there won't be red tail hawks there anymore.

Consider no development.

Sent from my iPhone

Rob Zuccaro

Subject: FW: June 11 - No on Redtail Ridge

From: Laurie Draper [mailto:ldraper01@gmail.com]
Sent: Tuesday, June 2, 2020 3:41 PM
To: Planning <planning@Louisvilleco.gov>
Cc: Johnson Doug <doug15johnson@yahoo.com>
Subject: June 11 - No on Redtail Ridge

Hello,

Please deny the General Development Plan by Brue Baukol for the old STK property. They are not preserving enough space for natural habitat for local wildlife.

Thank you,

Laurie

Laurie Draper
Feldenkrais® Practitioner
www.Feldenkrais5280.com

Rob Zuccaro

Subject: FW: Public Hearing June 11, 2020 - 6:30 PM

From: tamar krantz [mailto:tamarkrantz@gmail.com]
Sent: Wednesday, June 3, 2020 4:41 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Public Hearing June 11, 2020 - 6:30 PM

Commission members,

I urge you to recommend that the City Council deny the General Development Plan (GDP) and Comprehensive Plan Amendment for the proposed Redtail Ridge Development.

I don't think that our city should allow zoning changes for this property. The GDP calls for a 5.9 million square foot development on a parcel zoned for 2.5 million square feet. The increased footprint leaves insufficient space for wildlife habitat. Please do not allow waivers in building height limits, square footage, or residential development in exchange for an inadequate open space set-aside. The biological assessment recommended additional studies and consultations that have not yet been completed or made public.

I am also concerned about

- diminished views
- increased traffic
- Pressure on public infrastructure to meet significant increase in population if zoning is changed to allow residential
- construction impacts including noise and air quality next to a sensitive population (K-8 school and High School)
- incompatibility with the small town character of Louisville and pastoral surroundings
- inherent problems with the creation of a metro district

Please let me know how to participate in the public hearing electronically.

Respectfully,

Tamar Krantz
7203523679

Rob Zuccaro

Subject: FW: Redtail Ridge Plan Amendment

From: Len Sampson [mailto:leonardcsampson@gmail.com]
Sent: Thursday, June 4, 2020 3:37 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Redtail Ridge Plan Amendment

Dear Planning Commission Member,

I strongly support the Redtail Ridge Plan Amendment and a General Development Plan (GDP) Amendment before the Planning Commission on June 11. The prospect of having Medtronic, a Fortune 500 company, and its highly educated employees and well-paying jobs, as the anchor for the project is exciting. The nearly 400-acres of land has not been utilized for many years now and Medtronic will spur positive economic activity for years to come. This opportunity is exactly why the city council unanimously approved almost $1.5 million in incentives for Medtronic, Inc. to locate on the property. They recognized this development will greatly benefit all of us and retain important jobs within our community which should not be disregarded in times like these.

Thank you for your consideration,

Leonard Sampson

Rob Zuccaro

Subject: FW: Redtail Ridge

From: Scott Johnson [mailto:love2srvcu5280@yahoo.com]
Sent: Thursday, June 4, 2020 10:27 AM
To: Planning <planning@Louisvilleco.gov>
Subject: Redtail Ridge

Louisville Planning Commission:

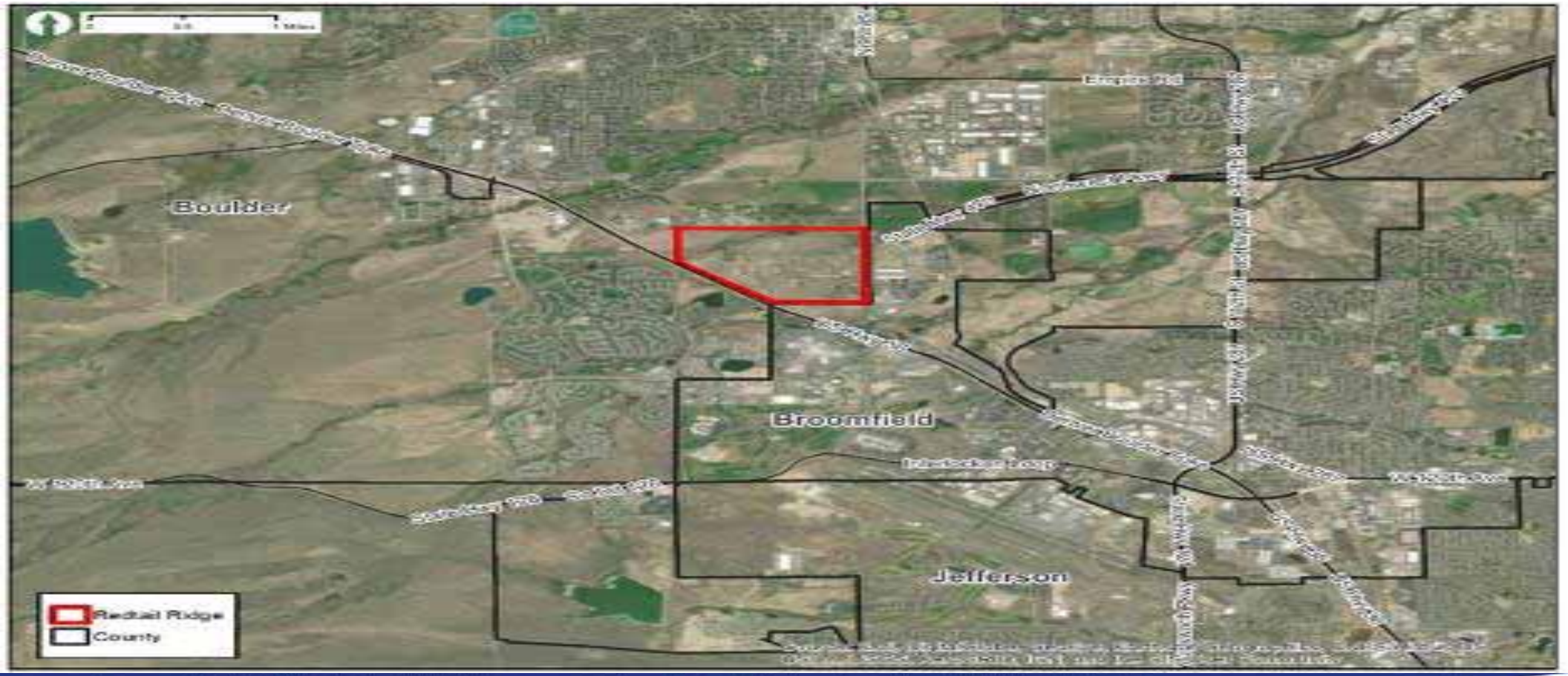
We are writing to voice our support for the Redtail Ridge Plan Amendment and General Development Plan (GDP) Amendment before you on June 11. This site has been dormant for more than a decade and not producing needed tax revenue for the city. We are sure you are hearing from the same small group who have stopped progress in Louisville for years. Now is not the time to allow the "vocal minority) dominate the discussion.

Having closely watched the plan evolve, we believe it balances the need for new development to keep the city economically strong and a desire to preserve open space while also brining well-paying jobs and the associated tax revenue. The proposed plan includes many acres Of open space, park land and trails — and Medtronic. This is a great opportunity for Louisville.

Thank you for your consideration.

Sincerely,

Scott Johnson and Judy Love-Johnson



Fiscal Impact Analysis of Redtail Ridge proposal

June 11, 2020 Planning Commission

City of Louisville, Colorado

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TischlerBise Experience

40-year consulting practice serving local government nationwide

- Impact fees/infrastructure financing strategies
- Fiscal/economic impact analyses
- Capital improvement planning
- Infrastructure finance/revenue enhancement
- Real estate and market feasibility

Redtail Ridge Scenarios

- By Right
- Proposed Redtail Ridge
- 80% of Proposed Redtail Ridge

	SCENARIO		
	One#	Two*	Three*
Commercial Space (sq. ft.)			
Corporate Office	750,000	500,000	400,000
Office	1,750,000	1,750,000	1,400,000
Hotel	0	200,000	160,000
Retail	0	70,000	60,001
Total	**2,500,000**	**2,520,000**	**2,020,001**
Employment			
Corporate Office	2,227	1,485	1,188
Office	5,197	5,197	4,157
Hotel	0	117	93
Retail	0	164	141
Senior Living Facility	0	600	480
Total	**7,424**	**6,962**	**5,579**
Residential Units			
Senior Living	0	1,326	1,061
Residential	0	900	720
Total	**0**	**2,226**	**1,781**
Population**			
Senior Living	0	2,124	1,699
Residential	0	2,246	1,797
Total Space	**0**	**4,370**	**3,496**

#Source: City of Louisville

*Source: Brue Baukol; Economic & Planning Systems

**Source: TischlerBise, based on ACS Data for the City from the US Census

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Basic Assumptions

- 2019-2020 Biennial Budget is basis for costs and revenue factors
- Assumes existing levels-of-service are maintained
- Results are shown in 2020 dollars
- Base assumptions from the City's Project-Level Fiscal Model is used
  - » Augmented by Redtail Ridge-specific interviews with City departments

Redtail Ridge-Specific Assumptions

- Factors that influence sales tax generation (Scenario Three assumes 80% of these factors)

Factor	
Annual Spending per Onsite Employee	$650
Household Income Senior Living Units	$88,000
Sales Tax Capture Rate	15%
Household Income Multifamily Units	$64,800
Sales Tax Capture Rate	25%

Source: Economic and Planning Systems Market Study

- Factors that influence property tax generation (Scenario Three assumes 80% of these factors)

Residential Units	Market Value/Unit
Senior Living	$400,000
Multifamily	$350,000
Nonresidential Space	**Market Value/SF**
Corporate Office	$300
Office	$300
Hotel	$108
Retail	$250

*Source: Brue Baukol; Economic & Planning Systems

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Public Works Assumptions

- Phase I
  - » 2 operations employees ($122,660)
  - » Two plows ($325,000)
  - » Construction inspection costs ($200,000 annually)
  - » Electricity ($20,000 annually)
- Phase II
  - » Electricity ($40,000 annually)
  - » Construction inspection costs ($200,000 annually)
- Phase III
  - » Electricity ($50,000 annually)
- Phase IV
  - » Electricity ($50,000 annually)

Police Assumptions

- Phase I
  - » Half-time property and evidence person and half-time crime lab person ($64,000)
  - » Two Police Officers ($90,000 each)
- Phase II
  - » One Police Officers ($90,000 annually)
  - » One Sergeant ($146,000 annually)
  - » One Detective ($90,000)
- Phase III
  - » Two Police Officers ($90,000 annually)
  - » One Detective ($90,000)
  - » One Sergeant ($146,000 annually)
- Phase IV
  - » Two Police Officers ($90,000 annually)

Parks and Open Space Assumptions

- Phase I
  - » Two Open Space Specialist ($54,700 annually)
  - » One Parks Specialist ($54,700 annually)
  - » 3 vehicles ($75,000)
  - » 2 Mowers ($150,000)
  - » Open space maintenance ($35,000 annually)
  - » Park maintenance ($180,000 annually)
- Phase II
  - » One Recreational/Senior Programmer ($68,200 annually)

Other Department Assumptions

- Library Services Phase I
  - » New Adult Services Department Head ($89,600 annually)
- Finance
  - » Half-time payroll specialist ($28,000 annually)
  - » Half-time accounts payable specialist ($28,000 annually)
- City Services Facility and City Hall Space
  - » Factors a growth-share based on current level-of-service (as does the current City fiscal model)

Summary of Net Results by Fund

Cumulative Combined Funds Results (x$1,000) - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

	SCENARIO					
Revenue by Fund	**By Right**	**%**	**Proposed Redtail Ridge**	**%**	**80% Of Proposed Redtail Ridge**	**%**
General Fund	$32,797	46%	$53,592	37%	$40,824	37%
Open Spaces & Parks Fund	$2,102	3%	$5,659	4%	$3,951	4%
Recreation Fund	$841	1%	$11,479	8%	$8,953	8%
Debt Service Fund	$16,523	23%	$20,629	14%	$15,657	14%
Capital Projects Fund	$18,881	27%	$53,670	37%	$39,641	36%
TOTAL REVENUE	**$71,144**	**100%**	**$145,029**	**100%**	**$109,026**	**100%**
Expenditures by Fund						
General Fund	$24,884	82%	$47,943	51%	$42,946	53%
Open Spaces & Parks Fund	$367	1%	$9,703	10%	$9,203	11%
Recreation Fund	$499	2%	$11,674	12%	$9,657	12%
Debt Service Fund	$0	0%	$3,340	4%	$2,672	3%
Capital Projects Fund	$4,473	15%	$21,095	23%	$17,320	21%
TOTAL EXPENDITURES	**$30,223**	**100%**	**$93,755**	**100%**	**$81,798**	**100%**
NET FISCAL RESULT BY FUND						
General Fund	$7,913		$5,649		($2,122)	
Open Spaces & Parks Fund	$1,735		($4,045)		($5,253)	
Recreation Fund	$342		($195)		($705)	
Debt Service Fund	$16,523		$17,290		$12,986	
Capital Projects Fund	$14,409		$32,575		$22,321	
NET FISCAL IMPACT	**$40,921**		**$51,274**		**$27,227**	

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General Fund

Cumulative General Fund Revenue - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

	SCENARIO					
Category	**By Right**	**%**	**Proposed Redtail Ridge**	**%**	**80% Of Proposed Redtail Ridge**	**%**
General Revenue	$30,932	94%	$50,942	95%	$38,593	95%
Administration and Support Services	$0	0%	$0	0%	$0	0%
Community Design	$1,309	4%	$1,315	2%	$1,052	3%
Public Safety and Justice	$0	0%	$550	1%	$440	1%
Transportation	$556	2%	$556	1%	$556	1%
Parks	$0	0%	$0	0%	$0	0%
Cultural Services	$0	0%	$229	0%	$184	0%
Economic Prosperity	$0	0%	$0	0%	$0	0%
Interfund Transfers	$0	0%	$0	0%	$0	0%
TOTAL	**$32,797**	**100%**	**$53,592**	**100%**	**$40,824**	**100%**

Cumulative General Fund Expenditures - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

	SCENARIO					
Category	**By Right**	**%**	**Proposed Redtail Ridge**	**%**	**80% Of Proposed Redtail Ridge**	**%**
Administration and Support Services	$11,188	45%	$11,241	23%	$9,221	21%
Economic Prosperity	$709	3%	$710	1%	$568	1%
Community Design	$3,651	15%	$3,656	8%	$2,925	7%
Public Safety	$4,773	19%	$19,767	41%	$18,693	44%
Transportation	$4,673	19%	$7,550	16%	$7,435	17%
Cultural Services	$0	0%	$5,043	10%	$4,034	9%
Debt Service/Other	$0	0%	$87	0%	$70	0%
TOTAL	**$24,993**	**100%**	**$48,053**	**100%**	**$42,945**	**100%**

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Open Space and Parks Fund

Cumulative Open Space & Parks Fund Expenditures - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

Category	SCENARIO					
	By Right	%	Proposed Redtail Ridge	%	80% Of Proposed Redtail Ridge	%
Sales Tax	$274	13%	$1,202	21%	$715	18%
Use Tax - Consumer	$0	0%	$0	0%	$0	0%
Use Tax - Auto	$0	0%	$655	12%	$524	13%
Use Tax - Building Materials	$1,828	87%	$3,801	67%	$2,711	69%
Use Tax - Site improvements	$0	0%	$0	0%	$0	0%
Grant Revenues	$0	0%	$0	0%	$0	0%
Interest Earnings	$0	0%	$0	0%	$0	0%
Real Property Rental Income	$0	0%	$0	0%	$0	0%
Transfer from General Fund	$0	0%	$0	0%	$0	0%
Transfer from Impact Fee Fund	$0	0%	$0	0%	$0	0%
TOTAL	**$2,102**	**100%**	**$5,659**	**100%**	**$3,951**	**100%**

Cumulative Open Space & Parks Fund Expenditures - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

Category	SCENARIO					
	By Right	%	Proposed Redtail Ridge	%	80% Of Proposed Redtail Ridge	%
Central Fund-Wide Charges	$0	0%	$787	8%	$630	7%
Snow And Ice Removal	$0	0%	$42	0%	$34	0%
Open Space Adminstration And Operations	$0	0%	$1,444	15%	$1,288	14%
Parks Administration And Operations	$0	0%	$6,538	67%	$6,538	71%
Open Space Acquisition	$0	0%	$0	0%	$0	0%
Open Space Education And Outreach	$0	0%	$525	5%	$420	5%
Open Space Trail Maintenance	$305	83%	$305	3%	$244	3%
Open Space New Trails	$62	17%	$62	1%	$50	1%
Open Space And Parks Capital	$0	0%	$0	0%	$0	0%
TOTAL	**$367**	**100%**	**$9,703**	**100%**	**$9,203**	**100%**

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Recreation Fund Revenue

Cumulative Recreation Fund Revenue - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

	SCENARIO					
Category	**By Right**	**%**	**Proposed Redtail Ridge**	**%**	**80% Of Proposed Redtail Ridge**	**%**
Sales Tax	$110	13%	$481	4%	$286	3%
Use Tax - Consumer	$0	0%	$0	0%	$0	0%
Use Tax - Auto	$0	0%	$262	2%	$210	2%
Use Tax - Building Materials	$731	87%	$1,521	13%	$1,085	12%
Use Tax - Site improvements	$0	0%	$0	0%	$0	0%
Senior Grants	$0	0%	$0	0%	$0	0%
Senior Meals Reimbursement	$0	0%	$0	0%	$0	0%
Rec Center Membership Fee	$0	0%	$3,888	34%	$3,110	35%
Rec Center Daily User Fees	$0	0%	$459	4%	$367	4%
Rec Center Merchandise	$0	0%	$8	0%	$6	0%
Rec Center Nite @ the Rec	$0	0%	$163	1%	$131	1%
Rec Center Nite @ Merchandise	$0	0%	$54	0%	$43	0%
Rec Center Child Care Fees	$0	0%	$47	0%	$38	0%
Rec Center Concession Fees	$0	0%	$37	0%	$30	0%
MAC Gym Fees	$0	0%	$176	2%	$141	2%
Rec Center Rentals	$0	0%	$141	1%	$113	1%
Unclassified Rentals	$0	0%	$126	1%	$101	1%
Rec Center Swim Lessons	$0	0%	$496	4%	$396	4%
Rec Center Aquatics Contracted	$0	0%	$115	1%	$92	1%
Rec Center Aquatics Red Cross	$0	0%	$13	0%	$10	0%
Rec Center Swim Team	$0	0%	$76	1%	$61	1%
Memory Square Swim Admission	$0	0%	$153	1%	$122	1%
Memory Square Swim Lessons	$0	0%	$11	0%	$9	0%
Rec Center Youth Activity Fees	$0	0%	$951	8%	$761	9%
Rec Center Youth Activty Contracted	$0	0%	$165	1%	$132	1%
Rec Center Adult Fitness	$0	0%	$650	6%	$520	6%
Rec Center Adult Fitness Contracted	$0	0%	$172	1%	$138	2%
Rec Center Adult Fitness Red Cross	$0	0%	$1	0%	$1	0%
Rec Center Youth Sports Fees	$0	0%	$528	5%	$422	5%
Rec Center Youth Sports Contracted	$0	0%	$106	1%	$85	1%
Rec Cener Adult Sports Fees	$0	0%	$229	2%	$183	2%
Senior Fees	$0	0%	$341	3%	$273	3%
Senior Fees-Contracted	$0	0%	$54	0%	$43	0%
Senior Meals Contribution	$0	0%	$55	0%	$44	0%
Transfer from General Fund	$0	0%	$0	0%	$0	0%
Transfer from Capital Projects Fund	$0	0%	$0	0%	$0	0%
TOTAL	**$841**	**100%**	**$11,479**	**100%**	**$8,953**	**100%**

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Recreation Fund Expenditures

Cumulative Recreation Fund Expenditures - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

	SCENARIO					
Category	**By Right**	**%**	**Proposed Redtail Ridge**	**%**	**80% Of Proposed Redtail Ridge**	**%**
Recreation Center Building Maintenance	$0	0%	$2,130	18%	$1,704	18%
Recreation Center Management	$0	0%	$1,562	13%	$1,250	13%
Recreation Center Aquatics	$0	0%	$2,111	18%	$1,689	17%
Fitness And Wellness	$0	0%	$1,025	9%	$820	8%
Youth Activities	$0	0%	$1,127	10%	$902	9%
Memory Square Pool	$0	0%	$54	0%	$43	0%
Youth Sports	$0	0%	$628	5%	$502	5%
Adult Sports	$0	0%	$123	1%	$99	1%
Seniors	$0	0%	$1,558	13%	$1,464	15%
Senior Meals	$0	0%	$547	5%	$438	5%
Nite At The Rec	$0	0%	$310	3%	$248	3%
Memory Square Building Maintenance	$0	0%	$0	0%	$0	0%
Athletic Field Maintenance	$499	100%	$499	4%	$499	5%
Recreation Fund Capital	$0	0%	$0	0%	$0	0%
TOTAL	**$499**	**100%**	**$11,674**	**100%**	**$9,657**	**100%**

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Debt Service Fund

Cumulative Debt Service Fund Revenue - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

	SCENARIO					
Category	**By Right**	**%**	**Proposed Redtail Ridge**	**%**	**80% Of Proposed Redtail Ridge**	**%**
Property Tax	$16,523	100%	$20,629	100%	$15,657	100%
Interest Earnings	$0	0%	$0	0%	$0	0%
TOTAL	**$16,523**	**100%**	**$20,629**	**100%**	**$15,657**	**100%**

Cumulative Debt Service Fund Expenditures - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

	SCENARIO					
Category	**By Right**	**%**	**Proposed Redtail Ridge**	**%**	**80% Of Proposed Redtail Ridge**	**%**
Parks Debt Service	$0	0%	$0	0%	$0	0%
Municipal Government	$0	0%	$3,340	100%	$2,672	100%
Recreation Facilities Debt Service	$0	0%	$0	0%	$0	0%
Police Facilities Debt Service	$0	0%	$0	0%	$0	0%
Library Facilities Debt Service	$0	0%	$0	0%	$0	0%
Transportation Debt Service	$0	0%	$0	0%	$0	0%
TOTAL	**$0**	**0%**	**$3,340**	**100%**	**$2,672**	**100%**

Capital Projects Fund

Cumulative Capital Projects Fund Revenue - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

	SCENARIO					
Category	**By Right**	**%**	**Proposed Redtail Ridge**	**%**	**80% Of Proposed Redtail Ridge**	**%**
Sales Tax	$731	4%	$3,206	6%	$1,907	5%
Sales Tax - Business Assistance	$0	0%	$0	0%	$0	0%
Use Tax - Consumer	$0	0%	$0	0%	$0	0%
Use Tax - Building Materials	$14,625	77%	$30,410	57%	$21,691	55%
Use Tax - Site improvements	$0	0%	$0	0%	$0	0%
Grant Revenues	$0	0%	$0	0%	$0	0%
Patio Revenue	$0	0%	$0	0%	$0	0%
Miscellaneous Revenue	$0	0%	$0	0%	$0	0%
Interest Earnings	$0	0%	$0	0%	$0	0%
Lease Revenue - Nextel	$0	0%	$0	0%	$0	0%
Lease Revenue - Tmobile	$0	0%	$0	0%	$0	0%
Real Property Rental Income	$0	0%	$0	0%	$0	0%
Capital Contribution from URD	$0	0%	$0	0%	$0	0%
Transfer from General Fund	$0	0%	$0	0%	$0	0%
Transfer from Impact Fee Fund	$3,525	19%	$20,054	37%	$16,043	40%
Transfer from Recreation Center Bond Fund	$0	0%	$0	0%	$0	0%
TOTAL	**$18,881**	**100%**	**$53,670**	**100%**	**$39,641**	**100%**

Cumulative Capital Projects Fund Expenditures - Scenario Comparisons (x$1,000)
City of Louisville
Fiscal Impact Model

	SCENARIO					
Category	**By Right**	**%**	**Proposed Redtail Ridge**	**%**	**80% Of Proposed Redtail Ridge**	**%**
Parks Capital	$525	12%	$9,163	43%	$7,435	43%
Municipal Government	$965	22%	$4,323	20%	$3,458	20%
Police Capital	$0	0%	$1,127	5%	$1,127	7%
Recreation Facilities Capital	$0	0%	$1,886	9%	$1,509	9%
Library Facilities Capital	$0	0%	$281	1%	$225	1%
Transportation Capital	$2,982	67%	$4,315	20%	$3,566	21%
TOTAL	**$4,473**	**100%**	**$21,095**	**100%**	**$17,320**	**100%**

TischlerBise
FISCAL | ECONOMIC | PLANNING

TO: Rob Zuccaro, City of Louisville Planning Manager

FROM: Dale Case- Director, Scott McCarey- Transportation Planner, Abby Shannon – interim Long Range Planning Manager, Community Planning & Permitting; Marni Ratzel, Janis Whisman, and Ron West, Parks & Open Space; Bill Hayes and Rachel Arndt, Boulder County Public Health; Susie Strife, Office of Sustainability, Climate Action & Resilience

RE: Redtail Ridge (formerly Nawatny Ridge Preliminary Plat; Nawatny Ridge Filing No. 1 Final Plat (PLAT 0262-2019; PLAT 0263-2019)

DATE: June 5, 2020

Thank you for the opportunity to comment on the recent resubmittal of Redtail Ridge development proposal. The County does not support the comprehensive plan and development because the scale is too large, and the regional impacts cannot adequately be addressed with current measures and without a reduction in the amount of development proposed. As we are in the midst of a pandemic it has been more difficult to fully evaluate the proposal with all the necessary staff. Our work efforts have been focused on internal operations, which has left little bandwidth for full consideration of the proposal. This likely is similar to capacity issues facing Louisville staff and community members. It is important the City provide opportunity for participation in this project and we would ask that you grant more time for such participation and to engage in further discussions with the county.

The project proposal is seeking changes to the Louisville Comprehensive Plan which allow for far greater heights, allowance of residential development and a doubling in the allowable floor area ratio (FAR) on the site. The County is very concerned with this massive increase in allowable development. It is inconsistent with the intent and understanding of development contemplated when the County and Louisville negotiated amendments to the IGA for the Conoco Phillips development. This more than doubles the intensity at the site. The proposed buffers and open space requirements were agreed to based on the much lower scale of development. The increase in traffic and pollution and reduction in community open space and buffers are contrary to the intentions of the IGA. This memo will address some specific concerns with impacts to regional transportation, housing affordability, environmental impacts, and impacts to community character. The County asks the City and the developer to utilize much stronger measures to address these issues.

Table - historic scale of development / and total revised development on subject parcel

Development	Square Footage	Employees/ Residents	Notes
Storage Tek (1990, actual) *	1.7 M	4,800 employees	Only a few minor structures remain
Conoco Philipss approved general development plan (2010)*	2.5 M	7,000 employees	47% increase in buildings 46% increase in employees
Redtail Ridge (2020)	5.88 M total (includes 660,000 for parking	~8,950** 1,326 senior housing	150% increase in total square footage over

	structure) 1.8 M senior housing 900,000 residential 2.52 M Office/hotel/retail	900 multi-family	Conoco. 245% increase over Storage Tek

Sources: Developer's cover letter, Traffic Impact Study, Metro District Service Plan for the proposed P66 GDP amendment, EPS Nawatny Ridge Market Analysis; *Boulder County staff report to Planning Commission for Campus Drive IGA amendment. ** calculated based on proposed 25% reduction in commercial square feet.

Regional Housing Impacts/ Extent of Development

The proposal for over 2.5 million square feet of commercial development continues the region's current imbalance favoring jobs over housing opportunities. According to The Boulder County Community Foundation 2019 Trends Report "For every 3.5 new jobs that came to Boulder County in the last decade, just one housing unit was added." The development of 389 acres presents a tremendous opportunity to develop in a manner which helps to address this continued jobs-to-housing imbalance and do things differently. Staff appreciates the developer further analyzed the impacts on housing. However, the analysis relies heavily on trickle down of the housing stock and a large reliance of employees commuting in from outside the community (assume only 8% of the workers are Louisville residents). Reliance on increased commuting has tremendous impacts on congestion, air quality, housing costs, and quality of life. A more proactive approach is necessary. According to the Revised Final Report Redtail Ridge Market Analysis just submitted on April 24, 2020 the expected net housing demand is 4,727 at build out. The increased demand exacerbates the continuing issues our community faces with attainable housing. The project also does not have any requirements for permanently affordable units. Development must address its impacts on the community and region and the County recommends the City require a meaningful component to be permanently affordable and the City consider scaling the development to a level which better addresses the housing crisis.

Additional concerns: The long term economic and work/life style impacts of the pandemic are not known. If commercial development slows or is lessened from alternative work arrangement this increase in commercial development may not result in new employment opportunities for the community. If the demand decreases, then the new development will essentially cannibalize existing development as businesses move to newer facilities leaving their existing buildings potentially underutilized or vacant. Often this results in expenditures of taxpayer dollars in urban renewal and other economic development programs. It also has environmental impacts of not utilizing existing buildings and infrastructure. Having a better understanding of the long term impacts of the pandemic is paramount prior to committing to such a key development proposal.

Transportation

Very high vehicular impacts

The Transportation Impact Statement (TIS) states that there will be a 60% increase in the number of vehicle trips on the three surrounding streets of the development, even with some very aggressive Transportation Demand Management (TDM) assumptions. This is an unprecedented amount of new vehicle traffic.

Total daily traffic on the three roads to which the development connects:

88th Street: 12,300
96th Street: 16,500
NW Parkway: 24,4000
TOTAL 53,200

Total daily trips generated by this project:
32,175 which is 60% increase from today.

Too high of non-SOV assumptions

In the trip generation rates for the year 2022 completion there is an assumption that 25% of all office trips will be made by non-SOV. This an extremely aggressive assumption. Of just the office worker coming into the development in the morning peak-hour, the TIS assumes that 225 employees will not be in an SOV. For refence, if these employees were coming from the US 36/Flatiron park-n-Ride and were making the last mile connection by shuttle, and if that shuttle were a 15 passenger cutaway vehicle (as used on the RTD Flex Ride) there would have to be one completely full shuttle leaving the park-n-Ride every three and a half minutes. Even if only half of these employees arrived by transit (the other half carpool) that's still a full shuttle leaving every 7 minutes. The County suggests an escrow program so all of the capital and O&M money for a 10 year period for this level of service is provided before approving such a trip reduction factor.

The year 2022 to 2040 buildout projects assume an even higher non-SOV percentage of 30%. These are great goals to set and it will take an aggressive implementation plan and performance requirements to meet these goals. If they are not met what will be required?

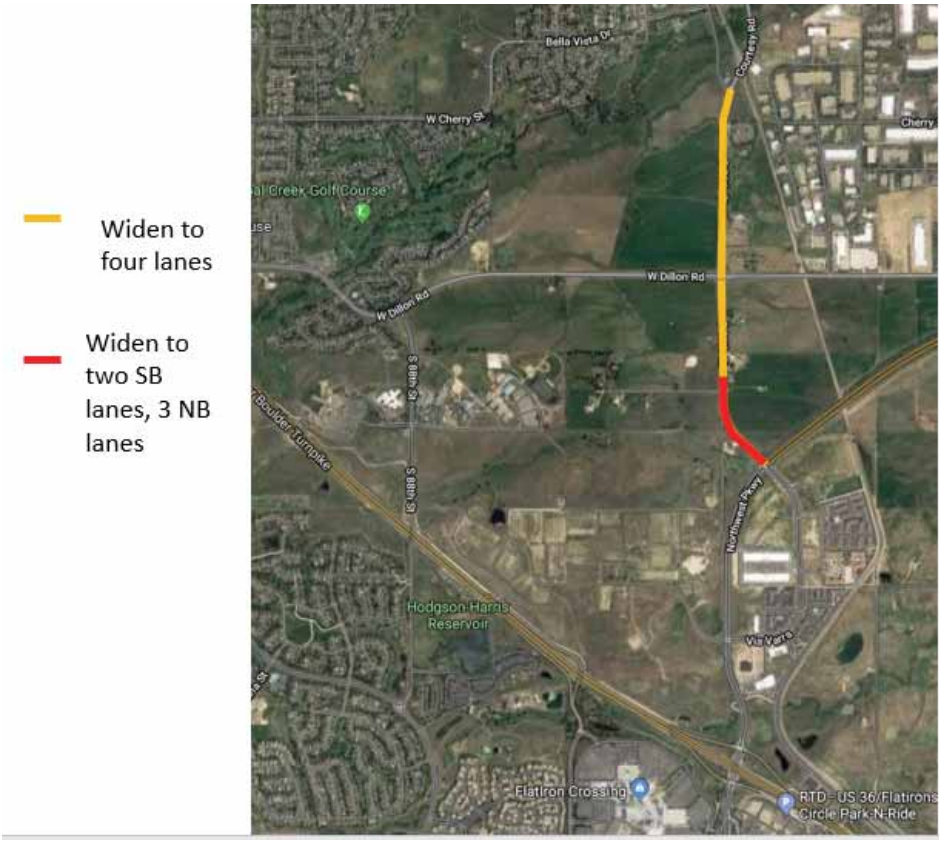
Widening Roads Conflicts with Goals of the Louisville Comprehensive Plan and Transportation Master Plan.

There are some key goals of the comprehensive plan that could be negatively impacted under the proposed road widening. From the Louisville Comprehensive Plan:

- Ā Pedestrians of all ages and abilities should be able to safely and comfortably walk along, or across a street, arterial corridor, or intersection, as well as wait for public transit.
- Ā Bicyclists of all ages and abilities should be able to safely and comfortably ride along, or across a street, arterial corridor, or intersection.
- Ā Streets, arterial corridors and intersections do not negatively affect the adjacent neighborhoods, historic assets, or natural resources.

The TIS shows approximately 1.25 miles of two-lane roads converting to four lane roads. There is one section of road that converts from a two-lane road to a five-lane road. At the intersection of 96th Street and Campus Drive there will dual east-bound left turn lanes and dual northbound left-turn lanes. Combined this will result in a 7-lane cross section (8-lane if there is to be an eastbound right turn acceleration lane). This will create a hostile environment for pedestrians and cyclists alike.

Moreover, increased road widths will increase vehicle speeds. Increased vehicle speeds increase the likelihood of a pedestrian/ motor vehicle crash and increase the likelihood of severe injury. Scabbing on bike lanes onto a four-lane road will not make 96th Street safer or more comfortable to ride on. It will be unlikely that this environment would result in a higher mode share than the region as a whole



Proposed road widenings from the TIS

General Approach of the TIS

In general, the TIS is a traditional suburban sprawl level of service analysis with traditional recommendations for road widening and addition of left turn lanes. The recently adopted Louisville Transportation Master Plan has dropped language regarding level of service as a tool for evaluating transportation performance. Instead it recommends a threshold for travel delay. This is a more comprehensive and progressive way of measuring transportation because it supports transit prioritization over SOV.

It is counterproductive to accommodate cars while trying to reduce SOV trips. A TIS aimed at moving people, not cars, would likely lead to no recommendations for general purpose lane expansion, and instead might suggest protected bike lanes, 10+ wide walking paths and transit only lanes that allow commuters not in cars to by-pass the congestion.

Parking limitation or paid parking

If the development will come anywhere close to achieving the trip reduction targets identified in the TIS, parking will need to be limited, paid or both. While this was not directly commented on in the TIS, it is an integral part of the transportation network.

Environmental Resources, Open Space, and Community buffers

Open Space comments (see pages 2-3 of the General Development Plan):

1. The developer has added back in the potential trail along the Goodhue Ditch (see p. 3 of the enclosed GDP sheets). Boulder County Parks & Open Space is concerned about use of existing ditches and drainageways for a couple of reasons, as explained

in the county's December 2019 referral response (at the end), in which we said: "The county requests a requirement that the proposed urban drainage plan not impinge upon existing legal rights of ditch companies (e.g., for full and sole use of irrigation ditches to deliver ditch water and maintain capacity to do so). The county also requests a requirement that the proposed urban drainage plan not create water quality or quantity issues that would impact the integrity of Rock Creek."

2.ĀThe developer has moved other open space from Parcel E to Parcel A. Parcel E was 35.13 acres and all open space; now it looks like 41.99 acres of Parcel A will be open space. That increase is positive. In addition, the recent changes have brought development closer to US 36. This proximity along with the building height requested will further compromise the aesthetic of the corridor. Reduction in the overall development intensity on the site along with careful consideration of location and bulk can help reduce this impact and maintain a clear buffer between communities helping to further define the character of Boulder County communities as individual places.

3.ĀThe developer has added the concept of conservation easements in two locations (NW area and the pond in the NE). Conservation easements in these areas are effective tools to ensure long term commitments to preservation. The County does not need to be a party to these documents.

4.ĀRegarding the Biological and Cultural Assessment by CTL Thompson dated Feb 2019,the County previously commented that measures should be taken to establish baseline conditions for burrowing owl and raptor surveys. The report noted above gives some direction for the developer to further consult with Colorado Parks and Wildlife (CPW) and U.S. Fish and Wildlife (USFW) on these matters. The County requests that the developer be required through development approval to take the measures necessary to protect these resources.

5.ĀBoulder County continues to support making a trail connection to downtown Louisville; however, this application does not identify any specific trail route through Boulder County open space.

Any such plans would require planning involvement and approval from Boulder County Parks & Open Space.

6.ĀAny trail alignment adjacent to the Goodhue Ditch would require coordination and approval of both Boulder County and the Ditch Company.

The City of Louisville and Boulder County both have representatives on the Goodhue Board of Directors. The role of the Boulder County Representative is to consider the interests of Boulder County. In order to ensure the interests of the Ditch Company and prevent a conflict of interest the developer should be coordinating with a Goodhue Board member who does not work for either the City or the County.

7.ĀBoulder County continues to encourage the City of Louisville and developer to provide a trail access easement along the eastern edge of the development (NW Pkwy/96th Street) to accommodate and complete the regional trail connection to downtown Louisville.

Urban Drainage

- Ā Plans must be reviewed by Boulder County as they go forward.

The County reiterates earlier comments submitted previously regarding public health, energy and water use. This project will have long lasting impacts and presents a tremendous opportunity for the community to develop in a manner consistent with community climate goals. We know the City is forward thinking and support it in applying strict requirements and working to further develop programs to implement necessary measures. Please see comments of 12/17/2019, 11/1/19 and 7/15/19). The scale and mass of the development is out of character will have tremendous impacts that have not been adequately addressed.

The County asks you take more time to involve the community and not allow the amendments to the Comprehensive Plan as proposed. Thank you again for the opportunity to comment.

cc: County Commissioners

Boulder County

Land Use

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TO:	**Rob Zuccaro, City of Louisville Planning Manager**
FROM:	**Nicole Wobus and Christy Wiseman, Boulder County Land Use; Marni Ratzel, Janis Whisman, and Ron West, Boulder County Parks & Open Space; Scott McCarey, Boulder County Transportation; Bill Hayes and Rachel Arndt, Boulder County Public Health; Susie Strife, Boulder County Office of Sustainability**
RE:	**Nawatny Ridge Preliminary Plat; Nawatny Ridge Filing No. 1 Final Plat (PLAT 0262-2019; PLAT 0263-2019)**
DATE:	**December 17, 2019**

Boulder County appreciates the opportunity to submit these comments regarding the proposed Nawatny Ridge Preliminary Plat and Nawatny Ridge Filing No. 1 Final Plat. These comments supplement those submitted by Boulder County regarding the General Development Plan on July 15 and November 1, 2019. These comments reflect the county's review of materials referred for comment on November 19, 2019. The county reiterates its previous comments regarding the proposed General Development Plan as a whole and seeks responses from the developer regarding comments submitted on November 1, 2019.

The county submits additional, new comments on the following topics:

- **<u>Open Space and Trails.</u>**
  1. **Trail Connections.** Please clarify the proposed and planned trail connections (including grade-separated roadway crossings) on-site and those that would connect to the greater regional trail system.
     a. *Document 15 (60% Civil Construction Documents, submitted Nov. 15, 2019)* does not include trail connections in the Phase I surface improvements as reflected on sheets 41 to 45 Master Utility & Surface Improvements. There are several sheets that have notes for existing dirt trail to remain or be removed (Sheets 10 – 12 for example). Please clarify the alignments of trail connections and timing to construct these on-site and connect them to the greater regional trail system.

     b. *Document 15* also is inconsistent with *Document 3 (Updated General Development Plan Sheets - GDP 1st Amendment, Second Submittal submitted Oct. 2, 2019)*, which depicted a trail alignment along the eastern property line parallel to 96th Street to its proposed intersection with the planned Campus Drive, and then continuing north to downtown Louisville. *Document 3 (Updated GDP Sheets)* also depicted a potential underpass of the proposed Campus Drive would connect this trail connection to the Tract A Open Space and continue a trail east-west along Tract A. Boulder County reiterates our previous comment detailed in our letter dated November 1, 2019 in support of the adjustment that moves proposed new trail connections on-site and to the greater regional trail system away from county open space land that is used for agriculture. The county supports making a trail connection to downtown Louisville; however, this application does not approve any specific trail route through Boulder County open space. Any such plans would require planning involvement and approval from Boulder County Parks & Open Space.

     c. Boulder County supports flexibility and encourages the City of Louisville to ensure that public right of way along 96th Street or the provision for a public

access easement be dedicated to accommodate a future trail connection along 96th Street to complete the regional trail connection to downtown Louisville.

2. **Open Space and Trails Tract A.** *Documents 8 (Preliminary Plat), 9 (Final Plat) and 16 (Public Land Dedication Exhibit)* dedicate Tract A as public open space.

    a. *Document 15 (60% Civil Construction Documents, submitted Nov. 15, 2019) Sheets 11 and 28* propose to locate a Phase I construction staging area including a stabilized staging area, construction trailer and soil storage area within and upon Tract A. These uses are not considered usable open space nor do they meet the requirements to provide an undeveloped buffer to Paradise Lane per the 1999 and 2010 IGAs. We encourage the City of Louisville to critically review this request and require the developer to relocate the construction staging area within the development site upon land planned for a future development phase. Per the 1999 Northwest Parkway IGA and 2010 IGA Campus Drive Amendment, this northern border along Campus Drive is intended to be preserved for usable open space. Boulder County's desired outcome is to maintain the integrity and purposes of the IGA intent to preserve the development limitation defined as Rural Preservation along the northern boundary of Parcel 31, and limit allowable uses to outdoor recreation areas for passive recreational including but not limited to hiking, photography or nature studies, and if specifically designated, bicycling, horseback riding or fishing.

    b. Boulder County also encourages the City of Louisville to ensure that proposed management of storm water / drainage does not adversely affect trails within open the Tract A or adjacent unplatted parcels to the north in unincorporated Boulder County.

- **Transportation.** The City of Louisville has an opportunity to ensure the trip reduction claims made by the developer become reality by limiting the number of vehicle parking spaces. While commuter incentives (e.g., Eco Pass, VanPool vouchers) and good transit service (e.g., high frequency, numerous routes) are certainly important for trip reductions, there is no better tool than managing parking supply and demand in alignment with trip reduction goals. Before approving the General Plan Update, the City should request the developer to present the number of parking spaces that will ultimately be built. This should include any on-street spaces that can or will be utilized. This number should be referenced against the trip generation and trip reduction numbers that were presented in the Traffic Impact Study. Parking supply should be limited to correspond with the trip generation numbers. It should also be noted that limiting the vehicular parking spaces has the additional benefit of reducing the impervious surface of the full build-out development. This has benefits to stormwater runoff and downstream pollutant issues as well.

As indicated in previous comments submitted on July 15 and November 1, 2019, in addition to open space, trails and transportation the county urges the developer and the City of Louisville to pay particular attention to the following topics when reviewing and making decisions on all aspects of the proposed Nawatny Ridge development:

- **Scale of Development and Alignment with the Purpose of the 1999 Northwest Parkway IGA.** The proposed square footage of the Nawatny development is 2.5 times larger than what was approved for the Conoco Phillips GDP and nearly 4 times as large as the Storage Tek development that previously existed on the property. The number of employees associated with the proposed development is over 40% greater than the number associated with the

previously approved Conoco Philips GDP and that does not include the residents who would also occupy the developed area as part of a 1,500-unit senior care facility. The county does not deem the scale and nature of the proposed development to be consistent with the purpose and intent of the Northwest Parkway IGA signed in 1999, which is to "...preclude increased development and urban sprawl which would obliterate the boundaries of Broomfield, Lafayette and Louisville...."[1] The large scale of development is an overarching driver for the county's concerns related to the other topics highlighted in the county's comments. Please see additional comments related to the scale of proposed development submitted by the county on July 15 and November 1, 2019.

- **Impacts on Regional Housing Market.** As indicated in previous comments, the county has strong concerns about the proposed development's impact on the region's already constrained housing market. The county requested that the developer conduct a comprehensive housing impact study to provide detailed information on the types of jobs that would be introduced as a result of the development (e.g., income ranges, educational requirements, etc.) and anticipated impacts on the regional housing market. The results of such a study would be necessary to understand the proposed development's impacts on the regional housing market and inform decisions regarding the scale and type of development at the site, as well as steps the developer could take to offset impacts the project will have on the regional housing market. Analysis completed thus far is insufficient to inform decision making. See county comments dated November 1, 2019 for additional information.
- **Public Health.** The U.S. Environmental Protection Agency (EPA) is proposing to reclassify the Denver Metro/North Front Range from a Moderate to a Serious ozone non-attainment area. As a result, the state will have to develop a State Implementation Plan (SIP) detailing measures that will be implemented to reduce ozone pollution. The SIP will most certainly target reductions in emissions from the combustion of fossil fuels – a primary precursor to the formation of ozone. Therefore, the county strongly encourages the City of Louisville and the developers to minimize or eliminate the use of natural gas appliances. Electrification of buildings can be achieved by installing electric heat pumps in lieu of gas-fired boilers, furnaces, and water heaters. See additional comments on this topic in the county's comments dated November 1, 2019.
- **Environmental Resources.** Staff strongly recommends that an ongoing Burrowing Owl and raptor surveys begin now. It is vital to establish baseline conditions, and to have several years of data before development is planned in potential habitat. Staff also notes the need to consult with Colorado Parks & Wildlife and the U.S. Fish and Wildlife regarding jumping mouse and fringed orchid. See additional comments on this topic in the county's comments dated November 1, 2019.
- **Minimize Energy and Water Use and Develop with Attention to Climate Change.** The county urges the City of Louisville to ensure that the new development is a model for sustainability and reflects climate change adaptation-related planning principles noted in the county's November 1, 2019 comments.
- **Drainage.** The county requests a requirement that the proposed urban drainage plan not impinge upon existing legal rights of ditch companies (e.g., for full and sole use of irrigation ditches to deliver ditch water and maintain capacity to do so). The county also requests a

[1] See fourth paragraph, first page of the original Northwest Parkway IGA.

requirement that the proposed urban drainage plan not create water quality or quantity issues that would impact the integrity of Rock Creek.

This concludes the county's comments at this time. We look forward to continuing to provide comments and input throughout this process.

Boulder County

Land Use

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TO:	**Rob Zuccaro, City of Louisville Planning Manager**
FROM:	**Nicole Wobus and Christy Wiseman, Boulder County Land Use; Marni Ratzel, Janis Whisman, and Ron West, Boulder County Parks and Open Space; Scott McCarey, Boulder County Transportation; Bill Hayes and Rachel Arndt, Boulder County Public Health; Susie Strife, Boulder County Office of Sustainability**
RE:	**Nawatny Ridge (ConocoPhillips Campus) GDP Amendment (ZON-00224-2019), County Comments**
DATE:	**November 1, 2019**

Boulder County appreciates the opportunity to submit these comments regarding the proposed Phillips 66 General Development Plan Amendment (a.k.a. Nawatny Ridge). These comments supplement the initial comments Boulder County submitted on July 15, 2019. These comments reflect the county's review of application materials submitted to Louisville by the developer in a package dated October 2, 2019.[1]

The county appreciates the developer's responses to those initial comments ("Responses to City and Referral Agency Comments dated July 16, 2019"). The developer indicated a willingness to address several concerns raised in the county's initial comments. However, a number of central concerns remain, in particular the scale of the proposed development and the associated regional impacts on housing, traffic, and the environment. The county strongly encourages the City of Louisville staff and decision makers to consider the county's comments when preparing recommendations and making decisions on the scale and characteristics of the Nawatny Ridge development.

Scale of Development and Alignment with the Purpose of the 1999 Northwest Parkway IGA

See Table 1 for a summary of the scale of the proposed development relative to the Storage Tek development, which previously existed on the property, and the Conoco Phillips General Development Plan that was approved in 2010 and then abandoned. The proposed square footage of the Nawatny development is 2.5 times larger than what was approved for the Conoco Phillips GDP and nearly 4 times as large as the Storage Tek development that previously existed on the property. The number of employees associated with the proposed development is over 40% greater than the number associated with the previously approved Conoco Philips GDP and that does not include the residents who would also occupy the developed area as part of a 1,500-unit senior care facility.

[1] Boulder County staff's understanding of the planned configuration of uses on the property (e.g., location of senior living facility relative to primary employer and retail) is based on content in the Metropolitan District Service Plan, June 24, 2019 (See Figure 2 on pg. 9 of this memo). Staff did not find an updated version of this figure included in the October 2 materials referenced in the City of Louisville's referral materials.

Table 1. Historic scale of development / proposed development for subject property

Development	Square Footage	Employees / Residents	Notes
Storage Tek (1990, actual)*	1.7 M	4,800 employees	All structures removed
Conoco Philips approved General Development Plan (2010)*	2.5 M	7,000 employees	3 phases – from 2013 - 2032
Nawatny Ridge (2019)	Total: 6.4 M *Primary employer corporate campus: 500,000* *Senior Housing: 2.5 M* *Mixed Use: 3.4 M*	11,937 employees + residents associated with 1,500-unit senior housing (1,200 independent living; 300 bed assisted living)	

*Sources: Developer's cover letter, Traffic Impact Study, Metro District Service Plan for the proposed P66 GDP amendment, EPS Nawatny Ridge Market Analysis; *Boulder County staff report to Planning Commission for Campus Drive IGA amendment.*

The county does not have jurisdiction over the land proposed for development, but the proposed area of development is covered under an Intergovernmental Agreement (IGA) and its amendments, to which both Boulder County and the City of Louisville are parties. The original IGA is called the "Southeast Boulder County, South 96th Street, Dillon Road, and US 287 Area Comprehensive Development Plan," also known as the Northwest Parkway IGA.[2]

As noted in the county's July 15, 2019 comments, a purpose stated in the original Northwest Parkway IGA, signed in 1999, is to "...preclude increased development and urban sprawl which would obliterate the boundaries of Broomfield, Lafayette and Louisville...."[3] The original IGA also references Metro Vision 2020 and the importance of urban growth boundaries and open space buffers to preserve boundaries between and preserve the unique character of each of the communities. County records document that an additional purpose of the original IGA was to "minimize increases in traffic-generating land uses within the perimeter of the IGA area that would impact both the Northwest Parkway and the existing road system".[4] These purposes were addressed through the IGA's various mechanisms to ensure open space preservation within the IGA boundary, limiting access points to the Parkway within Boulder County, as well as other elements of the IGA.

The county does not deem the scale and nature of the proposed development to be consistent with the purpose and intent of the Northwest Parkway IGA. Building 6.4 million square feet of new structures, including 8 new hotels, and adding nearly 12,000 employees has the potential to result in significant regional impacts. It would also further stress an already highly-constrained regional housing market and already-congested commuter routes.

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[2] See Southeast Boulder County, South 96th Street, Dillon Road, and US 287 Area Comprehensive Development Plan Intergovernmental Agreement and its amendments, also known as the Northwest Parkway IGA, available at: https://assets.bouldercounty.org/wp-content/uploads/2017/03/iga-southeast-northwest-parkway-96th-dillion.pdf. Also see the Campus Drive amendment to the NW Parkway IGA available at: https://assets.bouldercounty.org/wp-content/uploads/2017/03/iga-southeast-northwest-parkway-96th-dillion-second-amendment.pdf. Additional related IGA information, including the map associated with the original IGA is available at: https://www.bouldercounty.org/property-and-land/land-use/planning/intergovernmental-agreements-iga/

[3] See fourth paragraph, first page of the original Northwest Parkway IGA.

[4] See county staff report to Planning Commission regarding the Campus Drive IGA amendment, January 20, 2010.

Alignment with Property-Specific Provisions of IGA

Boulder County appreciates the adjustment that removes undeveloped land to the north of Boulder County Assessor Parcel 157520000031 ("Parcel 31") out of the development proposal because doing so helps maintain the intent of the IGA covering those parcels. (Updated GDP Sheets).

The county supports the development proposal adjustment that includes provision for an undeveloped buffer along the northern portion of Parcel 31 (response to BOCO Comment Campus Drive) that ranges in width from 386 feet to 485 feet (response to LOU Comment #3), and the commitment to include solely passive recreation in the uses in the northern buffer of Parcel 31 (response to LOU Comment # 87). Continuing Campus Drive as shown on the plan meets the intent of the IGA as it moves the traffic and impacts further south than if it had connected to Paradise Lane as proposed in the Conoco Philips proposal.

Impacts on Regional Housing Market

As indicated in previous comments, the county has strong concerns about the proposed development's impact on the region's already constrained housing market. The county requested that the developer conduct a comprehensive housing impact study to provide detailed information on the types of jobs that would be introduced as a result of the development (e.g., income ranges, educational requirements, etc.) and anticipated impacts on the regional housing market. The results of such a study would be necessary to understand the proposed development's impacts on the regional housing market and inform decisions regarding the scale and type of development at the site, as well as steps the developer could take to offset impacts the project will have on the regional housing market. The developer submitted a market analysis for the proposed development dated October 8, 2019. Unfortunately, the study includes only a cursory, simplified examination of housing demand that does not reflect the types of jobs that would be associated with the new development, and therefore the types, affordability and availability of housing necessary to sustain it. The analysis is insufficient to inform decision making.

Specifically, the housing demand analysis does not consider the fact that the primary employer seeking to occupy the 90-acre office campus (Parcel B of the General Development Plan) is Medtronic. According to reporting by the Denver Post, the average worker at the campus would make between $100,000 and $150,000, a higher salary than the Boulder County average.[5] However, the housing analysis submitted by the developer assumes that characteristics of employment and commuting associated with the Nawatny Ridge development would mirror regional averages. For example, the analysis assumes the average employee holds 1.1 jobs. For estimating the number of households associated with the project the analysis assumes 1.5 jobs per household (i.e., each person employed by the project would, on average, live in a household in which another person is also employed at the site). Further, the housing analysis assumes that employees working at the new development will reflect the same commuting pattern as currently exists for employment in the county (i.e., 41% of employees in Boulder County commute from outside the county).

The assumptions used in the analysis likely significantly under-represent the number of households the development will bring to the area. Given that Medtronic will account for over 80% of the jobs associated with the development, it is likely the type of employment will be predominantly highly skilled professionals earning above average salaries for the region. Further, there is no basis for assuming that each employee will hold 1.1 jobs, that 1.5 employees per household will be employed at the new development, or that the employees will match Boulder County's current commuting characteristics.

The housing analysis assumes that half of the residents occupying the senior living facility will come from surrounding communities and will thus reduce a portion of the housing demand pressure exerted

[5] https://www.denverpost.com/2019/10/12/louisville-city-council-incentives-medtronic-storagetek/

by the project. However, the housing demand analysis lacks any plans for actively mitigating the remaining significant housing demand associated with the development.

Boulder County urges the developer to complete a comprehensive analysis of housing market impacts using more tailored assumptions in order to better assess the full impacts on the regional housing market. Furthermore, it is imperative for the developer to implement strategies to reduce its impacts on the local housing market. Boulder County also encourages the developer to provide and the City of Louisville to require the developer to include a portion of the housing dedicated to serving low- and moderate-income members of the community.

Parks & Open Space

The developer's response to LOU Comment #6 states: "At this time, there is no additional development or improvements outside of acceptable uses per the respective County codes". Should future development be proposed for the Paradise Lane neighborhood parcels directly north of Parcel 31, Boulder County's continued desired outcome is to maintain the integrity and purposes of the NW Parkway IGA's intent to preserve the development and use limitations.

Trail Connections

Boulder County appreciates the adjustment that moves proposed new trails away from county open space land that is used for agriculture. The county supports making a trail connection to downtown Louisville; however, this application does not approve any specific trail route through Boulder County open space. Any such plans would require planning involvement and approval from Boulder County Parks & Open Space. We also acknowledge that the developer's response addresses our previous comments and that the developer has contacted BCPOS to discuss future trail connections.

Certainty of Open Space Commitments

The developer's response to BOCO Comment states "Noted. See revised language in Appendix 3 on the Development Plan"). Please provide an excerpt of the revised language from Appendix 3 that demonstrates how our initial comments have been addressed.

The developer's response to LOU Comment #5 states that public land dedications for overall subdivision requirements are to be addressed with Parcel E and Parcel F. The applicant proposes that the City of Louisville own and manage Parcels E and F. Boulder County recommends that Parcels E and F be covered by county-held conservation easements to ensure Parcels E and F are restricted to open space use. If instead, the City of Louisville prefers not to own and manage Parcels E and F, Boulder County recommends that Parcels E and F be covered by conservation easements held jointly by Boulder County and the City of Louisville to ensure Parcels E and F are used as open space.

Urban Drainage

Our previous comment about drainage impacts was noted; the developer's response stated that Urban Drainage is involved in the ongoing planning and development process. In addition, plans must be reviewed by Boulder County as they go forward.

Transportation

Very High Vehicular Impacts

The Traffic and Mobility Study (TMS) states that there will be a 60% increase in the number of vehicle trips on the three surrounding streets of the development. This is after some very aggressive TDM assumptions (25% using non-sing occupancy vehicle (SOV)). This is an unprecedented amount of new vehicle traffic.

Total daily traffic on the three roads to which the development connects:

88th Street:	12,300
96th Street:	16,500

NW Parkway: 24,4000
TOTAL: 53,200

Total daily trips generated by this project: 32,175, which is 60% increase from today.

Non-SOV Assumptions are Too High
In the trip generation rates for the year 2022 completion, there is an assumption that 25% of all office trips will be made by non-SOV. This is an extremely aggressive assumption. Of just the office workers coming into the development in the morning peak-hour, the TMS assumes that 225 employees will not be in an SOV. For refence, if these employees were coming from the US 36/Flatiron park-n-Ride and were making the last mile connection by shuttle, and if that shuttle were a 15-passenger cutaway vehicle (as used on the RTD Flex Ride) there would have to be one completely full shuttle leaving the park-n-Ride every three and a half minutes. Even if only half of these employees arrived by transit (the other half carpool) that's still a full shuttle leaving every 7 minutes. We would want to see all of the capital and O&M money for a 10-year period for this level of service in escrow before approving such a trip reduction factor. The year 2022 to 2040 buildout projects assume even a higher non-SOV percentage of 30%.

Widening Roads Conflicts with Goals of the Comp Plan and TMP
There are some key goals of the Comprehensive Plan that will be eroded under the proposed road widening. From the Louisville Comprehensive Plan:

- Pedestrians of all ages and abilities should be able to safely and comfortably walk along, or across a street, arterial corridor, or intersection, as well as wait for public transit.
- Bicyclists of all ages and abilities should be able to safely and comfortably ride along, or across a street, arterial corridor, or intersection.
- Streets, arterial corridors and intersections do not negatively affect the adjacent neighborhoods, historic assets, or natural resources.

The TIS shows approximately 1.25 miles of two-lane roads converting to four lane roads. There is one section of road that converts from a two-lane road to a five-lane road. At the intersection of 96th Street and Campus Drive there will be dual east-bound left turn lanes and dual northbound left-turn lanes. Combined, this will result in a 7-lane cross section (8-lane if there is to be an EB right turn acceleration lane). This will create a hostile environment for pedestrians and cyclists alike. Moreover, increased road widths will increase vehicle speeds. Increased vehicle speeds increase the likelihood of pedestrian/ motor vehicle crashes and increase the likelihood of severe injury. Scabbing bike lanes onto a four-lane road will not make 96th Street safe or comfortable to ride on. It will be exceptionally unlikely that this environment would result in a higher mode share than the region as a whole.

Figure 1. Proposed road widenings

Source: Nawatny Ridge Traffic and Mobility Study. Fox Tuttle Hernandez Transportation Group, LLC. September 30, 2019.

General Approach of the TIS

In general, the TIS is a traditional suburban sprawl level of service analysis with traditional recommendations for road widening and addition of left turn lanes. The recently adopted Louisville TMP has dropped language regarding level of service as a tool for evaluating transportation performance. Instead it recommends a threshold for travel delay. This is a more comprehensive and progressive way of measuring transportation because it supports transit prioritization over SOV.
It is counterproductive to both accommodate cars (with a target Level of Service (LOS)) while trying to reduce SOV trips. A TIS that looked at moving people, not cars, would likely lead to no recommendations for general purpose lane expansion, and instead look at protected bike lanes, 10' wide walking paths and transit only lanes that allow commuters not in cars to by-pass the congestion. We recommend the multi-use paths be expanded to 10' in width from 8'. Under most conditions, a recommended paved width for a two-directional shared use path is 3.0 m (10 feet).[6]

Parking Limitation or Paid Parking

If the development will come anywhere close to achieving the trip reduction targets identified in the TIS, parking will need to be limited, paid, or both. While this was not directly commented on in the TIS, it is an integral part of the transportation network.

Public Health

The U.S. Environmental Protection Agency (EPA) is proposing to reclassify the Denver Metro/North Front Range from a Moderate to a Serious ozone non-attainment area. As a result, the state will have to develop a State Implementation Plan (SIP) detailing measures that will be implemented to reduce ozone pollution. The SIP will most certainly target reductions in emissions from the combustion of

[6] https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/08.htm

fossil fuels – a primary precursor to the formation of ozone. Therefore, the county strongly encourages the City of Louisville and the developers to minimize or eliminate the use of natural gas appliances. Electrification of buildings can be achieved by installing electric heat pumps in lieu of gas-fired boilers, furnaces, and water heaters.

The transportation plan for the new development should focus on reducing vehicle miles travelled by including easy access to convenient public transportation, and designing and constructing roadways, multi-use paths, and sidewalks that protect and encourage bicycling and walking. To promote the purchase and use of electric vehicles (EVs), five to ten percent of parking spaces should be reserved for EVs and provide fast charging stations.

All new buildings should be required to meet or exceed the most recent version of the International Energy Conservation Code. Additionally, installation of solar photovoltaic systems should be considered for all appropriate rooftop spaces.

Environmental Resources

The applicant's response to City comments includes this: "a Burrowing Owl survey will be conducted in accordance with Colorado Parks and Wildlife's recommended protocol **if development is planned** in potential habitat during the owls' migratory season" (emphasis added). Staff strongly recommends that an ongoing survey begin now, with the next breeding season. It is vital to establish baseline conditions, and to have several years of data before "development is planned in potential habitat." Such work could be added to the forthcoming Prairie Dog Management Plan, because the species are closely connected.

Similarly, for raptors the developer's responses state, "Biological assessments will be conducted as construction proceeds to determine whether **any protected species** are present" (emphasis added). This is necessary, of course, but raptor surveys should, again, begin now, and proceed in subsequent years to establish a baseline for the many species that might use the area. These include Swainson's hawks, which are only here during the summer, and rough-legged hawks, which are only here during the winter. There are many other raptors – hawks, eagles, and owls -- that likely use the location now, for either breeding or hunting. Staff also notes that all species of raptors are "protected species."

For jumping mouse and fringed orchid, the developer's responses include, "…we will consult with Colorado Parks & Wildlife and the U.S. Forest Service…." The latter should be the US Fish and Wildlife Service, which administers the Endangered Species Act.

The final master drainage report should consider including defined setbacks (per Louisville's determination) from all water features including lakes, creeks, wetlands, and ditches.

Minimize Energy and Water Use and Develop with Attention to Climate Change

As stated in the county's July comments, the county urges the City of Louisville to ensure that the new development is a model for sustainability and reflects climate change adaptation-related planning principles. The county appreciates that the developer is expressing a willingness to make commitments related to sustainability as evidenced in the conceptual principles prepared by WSP's Built Ecology Team that are under consideration by the developer. However, the sustainability commitments under consideration are vague. The county urges Louisville to hold this development to a high standard of best practices for sustainability, requiring the developer to meet the following specific objectives:

- All new construction should be 100% solar ready (leaving south facing rooftops available for solar with limited rooftop obstruction barriers to maximize solar installations) or better yet, the developer should work with a solar company to 'bulk' purchase solar upfront for the

development and amortize those reduced costs into building/property sales. The developer should follow solar rooftop guidelines.[7]

- If not all buildings can support solar, the developer or the City should offset the entire community with new solar (e.g., solar garden), not purchased offsets.
- New construction materials should use recycled/upcycled materials (concrete especially).
- New builds should be super energy efficient and use non-toxic, low embodied energy materials.
- All new construction should be all electric, minimizing or eliminating the need to extend natural gas lines into the developed area d. This strategy is being deployed in communities such as Berkeley, CA. Phase outs of natural gas service in new buildings are also under consideration in several other California cities as well as the states of New Jersey and Maine. As the grid becomes cleaner and the neighborhood can support onsite rooftop solar, natural gas combustion appliances and furnaces should be avoided at all costs. All electric heat pumps and appliances is the future of sustainable development.
- As stated in the Public Health-related comments, a percentage of parking spaces should be dedicated to EVs and all parking facilities should include EV charging capabilities with an emphasis on Level 2 (240-Volt) and Level 3 (Direct Current Fast Charging) equipment.
- Landscaping should include low-water trees and xeriscaping - avoiding grass, but possessing carbon sequestration potential and lowering the heat island effect.
- We recommend connecting bike paths to other urban centers where possible. We recommend maximizing site connectivity to City of Louisville paths and sidewalks.
- The developer should build in a DC fast charger and a community garden.

This concludes the county's comments at this time. We look forward to continuing to provide comments and input throughout this process.

[7] https://www.solsmart.org/media/OKI_RooftopSolarReadyConstructionGuidelines.pdf

Figure 2. Inclusion Area Boundary Map, for reference (Source: Metropolitan District Service Plan, June 24, 2019)[8]

[8] Boulder County is not aware of any updated maps representing the development program for the site. Therefore, the county refers to the version provided as Exhibit C-2 of the June 24, 2019 Metropolitan District Service Plan.

Boulder County

Land Use

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TO: **Rob Zuccaro, City of Louisville Planning Manager**
FROM: **Nicole Wobus and Christy Wiseman, Boulder County Land Use; Marni Ratzel and Janis Whisman, Boulder County Parks and Open Space; Scott McCarey, Boulder County Transportation**
RE: **Phillips 66 (P66) GDP Amendment (ZON-00224-2019), Initial County Comments**
DATE: **July 15, 2019**

Boulder County appreciates the opportunity to submit these initial comments regarding the proposed Phillips 66 General Development Plan Amendment. Per the application materials available as of June 24, 2019, the developer plans for the following:

- Develop the 475 acre property in 4 phases (2022, 2025, 2030, and 2040 buildout dates), and broken in 3 primary development areas:
  - Area 1: Continuing Care Retirement Community (1,500 units; to be completed in 4x~400 unit increments)
  - Area 2: Corporate Office Campus (500,000sf; all to be completed during phase 1)
  - Area 3: Mixed Use Development
    - 170,000sf retail (to be completed in equal increments over 4 phases)
    - 2,550,000sf commercial/office (to be completed in equal increments over 4 phases)
    - 8 business hotels, each with 120 rooms (each of the 4 phases of development will include construction of 2 hotels)
- Trip generation, per the preliminary traffic study:
  - Phase 1 buildout (2022) 16,774 total new vehicle trips per day (vpd), including 1,459 a.m. peak and 1,687 p.m. peak
  - Total trip generation upon completion of Phase 4 (2040) appears to be 51,691 vpd (per Table 2 of the June 21, 2019 Traffic Study)
- An estimated $156,225,000 in public improvements administered through a newly established Metro District
- 54% of the property will be maintained as open space, trails, public parks and green spaces. The General Development Plan (p. 2) shows areas identified for these uses, but states that the developer will have the right to shift the locations of those uses from what is shown in the application.

See Table 1 for a summary of the scale of the proposed development relative to the Storage Tek development which previously existed on the property, and the Conoco Phillips General Development Plan that was approved in 2010 and then abandoned. The proposed square footage of the P66 development is 2.5 times larger than what was approved for the Conoco Phillips GDP, and nearly 4 times as large as the Storage Tek development that previously existed on the property.

Table 1. Historic scale of development / proposed development for subject property

Development	Square Footage	Employees / Residents	Notes
Storage Tek (1990, actual)*	1.7 M	4,800 employees	All structures removed
Conoco Philips approved	2.5 M	7,000 employees	3 phases – from 2013 - 2032

General Development Plan (2010)*			
P66 (2019)	Total: 6.4 M Primary employer corporate campus: 500,000 Senior Housing: 2.5 M Mixed Use: 3.4 M	Total employees not yet specified; Primary employer to generate 2,500 jobs;[1] Population will be ~8,000 (per Metro District Service Plan)	Job numbers do not appear to have been provided for the 3.4 M sf of commercial/office mixed use (only for primary employer campus) Buildout from 2022 - 2040 5-story building height

*Sources: Developer's cover letter, Traffic Impact Study and Metro District Service Plan for the proposed P66 GDP amendment; *Boulder County staff report to Planning Commission for Campus Drive IGA amendment.*

The county does not have jurisdiction over the land proposed for development, but the proposed area of development is covered under an Intergovernmental Agreement (IGA) and its amendments, to which both Boulder County and the City of Louisville are parties. The original IGA is called the "Southeast Boulder County, South 96th Street, Dillon Road, and US 287 Area Comprehensive Development Plan," also known as the Northwest Parkway IGA.[2]

County staff has reviewed the materials and would like to provide the following comments.

<u>Relationship to Northwest Parkway IGA and Campus Drive Amendment</u>

Alignment with the Purpose of the IGA

A purpose stated in the original Northwest Parkway IGA, signed in 1999, is to "...preclude increased development and urban sprawl which would obliterate the boundaries of Broomfield, Lafayette and Louisville..."[3] The original IGA also references Metro Vision 2020 and the importance of urban growth boundaries and open space buffers to preserve boundaries between and unique character of each of the communities. County records document that an additional purpose of the original IGA was to "minimize increases in traffic-generating land uses within the perimeter of the IGA area that would impact both the Northwest Parkway and the existing road system" (see attached 2010 county staff report to Planning Commission regarding the Campus Drive Amendment).[4] These purposes were addressed through the IGA's various mechanisms to ensure open space preservation within the IGA boundary, limiting access points to the Parkway within Boulder County, as well as other elements of the IGA.

The Campus Drive amendment to the IGA (2010) was introduced to accommodate the proposed Conoco Phillips GDP. It includes provisions that would allow for Campus Drive to extend through to 96th Street, providing revised parcel specific language and use limitations for the properties in the Paradise Lane neighborhood to the north of parcel 157520000031.

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[1] This number is stated in the developer's cover letter and appears to apply to the primary employer square footage only, not the mixed use development or senior housing.

[2] See Southeast Boulder County, South 96th Street, Dillon Road, and US 287 Area Comprehensive Development Plan Intergovernmental Agreement and its amendments, also known as the Northwest Parkway IGA, available at: https://assets.bouldercounty.org/wp-content/uploads/2017/03/iga-southeast-northwest-parkway-96th-dillion.pdf. Also see the Campus Drive amendment to the NW Parkway IGA available at: https://assets.bouldercounty.org/wp-content/uploads/2017/03/iga-southeast-northwest-parkway-96th-dillion-second-amendment.pdf. Additional related IGA information, including the map associated with the original IGA is available at: https://www.bouldercounty.org/property-and-land/land-use/planning/intergovernmental-agreements-iga/

[3] See fourth paragraph, first page of the original Northwest Parkway IGA.

[4] See county staff report to Planning Commission regarding the Campus Drive IGA amendment, January 20, 2010.

Upon initial review, the county does not deem the scale and nature of the proposed development to be consistent with the purpose and intent of the Northwest Parkway IGA. Building 6.4 million square feet of new structures, including 8 new hotels, adding 8,000 new residents and bringing an unspecified number of new employees has the potential to result in significant regional impacts. It would blur the boundary between Broomfield, Lafayette and Louisville in an already highly developed area, and would further stress an already highly-constrained regional housing market, and already-congested commuter routes.

Alignment with Property-Specific Provisions of IGA
A review of the available P66 development plans, including the Metro District Service Plan and the Master Plan GDP maps indicates a higher density of development is proposed than is permitted within the Northwest Parkway IGA, as described below. The comments below reference the proposed mapped areas and uses identified in the Alta Survey, P66 Master Plan General Development Plan and the Metro District Service Plan included in the developer's application materials that were shared as part of Louisville's June 24 referral. This analysis reflects a comparison of those materials to allowed uses on parcels within the IGA planning area per parcel descriptions defined in the 1999 Northwest Parkway Intergovernmental Agreement Exhibit A (text portion).

- The subject site Parcel 1 (as identified in the Alta Survey) proposed uses are inconsistent with the 1999 Northwest Parkway IGA and 2010 IGA Campus Drive Amendment along the parcel's northern border. For example, the Metro District Service Plan shows these parcels as having "Baseball and Recreation" and shows roadway extending into the northern portion of the parcel. Subject site Parcel 1 is described as an 80-acre unincorporated Boulder County parcel (parcel number ending in -31) in the Northwest Parkway Intergovernmental Agreement Exhibit A Section 4.17, which allows annexation of parcel (ending in) -31 to the City of Louisville. It also includes a provision that upon annexation of the parcel, Louisville shall use its best efforts in good faith to require an undeveloped buffer along the northern side of said parcel. Boulder County's desired outcome is to maintain the integrity and purposes of the IGA intent to preserve the development limitation defined as Rural Preservation along the northern boundary of Parcel 1, and limit allowable uses to outdoor recreation areas for passive recreational including but not limited to hiking, photography or nature studies, and if specifically designated, bicycling, horseback riding or fishing.
- The subject parcels 9, 10 and 11 (per the Alta Survey) proposed uses are inconsistent with the Northwest Parkway IGA agreements (including IGA amendments). The allowable uses for subject site parcels 9 10, and 11 are currently limited to right-of-way uses, agriculture and open space, which may include street and streetscape improvements; pedestrian and bicycle paths and trails, trail head facilities (including parking, interpretative/education kiosks or similar structures, and accessory picnic and shade structures, provided there are no more than 3,200 square feet of covered structures); fencing; utilities and entry and gateway signage. The 2010 Campus Drive Amendment to the IGA Section 2 amended the original IGA Exhibit A to change the unincorporated Boulder County parcels that border Paradise Lane (parcels ending in -02, 03, 04, 05, 20, 19, 07) from Rural Preservation Area to City Preservation Area upon annexation. Section 2 also redefined the allowable uses of each of these "Paradise Lane" parcels, and limits future use to right-of-way uses, agriculture and open space as described above.

<u>Jobs-Housing Balance and Scale of Development</u>

Given the high cost of housing in the area many who work in the county cannot afford to live close to where they work. Therefore, many who work in the county commute in from surrounding counties, resulting in traffic congestion and related environmental impacts. It is important to ensure that any increased demand for housing in the region is offset with steps to help mitigate those impacts (e.g., the developer allocating funds to support affordable housing investment elsewhere in the county, prioritizing hiring of current county residents, etc.).[5]

A development of the scale proposed will exacerbate the existing jobs-housing imbalance, contribute to the housing shortage, traffic congestion along the US36 and other commuter routes into the county, and further burden county services and infrastructure. It is important for the county and city to better understand the regional impacts of the proposed development to inform decision making. The county also encourages Louisville to consider options for reducing the scale of the development to a level closer to what was approved for the previous Conoco Phillips GDP in order to reduce the impacts on the regional jobs-housing imbalance.

Louisville's Comprehensive Plan also provides context that indicates the scale of the proposed development is too large. The Louisville Comprehensive Plan states, "The General Development Plan (GDP) approval for Phillips 66 and the Planned Unit Development (PUD) approval of North End and Steel Ranch entitle the City's last large vacant parcels for development." Citing the approved GDP sets it as a reference point for development expectations, and development at a scale more than double what was approved in the GDP would seem to be inconsistent with expectations set forth in the City's Comprehensive Plan.

Boulder County appreciates that the developer proposes to incorporate housing in the development to offset a portion of the additional housing demand the development's unspecified amount of new employment would bring to the area. However, it is unclear the extent to which the addition of senior housing would offset the overall regional housing impacts of the development.

The county requests that the developer conduct a comprehensive housing impact study that will provide detailed information on the types of jobs that would be introduced as a result of the development (e.g., income ranges, educational requirements, etc.) and anticipated impacts on the regional housing market. The results of such a study will inform the county's future comments related to potential limitations on the scale of development at the site, as well as contributions by the developer to offset the impacts the project will have on the regional housing market (i.e., to offset the impact the net new employees the development would bring to the county).

Housing Affordability / Affordable Living

Boulder County recognizes that the City of Louisville has adopted the regional housing goals articulated in the Regional Affordable Housing Strategic Plan,[6] in addition to pursuing local affordable housing targets and specific affordable housing development projects. The county encourages the P66 project, and all future development in communities across the county, to contribute to county-wide goals related to housing.

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[5] The county is currently updating the housing policies within our Boulder County Comprehensive Plan and that process has included discussion of including policy language regarding the importance of striving for a greater jobs-housing balance. Also, see policy 1.01 of the Boulder Valley Comprehensive Plan. Efforts toward regional collaboration to strive for an improved balance between jobs and housing in the region is a priority identified as part of the ongoing update to the Boulder County Comprehensive Plan's housing policies. As signatories of the Boulder Valley Comprehensive Plan (see BVCP policy 1.01) the county and the city of Boulder also commit to collaborate with other jurisdictions in the county on regional issues such as the jobs-housing balance.

[6] See the plan at: https://www-static.bouldercolorado.gov/docs/Regional-Affordable-Housing-Plan-1-1-201902141003.pdf and additional information about the Regional Housing Partnership at: https://housingourcommunity.org/

The county encourages inclusion of a range of housing sizes and types to help achieve greater diversity in the region's housing stock. The county also encourages all residential developments to include a portion dedicated to serving low and moderate income members of the community. Integrating low and moderate income housing across the community and improving the diversity of the region's housing stock will help make incremental progress toward addressing the region's affordable housing challenges. It also helps offer housing solutions to meet the wide ranging and evolving needs of the Boulder County community.

Parks & Open Space

Trail Connections

While the subject site depicts trails that would connect to existing and proposed regional trail corridors, the trail alignment(s) and design will require additional review and consultation by Boulder County. The open space land to the north of the site is managed by Boulder County Parks & Open Space (BCPOS) for active agricultural use and leased for hay production and livestock grazing. Crops such as corn, small grains and other forage crops have been grown in the past and are likely in the future. Consistent with current rules and regulations, the property is closed to the public. Future trails through agricultural properties would have to consider agricultural operations such as irrigation, movement of livestock, potential for herbicide and insecticide applications and accommodating the access and movement needed for farm operations. Fencing separating trail uses from agricultural land will be needed. Conceptual trail alignment(s) may need to be relocated to minimize and mitigate impacts to agricultural operations.

Off-site trail improvements proposed on BCPOS also would require coordination with BCPOS Resource Management to minimize and mitigate impacts to Riparian Areas. An inventory of wildlife habitat and natural plant communities would be required to guide discussion and negotiation of future trail connection alignments. Relocation of current conceptual alignment(s) may be needed to minimize and mitigate impacts to environmental resources. Additionally, temporal or seasonal trail closures may be required to accommodate existing agricultural operations and wildlife habitat.

Adjacent Open Space Lands with Active Agricultural Operations

The northern IGA planning area boundary (north end of Paradise Lane neighborhood) borders open space land to the north (Admor) that is co-owned by Louisville and Boulder County. The Admor open space property is managed by Boulder County and is currently leased for hay production and livestock production. Future neighbors to the property should expect the impacts associated with being adjacent to active farming and ranching activities. Examples of such activities include the presence of livestock, irrigation, pesticide applications, dust and noise from farm equipment. Agricultural operations may occur on the open space site at any time of day or night. Additionally, the open space property is not open to the public.

The Admor property is currently flood irrigated. Future plans for irrigation improvements include a center pivot irrigation system. A preliminary design is available upon request. The irrigation improvements are not currently in the Boulder County five-year CIP.

Certainty of Open Space Commitments

Per language in the GDP proposal (p. 2) the developer commits to creating an aggregate of open space, trails, public parks and green spaces to total at least 213 acres, or 54% of the overall site. However, the document states that the developer would have the right relocate those spaces relative to what is shown on the plan. The developer's proposal to allow the open space locations to be moved at any time is too flexible, counter to the intent of IGA, and would circumvent input from key referral agencies, including Boulder County.

Any development must continue the joint commitments made to date in IGAs, or be addressed through amendments that would be found acceptable to all IGA parties (e.g., designation of land for agriculture, rural or city preservation, low-density development, and approved rights-of-way). There is an expectation that significant land be set aside for open space, in keeping with the requirement that the northern portion of Parcel "31" remain undeveloped. The county requests an opportunity to review and approve the ultimate locations of both developed areas and open space.

Urban Drainage
The county requests a requirement that the proposed urban drainage plan not impinge upon existing legal rights of ditch companies (e.g., for full and sole use of irrigation ditches to deliver ditch water and maintain capacity to do so). The county also requests a requirement that the proposed urban drainage plan not create water quality or quantity issues that would impact the integrity of Rock Creek.

Transportation

The proposed development presents great challenges and opportunities for local and regional transportation. The orders of magnitude of this development will visibly increase the levels of vehicle traffic on the surrounding roadway network and likely increase severity of peak hour congestion, and/or lengthen the AM and PM spans of peak hour congestion. As discussed and concurred to in the City-County meeting on Friday June 13, 2019 trip generation estimates were sorely lacking from the development submittals. We encourage the City to require the development team to submit a comprehensive transportation impact study in the very near future that would detail the addition vehicle trips and associated impacts to the local and regional road network.

Regardless of the more specific estimates, we strongly recommend the City of Louisville require the development team to develop and fund aggressive vehicle trip generation mitigation strategies. Such strategies would have the following benefits:

- Lessen the negative impacts the increase vehicle trips will have the neighboring communities and reginal travel corridors
- Help achieve Vehicle Miles Traveled reduction goals found in the Boulder County Transportation Master Plan and the Louisville supported MetroVision 2040 Plan
- Provide a catalyst of planning and funding for several city-wide transportation programs that could benefit multiple commercial and residential areas throughout the City
- Increase boardings on local and regional transit routes, thus improving their performance and justifying additional service

Given this, Boulder County has considered and recommends, at a minimum, the following vehicle trip mitigation strategies:

Citywide Circulator
From 2007 to 2010, the City of Louisville, Town of Superior and the County of Broomfield, in partnership with RTD, Boulder County and DRCOG ran an intracommunity circulator called the Lynx. This grant funded public transit service connected downtown Louisville, McCaslin Park-n-Ride, Monarch High School, Coal Creek residential area, Flatirons Mall and the Broomfield Park-n-Ride. It was highly utilized in the peak periods and ridership continued to grow across the three-year grant period of operation. Unfortunately, mid-day ridership was low, dragging down the overall performance of the route and RTD could not justify adding it to their base system. RTD assistant general manager at the time, Bruce Abel, said that communities did not have enough density and that it "was too early" to support such a service.
Now, over a decade later, the proposed development could serve as the additional commercial and retail density needed to support and fund a similar service. For several years the City has been

working with Boulder County and RTD to figure out how a new circulator could connect the "Triangle of Trip Generation" – Downtown, McCaslin and the Colorado Tech Center. With the proposed development this could move the to "Square of Trip Generation." (Less catchy, granted, but more accurate) We recommend the City convey to the development team the history of circulator use in Louisville as well as the community interest in restarting such a service in the next several years. We also recommend City staff develop and present to the developer a "10% design" of the circulator route, stops and headways. Ideally this would be adopted into the City's Transportation Master Plan this fall so there exists an adopted document with this conceptual level plan.

Connection to Flatirons Park-n-Ride

The front door of the proposed development is approximately 4,000 feet from a regional Park-n-Ride facility with direct service to Boulder, Denver, Broomfield, Westminster and DIA. The proposed development represents a text book example of the challenges, but more importantly opportunities, of First and Final Mile connections to transit. The roughly one-mile distance is too far to walk but short enough such that transfers to and from a regional Park-n-Ride can be reasonably made. We recommend that the City request the developer to explore automated vehicles (AVs) to connect the Park-n-Ride to destination throughout the development. AVs would have the following benefits:

- Given the large acreage of the development, much of the First and Final Mile distance will occur on private property. This allows AVs to travel in a more controlled environment, even on its own dedicated right of way.
- The highest cost of any shuttle is the driver. Cutting out these costs can greatly reduce operating cost and allow for a much higher frequency of shuttle arrival (i.e. less waiting time for passengers)
- Unfortunately, for many there remains a stigma against taking a traditional bus for transportation. This can be especially true for employees that may be relocating from out of state where transit is uncommon and unreliable. AVs are an exciting and modern technology that have an opportunity to be seen as progressive and sexy, thus increasing usage.

Transportation Demand Management

Trip reduction strategies work best when there is an incentive and marketing component to the direct service and infrastructure components. In addition to the new circulator and First and Final Mile connection, we strongly encourage the City to develop and implement a Transportation Demand Management program. This could include the following components:

- Employee Eco Pass for all employees working within the proposed development. Boulder County has a program to help subsidize the first two years of the program.
- Secure, covered bike parking. Make parking a bicycle both dignified and safe.
- Carpool and Vanpool incentives such as preferential or guaranteed parking
- Reduction in vehicle parking. If the development team does commit to any reduction in vehicle trip generation (as we hope the City with require) there should be a corollary reduction in parking.

Campus Drive

The submittal from the development team indicated there could be an extension of Campus Drive to the east connecting to 96th Street. As discussed in the City-County meeting on June 13, 2019 some existing agreements indicate that such a connection, in the form shown in the submittal, could violate existing Intergovernmental Agreements between multiple parties. More discussion is needed on this topic and we ask the City reach out to Boulder County staff upon their earliest convenience to continue the conversation.

Minimize Energy and Water Use and Develop with Attention to Climate Change

In light of a heightened awareness of the impacts of climate change that have not been fully accounted for in planning mechanisms to date, the county also urges the City of Louisville to ensure that the new development is a model for sustainability and reflects climate change adaptation-related planning principles. Beyond the items already highlighted in these comments, this would include but not be limited to, steps to minimize water use, maximize energy efficiency and use of renewable energy, and minimize the footprint of structures and impermeable surfaces.

This concludes our comments at this time. We look forward to continuing to provide comments and input throughout this process.

Boulder County

Land Use

Courthouse Annex • 2045 13th Street • Boulder, Colorado 80302 • Tel: 303.441.3930 • Fax: 303.441.4856
Mailing Address: P.O. Box 471 • Boulder, Colorado 80306 • **www.bouldercounty.org**

BOULDER COUNTY PLANNING COMMISSION

AGENDA ITEM #2

JANUARY 20, 2010 – 5:00 PM

Hearing Room, Third Floor - County Courthouse

FROM: **Dale Case – Land Use Director**
Peter L. Fogg –Long Range Policy Team Manager

DATE: **January 20, 2010**

RE: **Docket IGA-010-001: Southeast Boulder County, South 96th Street, Dillon Road and US 287 Area Comprehensive Development Plan (AKA Northwest Parkway IGA)**
Proposed amendment to the Southeast Boulder County, South 96th Street, Dillon Road and US 287 Area Comprehensive Development Plan (AKA Northwest Parkway IGA). The City of Louisville is seeking an amendment to the above IGA to change the Rural Preservation designation on parcels located along Paradise Lane. This change is requested to accommodate an extension of Campus Drive associated with the development proposal submitted to the City of Louisville by ConocoPhillips.

ACTION: **Information Item** – no formal action required. Staff will forward Planning Commission's comments to County Commissioners.
Public Testimony will be taken.

SUMMARY ConocoPhillips Company (CP) has submitted an annexation petition and Preliminary PUD Development Plan to the City of Louisville for development of a corporate learning/global technology center campus. The site was formerly owned by STK and is located within the boundaries of the Southeast Boulder County, South 96th Street, Dillon Road and US 287 Area Comprehensive Development Plan Intergovernmental Agreement area (hereinafter referred to as the "Northwest Parkway IGA" or "IGA"). A component of the proposal seeks to extend an existing road across properties within the unincorporated county, collectively referred to as Paradise Lane, designated as Rural Preservation Area. Under the terms of the IGA this extension would constitute "Development" and therefore require an amendment to the IGA in order for it to proceed. Boulder County, the City of Louisville, and ConocoPhillips have been and are continuing deliberations about possible terms and conditions for processing an IGA amendment. The purpose of this memo is to provide Planning Commission with some background on this specific IGA including the context

within which it was drafted and the objectives it is intended to achieve, as well as some information on the CP PUD Campus proposal and the elements of the proposal that are of particular interest to Boulder County in the IGA amendment discussions. Attachments include:

A. "Northwest Parkway" IGA Land Use Map
B. ConocoPhillips Campus Vicinity Map and Aerial
C. IGA Land Use Designations in the Proposed Campus Area
D. ConocoPhillips Preliminary PUD Development Plan Map
E. ConocoPhillips Land Use Application Narrative Submitted to the City of Louisville November 12, 2009
F. Proposed Campus Drive Extension Across Paradise Lane Rural Preservation Area

BACKGROUND The Northwest Parkway IGA was crafted by Boulder County and the cities of Louisville, Lafayette and Broomfield. It went into effect on February 18, 1999. The Agreement was conceived to permit the building of a limited access parkway connecting southeastern Boulder County to E-470 as well as to expedite access to Denver International Airport after Stapleton International was closed. Because of the controversy in Boulder County about constructing a 470-scale highway with numerous on/off ramps and the clusters of commercial development which typically occur at these locations, the Agreement was designed to "...preclude increased development and urban sprawl which would obliterate the boundaries of Broomfield, Lafayette and Louisville..."[1] and to meet the goals/policies of both the Boulder County Comprehensive Plan and the DRCOG Metro Vision 2020 Plan. A third purpose was to minimize increases in traffic-generating land uses within the perimeter of the IGA area that would impact both the Northwest Parkway and the existing road system. These objectives have been achieved due to implementation of the directives in the IGA that:

- limited access in Boulder County to two locations, one off of US 36/S. 96th at the western terminus of the Parkway and one at the crossover of the Parkway and US 287;
- described county Rural Preservation Areas and city Preservation Areas adjacent to the Parkway corridor and elsewhere within the IGA boundary, and delineated those Areas on a map attached to the IGA **(Attachment A);**
- defined Rural Preservation Area-designated lands as lands to remain in the unincorporated county and subject to county land use regulations/plans unless changed by amendment(s) approved by all four signatory parties after public notice and public hearings;
- identified permitted land uses and existing/future jurisdictional control on 38 specific parcels within the IGA boundary;
- established a financial proceeds allocation formula for acquisition of rights-of-way and open space/conservation easements; and
- defined the terms and conditions to be met in order to amend any portion of the IGA text or map.

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[1] **Page 1, third "WHEREAS", IGA.**

In the specific parcel identification process mentioned in the third bullet above, an unincorporated 79.9-acre tract #157520000031 was recognized as being eligible for annexation to Louisville with the proviso that an undeveloped buffer be established on the northern side adjacent to the Rural Preservation Area-designated Paradise Lane properties[2] **(Attachment B).** Storage Technology Corporation, or STK, was the previous owner of parcel #157520000031 as well as the 351 acres to the south and west. ConocoPhillips purchased the combined 431 acres from STK in the first quarter of 2008 for developing their corporate learning/global technology center campus. The 79.9-acre piece will be annexed to Louisville. The Paradise Lane properties remain unincorporated as of this time with the Rural Preservation Area designation in effect.

NORTHWEST PARKWAY IGA AMENDMENTS Two amendments have been proposed and approved since the IGA was approved. The first involved the Hoyle Property consisting of 33.7 acres. Originally designated as Rural Preservation Area, this property fronted on Dillon Road and was bordered by Louisville on three sides. Due to certain legal proceedings the property was annexed to Louisville. The owners then applied for Industrial zoning. To offset the increased traffic that would be generated by this zoning, an agreement was reached whereby each acre of development on the Hoyle property would be accompanied by a payment of a specified amount into an open space acquisition fund managed by both Boulder County and Louisville. Collected funds can only be used for the acquisition of additional open space, in fee or by perpetual conservation easement, within or near the IGA Plan area. Both the IGA map and text were subsequently amended in September of 2007 to incorporate these conditions[3].

The second amendment, approved in December of 2008, permitted the siting of a North Metro Fire Rescue District fire station on a 2.8 acre piece of land originally designated for open space purposes and located within the City and County of Broomfield. The agreement reached included a one-time payment of $70,000 by North Metro to a jointly administered Boulder County/City and County of Broomfield open space acquisition fund with the same purpose as that of the fund established in the Hoyle amendment, along with additional amending language to the IGA regarding restrictions and conservation easement on parcels adjacent to the 2.8 acres for the fire station[4].

In both cases the amendments demonstrate the authority of the signatory parties to the IGA to approve adjustments on a case-by-case basis while preserving the overall intent and functionality of the Agreement.

CONOCO-PHILLIPS CAMPUS PUD PROPOSAL CP now owns the 431 acres previously held by STK. About 310 acres are within Louisville's corporate limits, 41.5 acres within the City and County of Broomfield, and 79.9 acres in unincorporated Boulder County (the aforementioned Parcel #157520000031). CP has deconstructed virtually the entire STK complex in preparation for the development of "...a corporate learning center and global technology center with related support facilities that will foster sharing of knowledge,

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[2] **Section 4, para. 4.17 Attachment A, IGA.**

[3] **Section 4, para. 4.19 Attachment A, IGA**

[4] **Section 4, para. 4.15 Attachment A, IGA**

innovation and creativity"[5] **Attachment C** shows the existing IGA land use designations and jurisdictions within the project vicinity.

The project includes a three-phase development concept plan running from 2013 to 2032. About 123 acres will be developed as the structural part of the campus. Forty acres will be dedicated as public open space with 212 acres devoted to private common ground open space and about 14 acres to internal roads **(Attachments D and E)**. Based on the last figures seen by staff, building will not exceed 2.5 million square feet and employment will total 7,000 persons or less. In 1990, STK's building coverage was 1.7 million square feet with 4,800 employees.

CP CAMPUS PROPOSAL RELATIONSHIP TO PARADISE LANE AND THE NORTHWEST PARKWAY IGA Over the past several months representatives from Boulder County, the City of Louisville and ConocoPhillips (CP) have met and exchanged correspondence about details of the project proposal and IGA considerations. The PUD plan proposes using a portion of the 80-acre Paradise Lane Rural Preservation Area for the extension of Campus Drive. These properties in combination total about 80 acres which, until last year, were under seven ownerships. CP has since purchased four of the seven parcels, or about 50 of the 80 acres. Five of the parcels are developed with single- family homes. The 80 acres are zoned Agricultural under the county's Code. In the plan submitted, Campus Drive would continue from its present terminus on the Monarch School tract eastwards along the southern boundary of the Paradise Lane Rural Preservation Area, then northeasterly into and across two properties owned by CP within Paradise Lane to an intersection with S. 96th Street **(Attachment F)**. Under Section 2.1, Exhibit A of the IGA, this component of the proposal constitutes "Development" and therefore triggers the amendment provisions.

Boulder County has identified four other elements for discussion as part of this process. They are:

1) potential height and visibility impacts of structures as seen from US 36, S. 96th and from the residential area of Paradise Lane;
2) accommodation of the US 36 regional bikeway and connections to the Rock Creek/Coal Creek trail system;
3) annexation of the proposed extension of Campus Drive, continued rural preservation of the remaining lands in the Paradise Lane area, and limitation of the three most easterly parcels in Paradise Lane owned by CP to use in future as open space, with a dedicated conservation easement; and
4) preparation of detailed strategies for addressing and mitigating regional transportation impacts from the proposal.

CONCLUSION The county's desired outcome is to maintain the integrity and purposes of the Northwest Parkway IGA. Retention of the Rural Preservation Area status of Paradise Lane and the other four topics noted above are the subjects of the continuing conversation between Louisville, Boulder County and ConocoPhillips. Approval of any agreement reached between these three parties will need to be reviewed by Lafayette and the City/County of Broomfield as well. Public notices and hearing will be required as stipulated in the IGA.

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[5] ***Development Summary Narrative***, **pg. 2. November 12, 2009 (Attachment F. to this memo)**

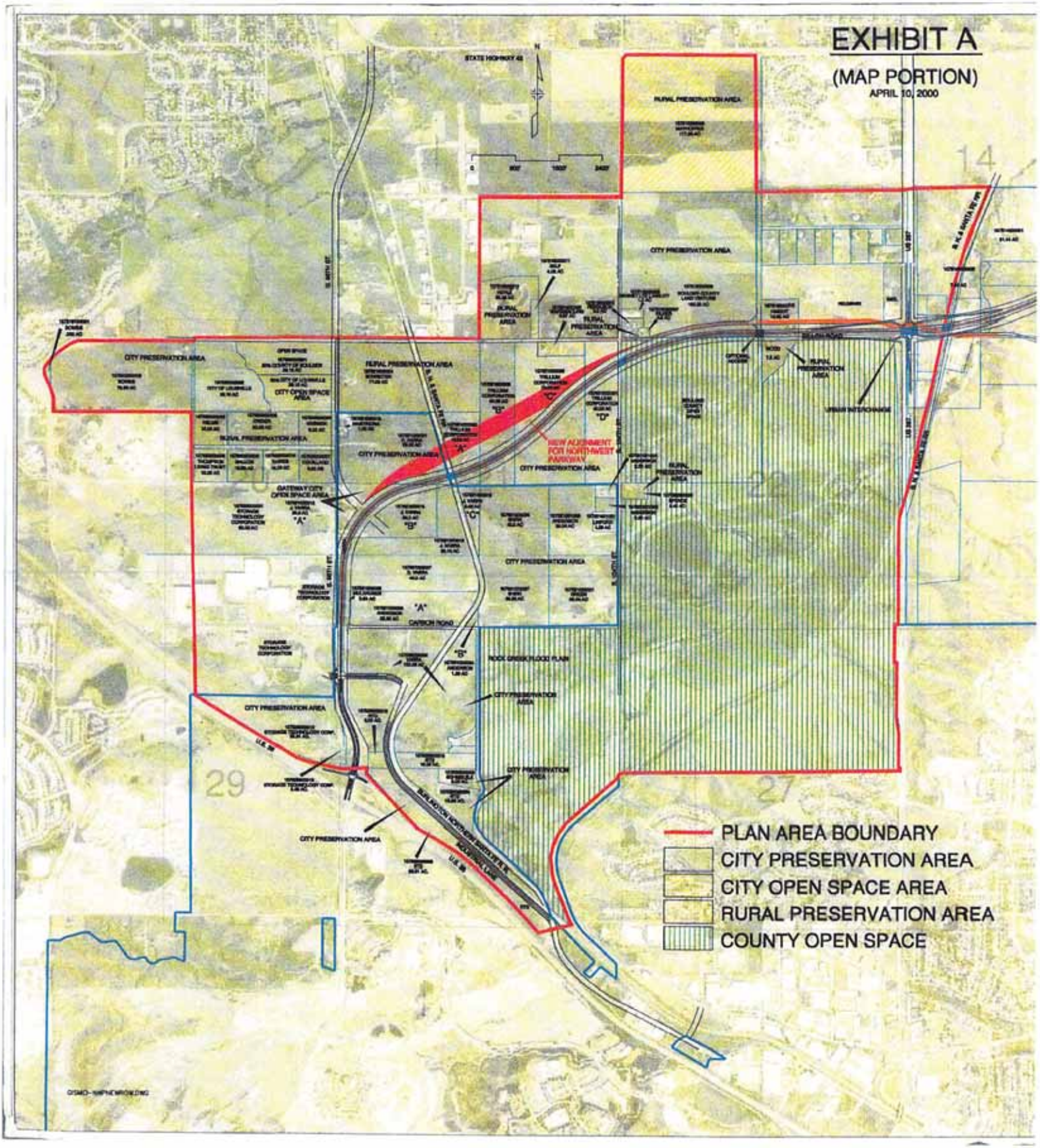
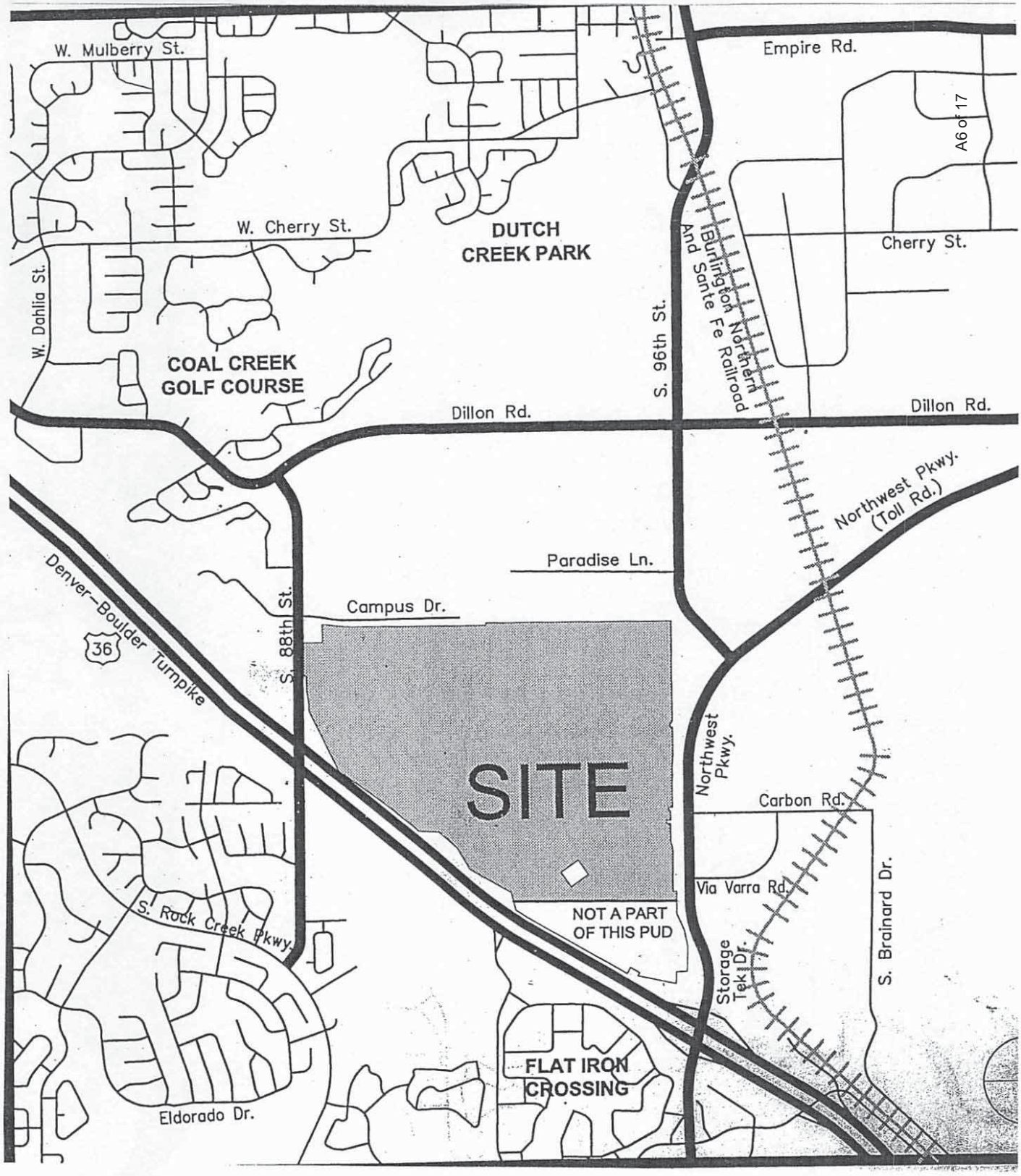
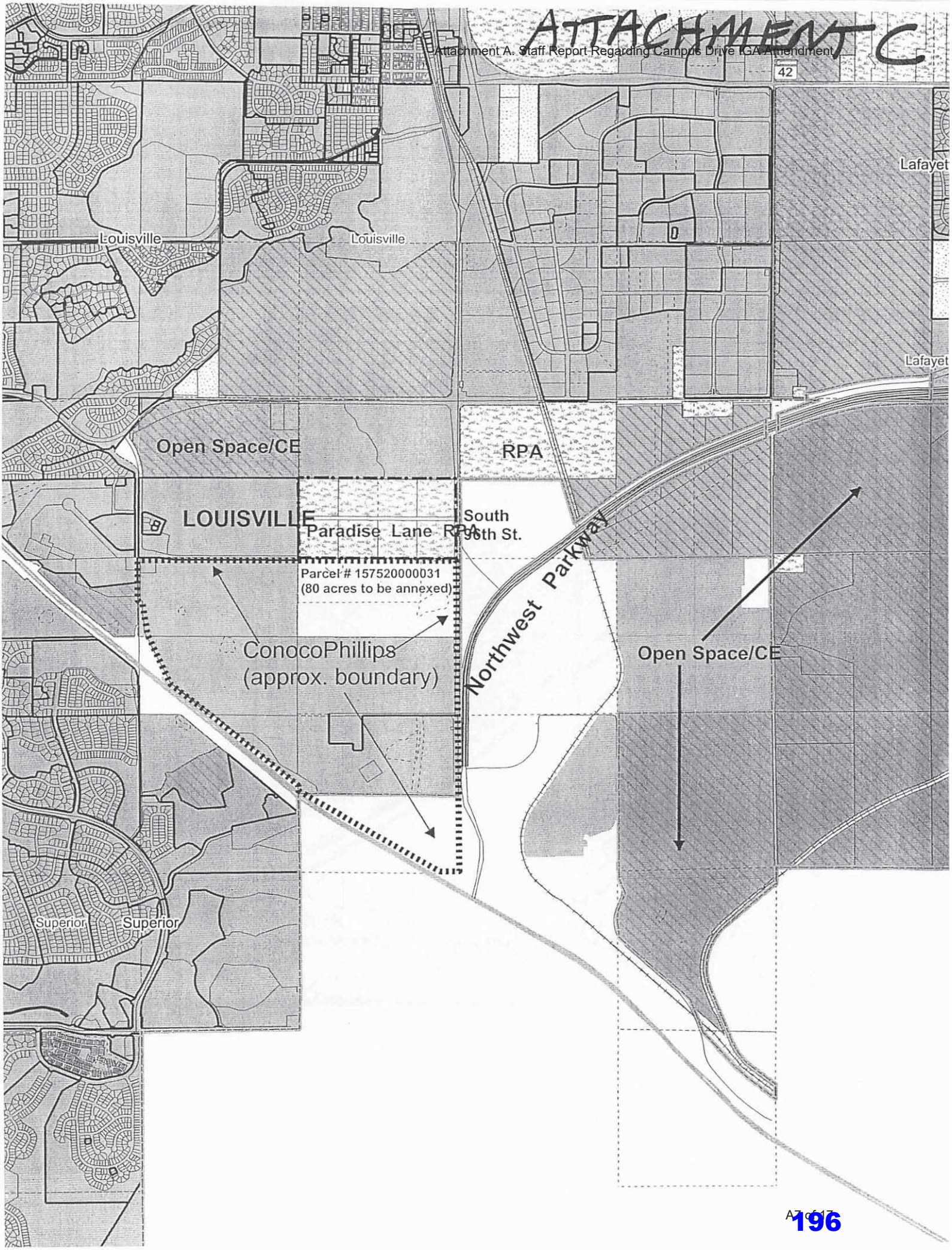


EXHIBIT A
(MAP PORTION)
APRIL 10, 2000
PLAN AREA BOUNDARY
CITY PRESERVATION AREA
CITY OPEN SPACE AREA
RURAL PRESERVATION AREA
COUNTY OPEN SPACE
NEW ALIGNMENT FOR NORTH-WEST PARKWAY
RURAL PRESERVATION AREA
CITY PRESERVATION AREA
CITY OPEN SPACE AREA
GATEWAY CITY OPEN SPACE AREA
ROCK CREEK FLOOD PLAIN
STATE HIGHWAY 42
GATSON ROAD
BELLEVIEW ROAD
URBAN INTERCHANGE
14
29
27

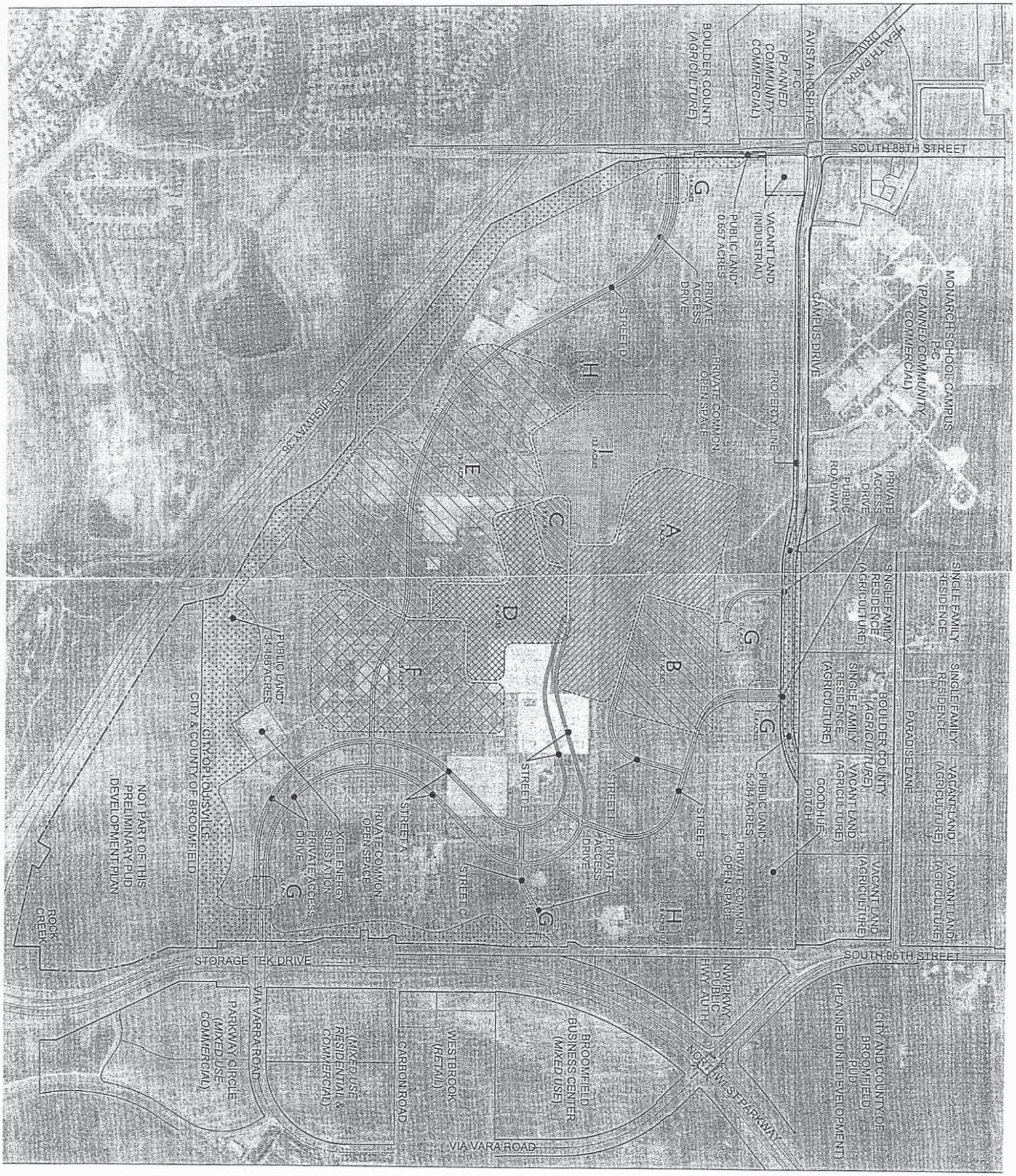
ATTACHMENT B




42
Lafayet
Louisville
Louisville
Lafayet
Open Space/CE
RPA
LOUISVILLE
Paradise Lane
RPA
South
96th St.
Parcel # 157520000031
(80 acres to be annexed)
ConocoPhillips
(approx. boundary)
Northwest Parkway
Open Space/CE
Superior
Superior

ATTACHMENT D

Attachment A. Staff Report Regarding Campus Drive IGA Amendment



ConocoPhillips

R. Wayne McCreesh
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R-Wayne.McCreesh@conocophillips.com

Thursday, November 12, 2009

VIA: HAND DELIVERY

RECEIVED
NOV 12 2009
PLANNING

Mr. Paul S. Wood, AICP
Planning Director
CITY OF LOUISVILLE
749 Main Street
Louisville, CO 80027

RE: Letter of Intent and Summary Narrative regarding ConocoPhillips' concurrent Applications for Annexation and Initial Zoning of 80-acre parcel, and for Re-Zoning and General Development Plan, Preliminary Plat, and Preliminary PUD Development Plan for ConocoPhillips' Campus in Louisville, Colorado (the "Property")

Dear Mr. Wood:

On behalf of ConocoPhillips Company ("ConocoPhillips"), please accept my thanks for providing us with the opportunity to present the following documents for your consideration:

1. Application for Annexation of eighty (80) acre parcel;
2. Application for Re-zoning to Planned Community Zone District - Commercial ('PCZD-C") of, and General Development Plan ("GDP") for, the Property;
3. Preliminary Plat; and
4. Preliminary PUD Development Plan ("PDP") for Planned Unit Development - Commercial overlay ("PUD-C").

This letter shall serve as part of our applications, and constitutes the written narrative portions thereof as may be required or anticipated under the Louisville Municipal Code.

INTEGRATED CAMPUS APPROACH. ConocoPhillips' approach to this development and the included applications is intended to create an integrated and holistic campus for the private use of the company's employees and guests that allows for a state-of-the-art sustainable community of interconnected and integrated uses within a naturally restored prairie setting. Accordingly, while the included submissions and our concurrent activities with the City described below are consistent with the Comprehensive Plan and follow the

requirements of the Louisville Municipal Code, we have designed our program and its phased development to provide appropriate flexibility in order to advance an integrated relationship among the various uses and resulting designs. Moreover, given the scope of the proposed development, we respectfully look to the City's leadership to foster cooperative communication among its neighboring jurisdictions, and to help facilitate a holistic approach to the proposed development pursuant to the principles set forth in the Comprehensive Plan.

Specifically, as a single owner with one non-residential lot included in this submittal, many of the more standard features that are designed to address a multiple lot subdivision or a residential use do not apply in the same manner. Moreover, because of external requirements, we intend to concurrently pursue separate approvals with the City regarding a subsequent annexation of certain adjacent off-site properties owned by the company to the north of the site in unincorporated Boulder County, in order to complete the proposed extension of Campus Drive. To the south of and adjacent to the site, on more than forty (40) acres owned by ConocoPhillips and located within the boundaries of the City and County of Broomfield, we intend to pursue the creation of a conservation easement that can be dedicated to the City of Louisville to enhance public land dedications. Although these steps affect company-owned properties outside of the Louisville City Limits, the coordinated approach described herein will enhance the overall development of the site, while simultaneously preserving adjacent properties to further augment buffering around the Property.

In order to create this private campus, ConocoPhillips will assume responsibility for matters internal to the campus, while providing external connections with the surrounding areas through appropriate regional trail connections, traffic mitigation measures and fiscal investments.

We are confident that the approach described above will ensure that the efforts of all will be successfully integrated into an overall development that will create tangible benefits for ConocoPhillips, the site, the City, and surrounding communities alike.

PROPERTY DESCRIPTION. ConocoPhillips recently purchased approximately four-hundred-fifty (450) acres spanning multiple jurisdictional boundaries, and intends to purchase an additional thirty (30) acres before year end, all for the purpose of developing a corporate learning center and a global technology center with related support facilities that will foster sharing of knowledge, innovation and creativity. The Property will be privately managed to: respect environmental constraints; support passive recreation; promote scenic values; guard against over-development; and sustain and enhance the existing ecosystem. An internal private pedestrian circulation system will connect the various buildings, and connect to both existing and proposed public trails outside of the secured campus perimeter. Controlled vehicular access to the Property will occur at 88th Street, Campus Drive and Northwest Parkway, respectively, and a system of internal interconnected private streets will distribute traffic throughout the Property. Existing electrical lines will be buried consistent

with the City's priorities. The resulting plan for this non-residential development project will magnify the City's image, improve the economic vitality of the City, and provide an attractive gateway at the southern entrance of the City consistent with the Comprehensive Plan.

PHASING PLAN. ConocoPhillips anticipates initial occupancy of the first phase of development in 2013, with additional development of the Property occurring in subsequent phases thereafter, with initial occupancy of such subsequent phases anticipated in 2018 and 2032, respectively.

DEVELOPMENT PLAN. Various elements were considered during the development of the project plan that focused on the specific topics outlined in the Comprehensive Plan. These included: land use; development density and scale; open space; environmental constraints; utility infrastructure availability; transportation; and the community's fiscal health. An examination of each of these development elements, and ConocoPhillips' plans for each, follows:

Land Use. To realize the potential for redevelopment of a 1970's corporate campus, immediate deconstruction of existing facilities was required. This activity, funded solely by ConocoPhillips, will permit new development to occur in a planned and cohesive pattern with the use of existing infrastructure and in accordance with the current planning objectives of the City.

Four (4) major land uses are anticipated on the Property: Learning Center; Research and Development; Office; and campus oriented Retail space, including short-term lodging for ConocoPhillips visiting employees and guests, and site-specific foodservice and childcare facilities. Because the Property is being developed by and for ConocoPhillips as a single user, we have not shown individual planning areas on the GDP. Such planning areas are, however, reflected on the PDP within the context of an integrated campus where the various land uses on the Property support and are compatible with each other. These land uses are described in more detail as follows:

Corporate Learning Center. ConocoPhillips has identified the need for a fit-for-purpose training center. We envision a best-in-class training facility at this site for all company employees worldwide.

Global Technology Center. There are many new and expanded research and development opportunities that ConocoPhillips is eager to explore further. The global innovation center being planned for this site will provide space to accommodate research and development activities associated with alternative and renewable energy sources, conventional exploration and production methods, and downstream research.

General Office. To support future growth in the energy market, ConocoPhillips identified this Property as a best-in-class opportunity for new office space development. This office space will be comingled with the Global Technology Center and Corporate Learning Center to create a new integrated campus for the company.

Supporting Retail Space. In addition to the primary uses listed above, we have also identified a need for supporting retail uses which may include private, noncommercial short-term lodging for visiting employees and guests, campus orientated food service and campus oriented childcare facilities.

Development Densities and Scale. ConocoPhillips recognizes the importance of creating economic development opportunities in an environmentally conscientious manner. To this end, we have developed a site plan that reflects our development theme – constructing a high quality, first class integrated campus within a naturally restored prairie environment. The development densities, exclusive of certain limited spaces which are expressly identified in the PDP, will not exceed 2,500,000 million square feet. Densities will be located at the center of the Property and within a naturally restored prairie setting for the private use of ConocoPhillips' employees and guests. Specifically, office buildings are internal to the Property, with buildings of greater height located in the core of the site, and the lower height buildings on the exterior of the inner core. An extensive listing of landscaping typologies along the exterior of the Property are identified in the PDP to visually buffer the development from adjacent uses and provide the community with a continued sense of openness within a natural setting. Variances from the yard and bulk requirements pertain to building heights and setbacks from internal private roadways. Specifically, we are requesting a maximum building height allowance of ninety-five (95) feet, exclusive of any building mounted CMRS facilities and/or solar panel improvements or other architectural elements not otherwise exempted by the Louisville Municipal Code. We are also requesting an exemption from any setback requirements for improvements adjacent to internal private roadways. These modifications will provide ConocoPhillips with the necessary flexibility to ensure the creation of ample private common open space within the Property.

Open Space. ConocoPhillips shares the City's value for open space and the important purposes served by such land. Therefore, our plan includes the following features and elements:

Public Open Space. External to the campus security boundary, land

owned by ConocoPhillips, whether within or outside of the jurisdictional boundaries of the City, may be dedicated or reserved by conservation easement, dedicated in fee or dedicated by other mutually acceptable form of agreement to the City of Louisville for development of regional trail improvements and other passive recreational uses, the preservation of undeveloped land areas and the creation of buffer areas. Rock Creek, particularly, serves as an example of one area where the opportunity for trail connections and nature discovery for the benefit of the City's citizenry exists. To ensure the compatible development of public and private land uses, any conveyances of a property interest in the land for public purposes shall be made by separate document delineating the use, location, aesthetic qualities and maintenance responsibility associated with the property interest being dedicated and the improvements constructed thereon.

Private Common Open Space. There are many ways to create, manage and use lands to serve a public purpose. In addition to the dedication or reservation of public open space discussed above, extensive private common open space areas are identified on the PDP. These areas equate to roughly one-half of the otherwise developable acreage within the Property, and are primarily located along the exterior boundaries of the Property between the Planning Areas and the campus security perimeter. The private common open spaces will provide ample area to restore the prairie and to create a campus that is both quiet and astonishing. Importantly, the private common open space areas will be privately owned and maintained by ConocoPhillips in a way that will: further the community's interests of preserving undeveloped land areas; create buffers between adjacent developments; and maintain an agricultural backdrop for the support of wildlife, native plants, water features, and passive recreational uses.

Environmental Constraints. For conservative business purposes, ConocoPhillips completed a Phase 1 and Phase II Environmental Site Assessment ("ESA") on the Property. The ESA includes a general site history dating back to 1940, a regulatory database search, a review of previous environmental studies and information, and a site visit. Based on a comprehensive review and analysis of this information, the proposed land use patterns were created to avoid adversely impacting landforms, water bodies, wildlife habitats and other natural resources such as the Goodhue Ditch and Chaussart Pond.

Utility Infrastructure. The City of Louisville will provide the Property with water and sanitary sewer service. Previously, such service from the City

accommodated 1,700,000 square feet of industrial lands uses and, in 1990, 4,800 Storage Technology Corporation employees. It is expected that no off-site sanitary sewer improvements will be required to achieve full build-out of the Property.

Municipal water service to the Property has historically been served by two (2) different water pressure zones to accommodate the prior uses described above. However, given the limited size of ConocoPhillips' proposed development relative to historic uses and prior employee counts, our plans allow for more than adequate municipal water service to the Property from a single pressure zone in a looped manner. This will require that a secondary line from Dillon Road along South 96th Street be constructed, and an extended line from Campus Drive along 88th also be completed.

Finally, the alignment and other key elements of the anticipated burial of existing overhead electrical transmission lines located on the Property are presently being coordinated with Xcel Energy.

To the extent the proposed development creates any new and additional impacts on the public facilities and infrastructure, ConocoPhillips is prepared to fund its proportionate share of the costs in accordance with the schedule set forth in future development agreements.

Transportation. The Property is located south of Campus Drive, East of 88th Street, West of 96th Avenue, and is bounded on the south by U.S. Highway 36. A traffic study has been completed to identify the historical and anticipated traffic flow. A copy of that traffic study is enclosed for your further review. Our transportation plan also identifies improvements that will sustain the proposed land uses and resolve a number of existing traffic issues. Below are the key transportation improvements identified by the traffic study:

Collector Connection from 96th to 88th. The extension of Campus Drive will provide a northern connection to the campus as well as a critical link between 96th and 88th to support Avista Health Park and the Monarch K-8 and High School campus. We have discussed this road with other stakeholders in Opportunity Area 4 and have, to date, heard no opposition to this proposed road extension. In order to achieve this roadway connection without negatively impacting Goodhue Ditch and other riparian areas, ConocoPhillips funded the acquisition of twenty acres of land immediately north of the Property. It is anticipated that a portion of this 20 acres will be dedicated or reserved pursuant to the terms of a restrictive deed, conservation easement, right-of-way or other agreement, as public land to meet any outstanding public land

dedication requirements applicable to the Property, for development of regional trail improvements and the preservation of undeveloped land for the creation of buffer areas.

U.S. Highway 36 Interchange. Our plans will not require an interchange to be constructed to allow for traffic movements on and off U.S. 36 from 88th Street. While an interchange is not warranted by the proposed development on the Property, we are cognizant of the ongoing discussions pertaining to expansion of U.S. 36, and we have voluntarily left a large section of land in the southwestern most corner of the Property undeveloped to allow for the potential future constructability of an interchange. We have also moved the access point off of 88th Street further north to allow more flexibility for eventual development of an interchange.

Northwest Parkway. ConocoPhillips will retain the existing primary Property entry on Northwest Parkway. However, given the scale of construction anticipated during Phase 1 of the proposed development, we will also construct a secondary right in/right out on Northwest Parkway to provide additional ingress to, and egress from, the Campus.

Community Fiscal Health. Development of the Property as an employment center to support the fiscal health of the City supports the City's objectives by generating revenues to support municipal services. We have completed the fiscal model for our proposed development and have included a copy with this transmittal. We are pleased to report that this development will have a net positive fiscal benefit to the City of Louisville as well as the area.

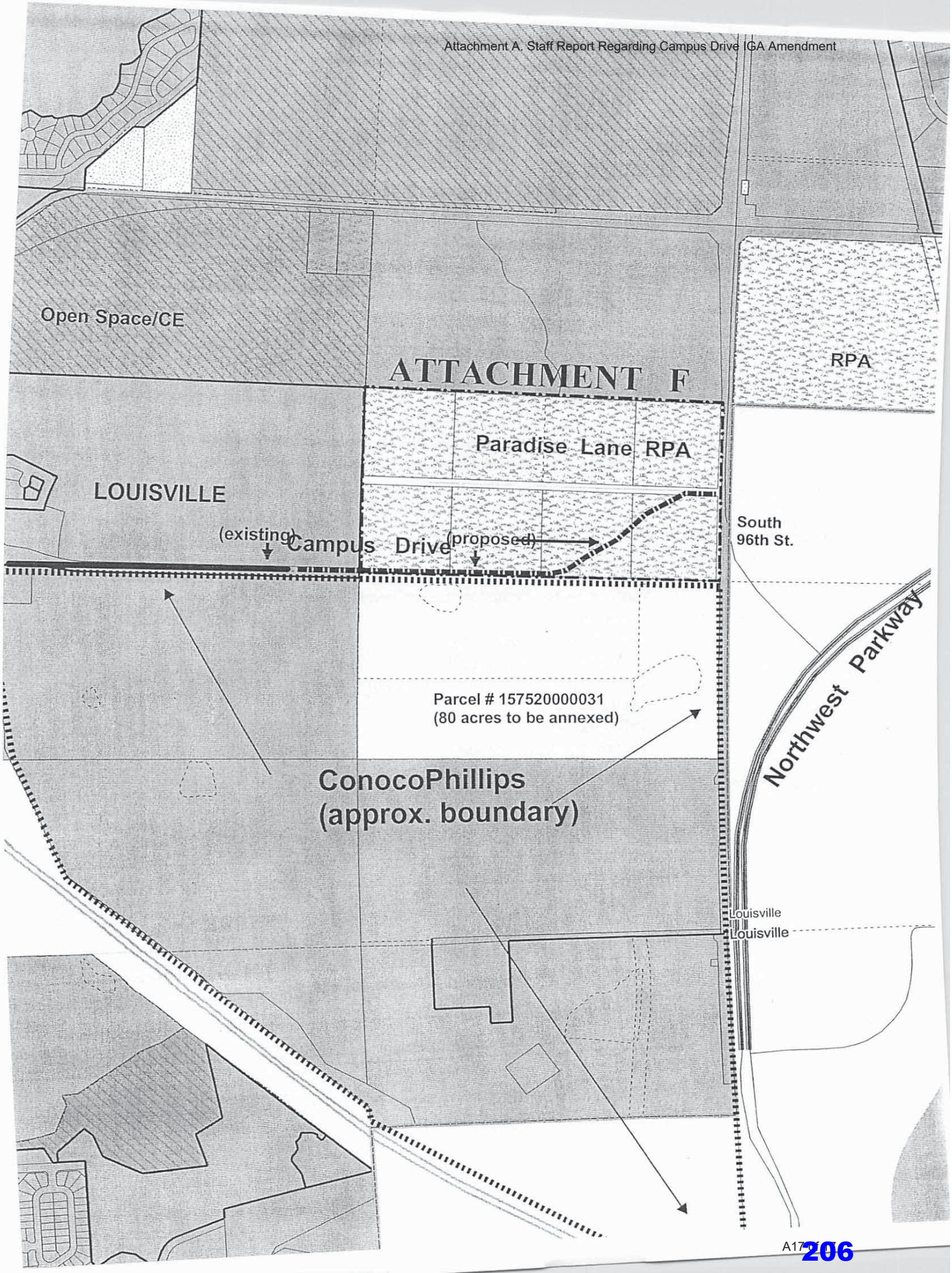
ConocoPhillips welcomes the opportunity to play an important role in the local economic development strategy of the City. We have closely examined the character of the community and believe this project will maintain and enhance all that is positive about living and working in the City of Louisville. We are very excited about this new campus and we look forward to working with you and your staff through this entitlement process. Please let me know if I can provide additional information, or if you have any questions regarding this submittal.

Sincerely,

R. Wayne McCreesh
Supervisor, PTRRC
Corporate Real Estate

c. Mary Manning, General Manager, Corporate Real Estate, ConocoPhillips *(w/o encls.)*
Bill Covell, Project Manger, ConocoPhillips *(w/o encls.)*
Ed Rosol, Project Manger-Colorado Campus, ConocoPhillips *(w/o encls.)*
File *(w/ encls.)*

Enclosures:
- Land Use Application Form and Fees
- Proof of Ownership
- Current Title Commitment(s)
- List of Property Owners within a 500 foot radius of the project with Stamped/Addressed Envelopes (2 sets)
- Annexation Impact Report
- DRAFT Annexation Agreement
- Signed Petition for Annexation
- Annexation Plat
- Fiscal Model and Narrative Summary thereof
- Application for Inclusion in Northern Colorado Water Conservancy District
- ALTA Survey
- General Development Plan
- Preliminary Subdivision Plat
- Preliminary PUD Development Plan/PUD - C
- Zoning Maps
- Traffic Report
- Preliminary Utility Report
- Preliminary Drainage Report
- Environmental Site Assessment
- Wildlife Studies
- Compact Discs (containing electronic copies of all required documents in PDF format)
- Mineral Certificates
- Letter to Mr. McCreesh from Felsburg Holt & Ullevig dated November 11, 2009 re: *Miscellaneous Inquiries Regarding the Traffic Study*
- Letter to Mr. McCreesh from Felsburg Holt & Ullevig dated November 11, 2009 re: *Potential Traffic Calming Measures for Campus Drive*


Open Space/CE
ATTACHMENT F
RPA
Paradise Lane RPA
LOUISVILLE
(existing)
Campus Drive
(proposed)
South
96th St.
Northwest Parkway
Parcel # 157520000031
(80 acres to be annexed)
ConocoPhillips
(approx. boundary)
Louisville
Louisville

City of Louisville
COLORADO • SINCE 1878

Department of Planning and Building Safety

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: Brue Baukol Capital Partners
Contact: Jordan Swisher
Address: 1555 Blake St., Suite 210
Denver, CO 80202
Mailing Address: 1555 Blake St., Suite 210
Denver, CO 80202
Telephone: 720.930.4711
Fax: 720.399.6472
Email: jordan.swisher@bruebaukol.com

OWNER INFORMATION

Firm: Phillips 66 Company
Contact: Greg L. Cardwell
Address: 2331 CityWest Bouldevard
Houston, TX 77242
Mailing Address: P.O. Box 421959
Houston, TX 77242
Telephone: 832.765.1412
Fax: 832.765.9810
Email: greg.l.cardwell@p66.com

REPRESENTATIVE INFORMATION

Firm: Brue Baukol Capital Partners
Contact: Jordan Swisher
Address: 1555 Blake St., Suite 210
Denver, CO 80202
Mailing Address: 1555 Blake St., Suite 210
Denver, CO 80202
Telephone: 720.930.4711
Fax: 720.399.6472
Email: jordan.swisher@bruebaukol.com

PROPERTY INFORMATION

Common Address: ***see attached Legal Description**
Legal Description: Lot _____ Blk _____
Subdivision _____
Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

- ☐ Annexation
- ☒ Zoning
- ☐ Preliminary Subdivision Plat
- ☐ Final Subdivision Plat
- ☐ Minor Subdivision Plat
- ☐ Preliminary Planned Unit Development (PUD)
- ☐ Final PUD
- ☐ Amended PUD
- ☐ Administrative PUD Amendment
- ☐ Special Review Use (SRU)
- ☐ SRU Amendment
- ☐ SRU Administrative Review
- ☐ Temporary Use Permit: _____
- ☐ CMRS Facility: _____
- ☒ Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit) ***GDP AMENDMENT & COMP PLAN AMENDMENTS**

PROJECT INFORMATION

Summary: General Development Plan Amendment concerning allowed uses, height, densities and other development provision for the commonly known Phillips 66 site.

Current zoning: **PCZD-COMMERCIAL** Proposed zoning: **PCZD Commercial/ Residential**

SIGNATURES & DATE

Applicant: _____
Print: Jordan Swisher
Owner: Phillips 66 Company
Print: ***see Letterof Authorization**
Representative: _____
Print: _____

CITY STAFF USE ONLY

- ☐ Fee paid: _____
- ☐ Check number: _____
- ☐ Date Received: _____

OWNER AUTHORIZATION

I, Greg Cardwell, as the authorized signatory of PHILLIPS 66 COMPANY, a Delaware corporation ("Owner"), the owner of the real property situated in and near the City of Louisville, State of Colorado (the "Property"), hereby authorize Chad Brue and Jordan Swisher ("Authorized Representatives") of BRUE CAPITAL PARTNERS, LLC, d/b/a BRUE BAUKOL CAPITAL PARTNERS, a Colorado limited liability company ("Buyer") to take commercially reasonable actions necessary to seek and obtain any and all entitlements, permits, licenses, property interests, certificates and other consents and approvals (collectively, the "Applications") from any and all federal, state and local governments, agencies, departments, quasi-governments, associations, review boards, districts and other individuals, entities, bodies, and authorities, including, without limitation, the City of Louisville, the Boulder County Board of Commissioners and the City and County of Broomfield, that are solely for Buyer's intended uses for the Property.

Owner is fully aware of the Applications being submitted by the Authorized Representative on Owner's behalf and of the actions being initiated regarding the Property, and Owner authorizes the Authorized Representative to take actions on Owner's behalf that are commercially reasonable and necessary to secure, receive, or effectuate the Applications, including, without limitation, representing Owner in front of any planning or review boards, or in any public or other hearings, in each case with respect to the Applications. By this acknowledgement, the Owner hereby certifies that the above information is true and correct.

(signature page follows)

OWNER:

PHILLIPS 66 COMPANY, a Delaware corporation

By: _____
Name: *Greg L. Cardwell*
Its: *Attorney In Fact*

STATE OF Texas)
)
COUNTY OF Harris)

The foregoing instrument was acknowledged before me this 18th day of June, 2019, by Greg L. Cardwell, as Attorney-In-Fact of Philipps 66 Company, a Delaware corporation.

Witness my hand and official seal.

(SEAL)

Notary Public

My commission expires: 6. 21. 2022

NOTARY PUBLIC STATE OF TEXAS
Sherri Yvonne Law
My Commission Expires
06/21/2022
ID No. 131614412

19370926

City of Louisville
COLORADO • SINCE 1878

Department of Planning and Building Safety

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

ELECTRONIC LAND USE HEARING REQUEST CASE NO. _____

APPLICANT INFORMATION

Firm: Brue Baukol Capital Partners
Contact: Jordan Swisher
Address: 1555 Blake St., Suite 210
Denver, CO 80202
Mailing Address: 1555 Blake Street, Suite 210
Denver, CO 80202
Telephone: 720.930.4711
Fax: 720.399.6472
Email: jordan.swisher@bruebaukol.com

OWNER INFORMATION

Firm: Phillips 66 Company
Contact: Greg L. Cardwell
Address: 2331 CityWest Boulevard
Houston, TX 77242
Mailing Address: P.O Box 421959
Houston, TX 77242
Telephone: 832.765.1412
Fax: 832.765.9810
Email: greg.l.cardwell@p66.com

REPRESENTATIVE INFORMATION

Firm: Brue Baukol Capital Partners
Contact: Jordan Swisher
Address: 1555 Blake Street, Suite 210
Denver, CO 80202
Mailing Address: 1555 Blake Street, Suite 210
Denver, CO 80202
Telephone: 720.930.4711
Fax: 720.399.6472
Email: jordan.swisher@bruebaukol.com

PROPERTY INFORMATION

Common Address: See attached legal description
Legal Description: Lot _____ Blk _____
Subdivision _____
Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

- ☐ Annexation
- ☐ Zoning
- ☐ Preliminary Subdivision Plat
- ☐ Final Subdivision Plat
- ☐ Minor Subdivision Plat
- ☐ Preliminary Planned Unit Development (PUD)
- ☐ Final PUD
- ☐ Amended PUD
- ☐ Administrative PUD Amendment
- ☐ Special Review Use (SRU)
- ☐ SRU Amendment
- ☐ SRU Administrative Review
- ☐ Temporary Use Permit: _____
- ☐ CMRS Facility: _____
- ☒ Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit) GDP AMENDMENT & COMP PLAN AMENDMENTS

I hereby request the public hearing(s) on this application be scheduled to be conducted by Electronic Participation in accordance with the attached Resolution No. 30, Series 2020, as adopted by the City Council on April 7, 2020, if such hearing(s) can be scheduled during a time period when in-person meetings are not being held due to a health epidemic or pandemic. I acknowledge that holding a quasi-judicial hearing by Electronic Participation may present certain legal risks and involves an area of legal uncertainty, and that having this application heard at a meeting held by Electronic Participation is optional and undertaken at my own risk. I also understand that in-person meetings are preferred for quasi-judicial hearings, and that even if electronic hearing(s) are scheduled, this application will be heard at an in-person meeting if in-person meetings have resumed by the scheduled hearing date(s). I further agree to defend and indemnify the City of Louisville in any action that may arise out of, or in connection with, conducting the hearing by Electronic Participation.

SIGNATURES & DATE

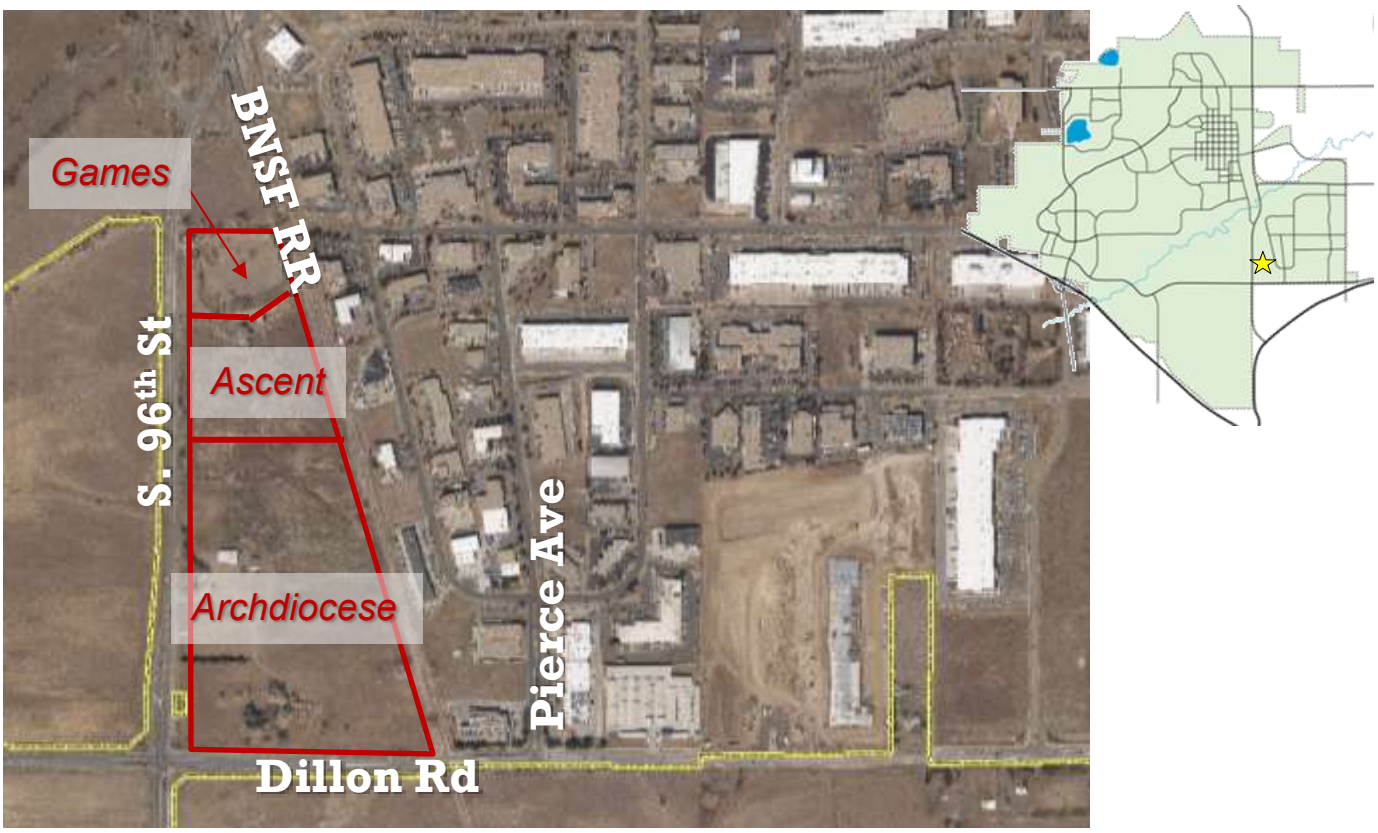
Applicant: _____
Print: Jordan Swisher
Owner: Phillips 66 Company
Print: * see Letter of Authorization
Representative: _____
Print: _____

CITY STAFF USE ONLY

- ☐ Electronic Hearing Approved: _____
- ☐ Date(s) of Hearing(s): _____

ITEM:	ZON-0260-2019 – St. Louis Parish and Commercial Park General Development Plan, 2nd Amendment. A request for a second amendment to the St. Louis Parish General Development Plan to amend allowed uses and development standards
PLANNER:	Lisa Ritchie, Senior Planner
OWNER:	Archdiocese of Denver-St. Louis, Ascent Church, Adrian Games
REPRESENTATIVE:	Alicia Rhymer, United Properties
EXISTING ZONING:	PCZD-C – Commercial
LOCATION:	Northeast corner of S. 96th Street and Dillon Road
TOTAL SITE AREA:	51.6 Acres
RESOLUTION:	Approval of Resolution No. 2, Series 2020, recommending approval of the application with conditions

VICINITY MAP:



SUMMARY:
On March 12, 2020, Planning Commission continued a public hearing for this application to the April 9, 2020 regular meeting. Because of the COVID-19 public health crisis, this meeting was not held. New public notice was provided consistent with the municipal code to hold the public hearing at the June 11, 2020 regular Planning Commission meeting.

The applicant, United Properties, requests approval of a second amendment to the St. Louis Parish and Commercial Park General Development Plan (GDP) to amend allowed uses and development standards in the following manner:

- Adds light industrial uses by right
- Adds car wash as a use by special review
- Removal of the restriction to place parking behind buildings fronting S. 96th Street
- Reduction of the building setback distance from 60 feet to 55 feet for buildings fronting S. 96th Street
- Amends the boundaries for the different planning areas within the GDP
- Increases allowed building height in some areas from 35 feet to 40 feet
- Amends roof design standards for buildings fronting S. 96th Street
- Increases the overall Floor Area Ratio for the GDP from 306,531 sf to 369,479 sf and amends the FARs associated with the revised planning areas.
- Allows private streets rather than public streets internal to the development

BACKGROUND:
The St. Louis Parish and Commercial Park property is approximately 51.6 acres in size and located northeast of the Dillon Road and S. 96th Street intersection. To the east is BNSF Rail Road right of way and the Colorado Technological Center. To the west and southwest are the Warembourg and Admor Open Spaces, which are conservation properties owned jointly by Boulder County and City of Louisville. To the south is property in unincorporated Boulder County zoned Agriculture and designated as a Preservation Area through Intergovernmental Agreements with limited residential and agricultural development. Adrian Games owns the northernmost 5.39 acre parcel, Ascent Church owns the center 13.26 acre parcel, and the Archdiocese of Denver-St. Louis owns the southernmost 32.75 acre parcel. The applicant, United Properties, is under contract to purchase the Ascent parcel.

The City separately annexed each property between the time periods of July 1996 and February 1997. Each property was zoned Agriculture when annexed. The City subsequently approved a rezoning to Planned Community Zone District (PZCD) and the St. Louis Parish and Commercial Park GDP on September 21, 2004, which included the three properties described above. Adrian Games and the Denver Archdiocese were owners at the time of this original approval, while the center parcel was sold a number of times to different entities.

To be zoned PCZD, a property must be at least 30 acres in size and held in common ownership. The requirement for common ownership is to ensure the intent of an integrated and coordinated development. The City made an exception in this case to

the common ownership requirement, but executed agreements that future development would be coordinated among the property owners in the same manner as if the properties were under single ownership.

The City approval also resulted in a significant upzoning from agriculture to commercial zoning, greatly increasing development potential on the property. As part of the agreement to allow the upzoning to PCZD zoning, the GDP established parameters that established a buffer to the open space to the west through setback, height, and density restrictions.

The original GDP divided the overall area into three distinct zones, with Zone 2 being further broken out into three subzones (Zones 2A, 2B and 2C) primarily to address height, floor area, setbacks, and site coverage limitations based on the proximity of each zone to 96th Street and the open space to the west. The structure of the Zones provides a transition of development density, maintaining a lower, more rural character adjacent to the open space lands. The GDP includes a list of permitted and Special Review uses in each Zone, which includes a mix of institutional and commercial uses.

On October 17, 2017, the City approved the first amendment to the St Louis Parish and Commercial Park GDP. This amendment allowed religious institutions as a use-by-right in Zone 2 rather than by Special Review. Following this approval, the property owners' received approval of a preliminary plat and preliminary Planned Unit Development on September 4, 2018 to establish the intent for 4 lots on the Ascent property; 2 parcels, one each on the Games and Archdiocese properties. The PUD included the construction of a 52,000 sf building and associated site improvements. Following this approval, Ascent Church made application for a final plat and final PUD to follow through with the intent of the preliminary approvals. These applications were never finalized or considered before Planning Commission and City Council.

Earlier this year, Ascent Church purchased the property at 550 S. McCaslin, the former Sam's Club property, and have abandoned their plans to pursue development in the St Louis Parish and Commercial Park GDP.

Background on 2004 GDP
The original GDP established several parameters for development based on the location and context of the area. The following is an excerpt from the September 21, 2004 Council Communication which describes the development standards and rationale.

> *The 2004 GDP reflects three zones of development. The GDP specifies design and building bulk standards for each sub-zone, which creates a 'gateway' and/or 'transition' to the City of Louisville. The organization of these planning areas has been organized along 'zones of intensity or transition' rather than strictly along parcel ownership boundaries. The GDP reflects an overall Floor Area Ratio (FAR) limitation of 0.20, but may allocate a more restrictive FAR to those planning areas adjacent to a major arterial. An FAR is a measure of non-*

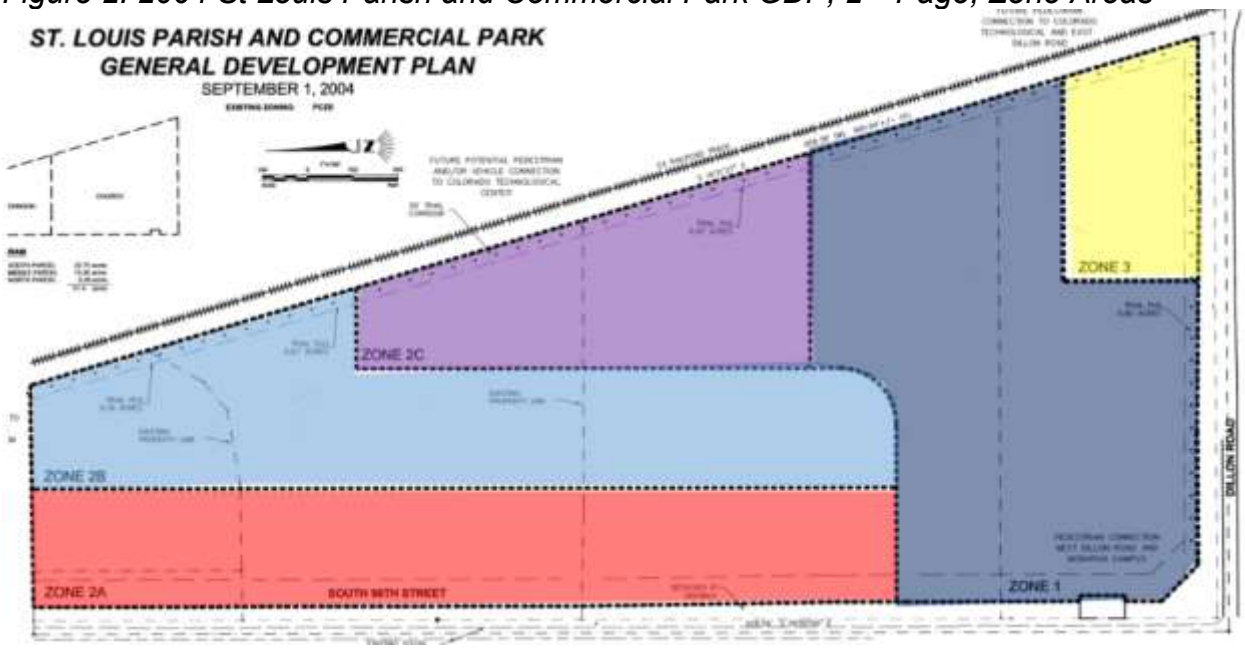
residential density; it is a ratio between gross building square footage to the gross lot area.

Planning area zones have been organized in 'layers', which are generally parallel to S. 96th Street and step back to the east with areas of greater intensity. Zones II and III carry an overall FAR of 0.20, or a build out of approximately 306,531 SF. However, Zone 2A, which is adjacent and parallel to S. 96th Street has a maximum FAR of 0.17. In conjunction with a more restrictive FAR, buildings in Zone 2A are limited to one story construction, with pitched roof elements. The maximum building height in Zone 2A is 25'. The required building setback from S. 96th Street has been increased from a Commercial Development Design Standards and Guidelines (CDDSG) requirement of 30' to a minimum setback of 60'. Parking in Zone 2A is required to be placed behind, or to the east of the buildings fronting on S. 96th Street. The GDP design requirements to prohibit parking in the front setback of buildings facing S. 96th Street provides a very distinct landscape and pedestrian presentation to the adjoining arterial providing a transition between the open space to the west and the Colorado Tech Center to the east. Zones 2B, 2C, and 3 are subject to the standards of the CDDSG.

As noted previously, the 1st Amendment approved in 2017 only revised the GDP to allow religious institutions as a use-by-right. It did not amend any of the development parameters originally established with the 2004 GDP.

Figure 1: Surrounding Open Space and Preservation Lands

Figure 2: 2004 St Louis Parish and Commercial Park GDP, 2nd Page, Zone Areas



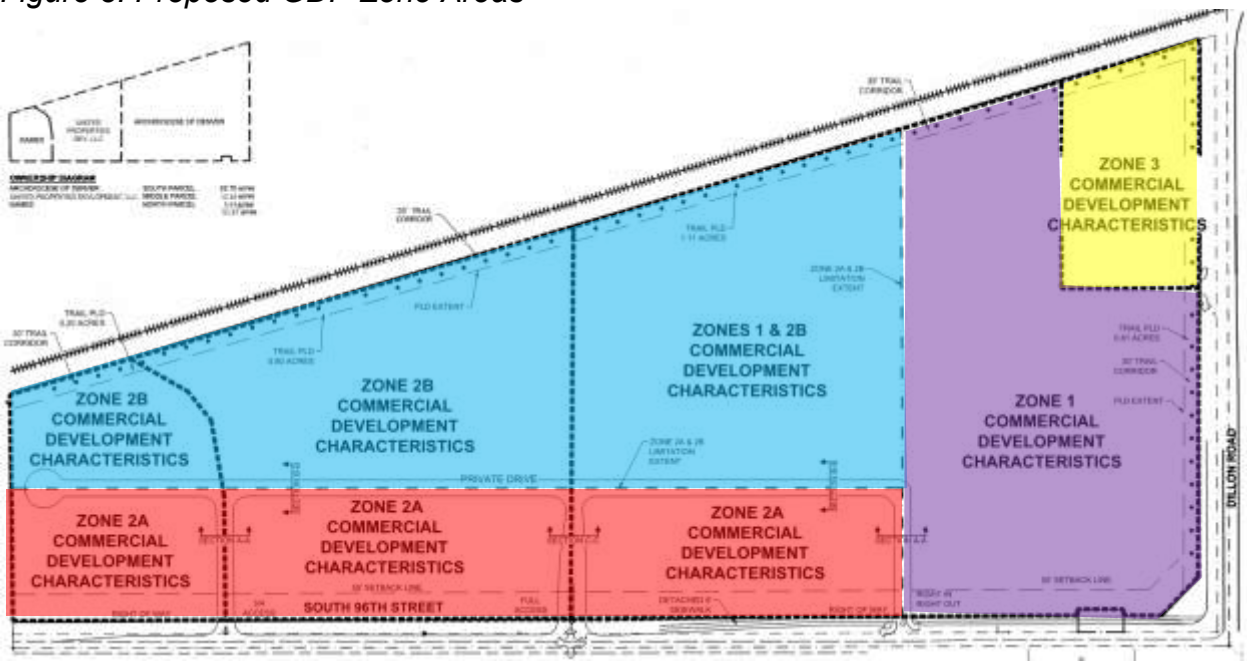
PROPOSAL:
The applicant requests approval of the second amendment to the St Louis Parish and Commercial Park GDP. This following list summarizes the changes requested by the applicant for this second amendment:

- Amends the use areas to align with existing property lines.
- Allows portions of Zone 1 to develop with existing Zone 1 uses, or any use allowed in Zone 2. Zone 1 uses generally consist of uses associated with the Archdiocese church and school.
- Adds light industrial uses to Zone 2 as a use-by-right.
- Adds car wash to Zone 2 as a special review use.
- Amends the allowed floor area ratios (FAR) zones to a two-tiered system from west to east, rather than a three-tiered system.
- Revise the street network from public to private. The GDP states that cross access easements will be established at plat.
- Reduce the building setback for buildings fronting S. 96th Street from 60 feet to 55 feet.
- Allow parking between buildings and S. 96th Street with enhanced landscaping, rather than requiring it behind buildings.
- Adds an option for slanted roofline architectural elements for buildings fronting S 96th Street, rather than only requiring pitched roofs.
- Amends allowed heights for buildings in Zone 2B up to 40', whereas 35' (CDDSG) is currently permitted.
- Amends the allowed FAR by zones in the following manner, resulting in an increased in allowed development area from 306,531 sf to 369,479 sf

Property	Current FAR	Proposed FAR
Games	0.17, Zone 2A 0.20, Zone 2B	0.17, Zone 2A 0.26, Zone 2B 0.22 total
United Properties	0.17, Zone 2A 0.20, Zone 2B 0.245, Zone 2C	0.17, Zone 2A 0.25, Zone 2B 0.23 total
Archdiocese, Zone 1 & 2 Parcel	No FAR, Zone 1 0.17, Zone 2A 0.20, Zone 2B 0.245, Zone 2C	No FAR if developed as Zone 1 use 0.20, Zone 2A 0.26, Zone 2B 0.245 total
Archdiocese, Zone 3 Parcel	0.20	0.20
Maximum Development	306,531 sf*	369,479 sf*

This number does not include FAR associated with development under Zone 1 uses for the Archdiocese church and school, which allows development consistent with CDDSG.

Figure 3: Proposed GDP Zone Areas



The illustrative images below show how the proposal changes the required setbacks for buildings and parking areas. The current GDP requires a 60-foot building setback and that buildings are to be placed primarily between S. 96th Street and parking lots. Additionally, if a parking lot is visible from S. 96th Street, the current GDP requires a berm at least 30” above the grade of the parking lot.

The proposal requests a 55-foot building setback and removes the requirement to place the parking lots behind the buildings. The proposal also requires additional landscaping

above what is required in the CDDSG so that the parking lots are screened to the greatest extent feasible. Staff acknowledges that due to grade differences between the street and the property, the effectiveness of the currently required 30" berm is questionable. The CDDSG currently requires a 25-foot setback for parking areas adjacent to arterial streets.

Figure 4: Existing illustrative setback

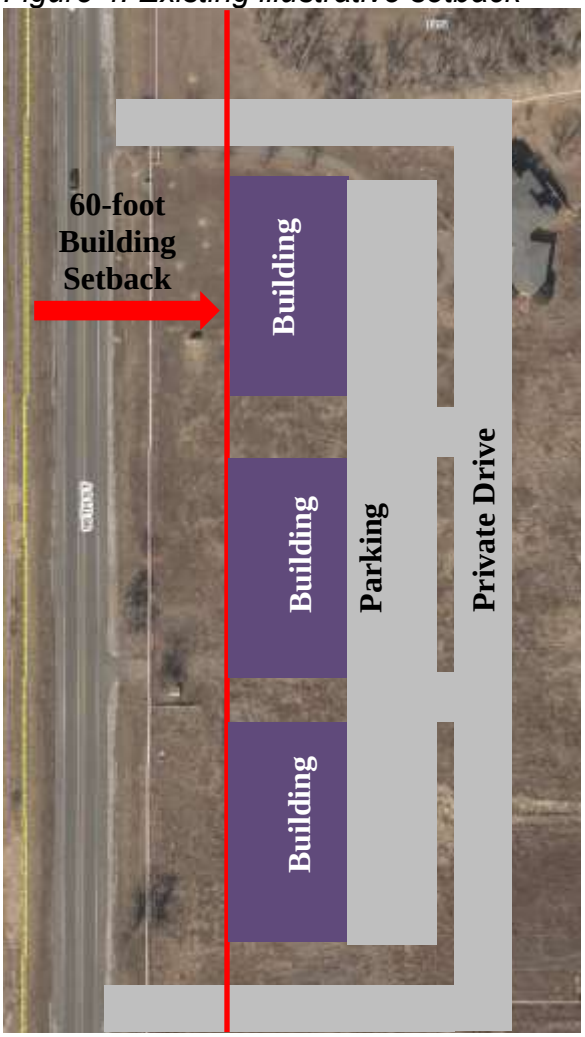
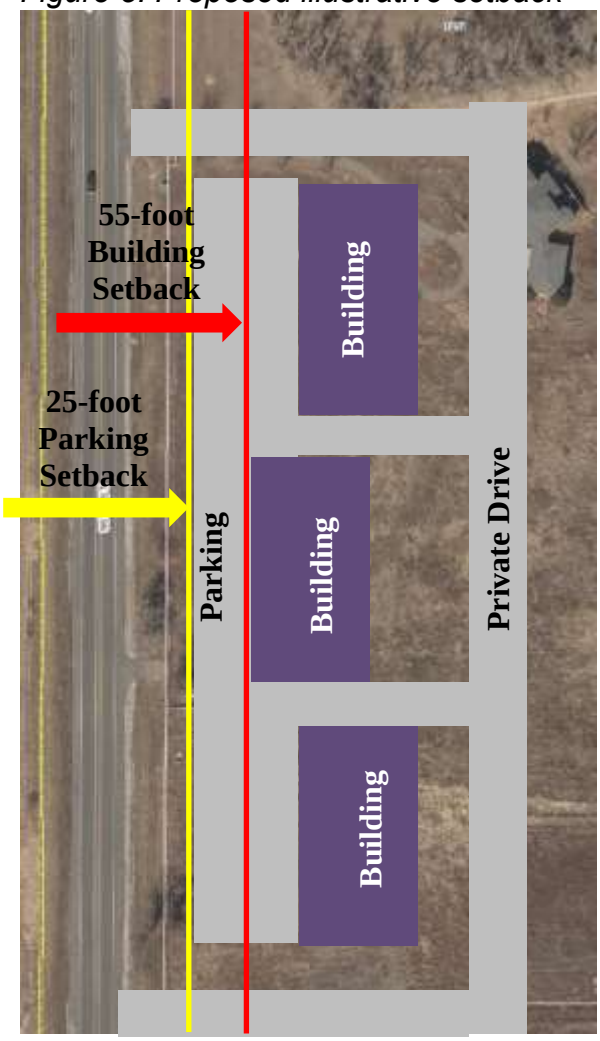


Figure 5: Proposed illustrative setback



In addition to the GDP Amendment, the applicant requests approval of an amended PCZD Agreement that updates the ownership entities and FAR allowances to match the proposed GDP Amendment. If the GDP Amendment is approved, this would be finalized prior to the City Council public hearing.

The applicant prepared a new traffic study as part of the application to reflect the additional development potential. The original study completed in 2001 anticipated a total of 7,383 average weekday trips and 2,845 average Sunday trips generated from the anticipated office, church and school, and tennis center uses. The study submitted with this application anticipates 6,248 average weekday trips and 2,036 average Sunday trips generated from light industrial, gas station, car wash, retail, and church

and school uses. While the development density is increasing with the GDP Amendment proposal, the assumptions in the traffic study include significantly more industrial use over office use, which accounts for the overall reduction in trips. Both traffic studies recommend a signal at the primary access point into the property along S. 96th Street at some point prior to build-out, extending the second through lane, additional turn lanes and turn lane capacity, all of which would be funded by the applicant. The applicant has also submitted for a preliminary and final plat and a PUD to allow development on a portion of the GDP area, which is currently under review. The improvements needed for S. 96th Street are also being reviewed for consistency with the improvements associated with the Redtail Ridge development.

ANALYSIS:
The GDP Amendment is subject to Section 17.72 *Planned Community Zone District* (PCZD) of the Louisville Municipal Code. Any amendments to a PCZD are subject to the same process and requirements as the initial approval. The purpose of the planned community zone district in Section 17.72.010 includes the following statements that apply to this application:

- *The purpose of the PCZD is to encourage, preserve and improve the health, safety and general welfare of the people of the city by encouraging the use of contemporary land planning principles and coordinated community design.*

- *The PCZD is created in recognition of the economic and cultural advantages that will accrue to the residents of an integrated, planned community development of sufficient size to provide related areas for various housing types, retail, service activities, recreation, schools and public facilities, and other uses of land.*

Section 17.72.030 includes the following applicability statement:

- *The PCZD may be applied only to such land as the city shall determine to be suitable for such a development.*

<u>Comprehensive Plan Policy</u>
This property is referred to as the 96th and Dillon Special District in the City's 2013 Comprehensive Plan and is designated as Rural. The language in the plan states:

> *The 96th and Dillon Road Rural Special District serves as the rural gateway to the City of Louisville. The area will include a mix of commercial, institutional, and industrial uses. The uses in this special district will be separated and buffered from the surrounding roads to maintain the appearance of a rural entryway to the City.*

The Comprehensive Plan also includes a density range of up to .25 FAR for Rural designated properties, and heights up to 3 stories if clustered and located out of the public view shed and buffered by surrounding topography and open space.

Staff finds that the majority of the elements within the proposal meet the above purposes for PCZD and the Comprehensive Plan. Although the application increases the allowed FAR, it remains less than the overall Comprehensive Plan limitation of .25 and the application carries forth the transition of intensity from west to east, toward existing development in the CTC. The anticipated traffic impact from the increase in FAR does not increase from the previous scenario due to the changes in uses to include light industrial. Staff also finds the addition of light industrial uses is consistent with the Comprehensive Plan policy for this special district.

Staff finds that the revision to allow internal streets to be privately owned and maintained rather than dedicated to the city is acceptable as long as the streets meet the intent of the City's Transportation Master Plan, which includes policies for "great/complete streets" that provide multi-modal connectivity and support transportation options other than vehicles. Although there is currently isn't RTD fixed route transit service along 96th Street, the RTD Northwest Area Mobility Study (NAMS) designates the corridor for future enhanced bus service. This planned transit service further enforces that complete "first and final mile" multi-modal connections need to be planned in this area The application proposes 6'-0" detached sidewalks on the primary internal drives off of S. 96th Street, where currently the City's current engineering standards include 5'-0" attached sidewalks as a minimum improvement. The proposal maintains the connectivity anticipated in the current GDP.

Staff finds that the allowance to increase height from 35 feet to 40 feet for buildings in Zone 2B, further away from S. 96th Street, is consistent with the intended character of the GDP in context of surrounding development. This is the same height allowance within the IDDSG which applies to the CTC development to the east, and the Comprehensive Plan policy for this area allows buildings up to three stories if clustered, located out of view, and buffered from surrounding open space.

Staff finds that the remaining portions of the application are inconsistent with the Comprehensive Plan policy and original intent established with the current GDP. While the reduction of the building setback from 60 feet to 55 feet may have a small impact on the visual character of the corridor, the revision to allow parking areas between the building and the street will have a visual impact from development as it relates to the adjacent open space areas to the west and has the effective result of allowing development into 35 feet of the originally intended 60 foot buffer.

For comparison, when the CTC was established, a 55-foot conservation easement was placed along the east side which does not allow structures or parking lots. The north side of the CTC has the same 55-foot conservation easement, along with an additional 55-foot outlot that was dedicated to the City, effectively establishing a 110-foot buffer along the north side before any development may occur. These sides of the CTC also border protected open space lands.

The applicant provided a rationale for the reduction of the buffer in their narrative, and one of the reasons stated was that in order to be marketable, they need a minimum

truck access area width of 130 feet and a minimum building depth of 180 feet for development planned toward the east side of the property. The applicant provided a comparison spreadsheet of similar sized buildings in the CTC, which staff finds does not demonstrate this need. There are no existing properties in the CTC with truck bays with that depth and most range from 100'-0" to 127'-6"ft to xx ft. While some buildings are at least 180 feet deep, the majority of industrial development seen in the CTC does not include buildings with this depth, and staff finds that such depths are not needed for success of a project within this market area. Standard industrial and commercial lot widths would allow the applicant to make minor adjustments to anticipated lot boundaries that would allow implementation of a 60-foot buffer over the proposed 55-foot buffer.

The narrative also notes that setting development back further from the street is not conducive to successful retail development, and in their opinion the typical 25-30 foot depth is more ideal. Staff recognizes that along a typical corridor this may be true, however in this case there is no adjacent development that would block visibility of the development from the approaches and believes that the GDP setbacks are appropriate given the context of the adjacent protected open spaces and agricultural lands.

The proposal revises the requirement that buildings within Zone 2A have a maximum height of 25 feet and pitched roofs. The pitched roof requirement effectively caps development at one-story. The proposal maintains the 25 foot height limitation, although it allows both pitched roofs or slanted roofline architectural elements. This could have the result of additional mass along the S. 96th St frontage allowing taller walls and a minimally sloped element at the roofline.

For the reasons described above, staff recommends the following conditions of approval related to the buffer area if the Planning Commission finds the remaining portion of the application meets the provisions of the Comprehensive Plan and PCZD standards.

1. The applicant shall revise the application to provide for a minimum 60-foot building and parking setback.
2. The applicant shall revise the GDP height limits within Zone 2A to be a maximum of 25 feet if a pitched roof is provided or 20 feet if slanted roofline architectural elements are provided.

Alternatively, if Planning Commission believes a better design is to maintain the current GDP requirement of placing parking behind the buildings, this condition could be amended. Staff proposes the condition above which would allow parking beside buildings which would be visible from S. 96th Street, but finds that the buffer provided through this condition is acceptable and allows more design flexibility for the applicant. Staff notes that the applicant proposal includes the requirement for additional landscaping, but staff is concerned that dense landscaping may not be appropriate immediately adjacent to open space, and could result in minimized visibility for the retail pad sites which could also limit their success.

FISCAL IMPACT:
Per policy, staff ran the City's fiscal impact model under "high" and "low" scenarios that include a single church, office, retail and light industrial uses consistent with the uses assumed in the traffic impact study. The "low" scenario reduces several of the inputs to 80% of the "high" scenario. Under the "high" scenario, the model estimates that the 20-year fiscal impact to the City resulting from the GDP Amendment is $6,395,000 and the "low" scenario has a net positive of $3,980,000. Both scenarios result in an increase from the previous fiscal impact analysis that was performed for the 1st Amendment. That previous analysis evaluated two scenarios; a development that included a single church, and a development that included two churches. The single church scenario included additional office and retail and resulted in a net positive fiscal impact of $2,094,000. The two church scenario included less office and retail and resulted in a net positive of $1,758,000.

High Scenario

	SCENARIO	
Revenue by Fund	Proposed	%
General Fund	$5,882	66%
Open Spaces & Parks Fund	$692	8%
Lottery Fund	$0	0%
Historic Preservation Fund	$255	3%
Capital Projects Fund	$2,114	24%
TOTAL REVENUE	$8,943	100%
Expenditures by Fund		
General Fund	$1,999	78%
Open Spaces & Parks Fund	$0	0%
Lottery Fund	$0	0%
Historic Preservation Fund	$0	0%
Capital Projects Fund	$549	22%
TOTAL EXPENDITURES	$2,548	100%
NET FISCAL RESULT BY FUND		
General Fund	$3,882	
Open Spaces & Parks Fund	$692	
Lottery Fund	$0	
Historic Preservation Fund	$255	
Capital Projects Fund	$1,565	
NET FISCAL IMPACT	$6,395	

Low Scenario

Revenue by Fund	SCENARIO Proposed	%
General Fund	$3,608	61%
Open Spaces & Parks Fund	$498	8%
Lottery Fund	$0	0%
Historic Preservation Fund	$183	3%
Capital Projects Fund	$1,598	27%
TOTAL REVENUE	$5,887	100%
Expenditures by Fund		
General Fund	$1,358	71%
Open Spaces & Parks Fund	$0	0%
Lottery Fund	$0	0%
Historic Preservation Fund	$0	0%
Capital Projects Fund	$549	29%
TOTAL EXPENDITURES	$1,907	100%
NET FISCAL RESULT BY FUND		
General Fund	$2,250	
Open Spaces & Parks Fund	$498	
Lottery Fund	$0	
Historic Preservation Fund	$183	
Capital Projects Fund	$1,049	
NET FISCAL IMPACT	$3,980	

STAFF RECOMMENDATION:
Staff recommends approval of Resolution 2, Series 2020, recommending approval of a request for a second amendment to the St Louis Parish and Commercial Park GDP with the following conditions:

1. The applicant shall revise the application to provide for a minimum 60-foot building and parking setback.
2. The applicant shall revise the GDP height limits within Zone 2A to be a maximum of 25 feet if a pitched roof is provided or 20 feet if slanted roofline architectural elements are provided.

ATTACHMENTS:
1. Resolution No. 2, Series 2020
2. Application Materials
3. St Louis Parish and Commercial Park GDP, 2nd Amendment, Clean
4. St Louis Parish and Commercial Park GPD, 2nd Amendment, Redline
5. Traffic Study
6. Applicant Exhibits
7. St Louis Parish and Commercial Park GDP – 2004
8. Link to City Council Communication, September 21, 2004, see page 112

9. St Louis Parish and Commercial Park GDP, 1st Amendment - 2017
10. Public Comments

RESOLUTION NO. 2
SERIES 2020

A RESOLUTION RECOMMENDING APPROVAL OF A REQUEST FOR A SECOND AMENDMENT TO THE ST LOUIS PARISH AND COMMERCIAL PARK GENERAL DEVELOPMENT PLAN TO AMEND ALLOWED USES AND DEVELOPMENT STANDARDS LOCATED AT THE NORTHEAST CORNER OF S. 96TH STREET AND DILLON ROAD; 1212 S. 96TH STREET, 1326 S. 96TH STREET, & 9673 DILLON ROAD

WHEREAS, there has been submitted to the Louisville Planning Commission an application for approval of a request for a Second Amendment to the St Louis Parish and Commercial Park General Development Plan to amend allowed uses and development standards; and

WHEREAS, the City Staff has reviewed the information submitted and found that the application, with conditions, compatible with the City's Comprehensive Plan and the intent for buffer and transition from open space lands to the west; and

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on June 11, 2020, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated June 11, 2020.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of a request for a Second Amendment to the St Louis Parish and Commercial Park General Development Plan to amend allowed uses and densities with the following conditions:

1. The applicant shall revise the application to provide for a minimum 60-foot building and parking setback.
2. The applicant shall revise the GDP height limits within Zone 2A to be a maximum of 25 feet if a pitched roof is provided or 20 feet if slanted roofline architectural elements are provided.

PASSED AND ADOPTED this 11th day of June, 2020.

By: _____
Thomas Sullivan Rice, Vice Chair
Planning Commission

Attest: _____
Debra Williams, Secretary
Planning Commission

City of Louisville
COLORADO • SINCE 1878

Department of Planning and Building Safety

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: United Properties
Contact: Alicia Rhymer
Address: 1331 17th Street, Suite 604
Denver, CO 80202
Mailing Address: Same
Telephone: 720.273.9841
Fax:
Email: alicia.rhymer@uproperties.com

OWNER INFORMATION

Firm: Ascent Community Church
Contact: Stacey Luther
Address: 1326 96th Avenue
Louisville, CO 80027
Mailing Address: PO Box 270173
Louisville, CO 80027
Telephone: 303.518.8084
Fax:
Email: Stacey@Ascentcc.org

REPRESENTATIVE INFORMATION

Firm: (EES) Entitlements & Engineering Solutions Inc.
Contact: Krysta Houtchens
Address: 501 S. Cherry Street, Suite 300
Glendale, CO 80246
Mailing Address: Same
Telephone: 970.380.7054
Fax:
Email: Khoutchens@ees.us.com

PROPERTY INFORMATION

Common Address: 1326 96th Ave
Legal Description: Lot – Blk –
Subdivision TRS-Central NBR 145820
Area: 13.73 598 Sq. Ft.

TYPE (S) OF APPLICATION

- ☐ Annexation
- ☐ Zoning
- ☐ Preliminary Subdivision Plat
- ☐ Final Subdivision Plat
- ☐ Minor Subdivision Plat
- ☐ Preliminary Planned Unit Development (PUD)
- ☐ Final PUD
- ☐ Amended PUD
- ☐ Administrative PUD Amendment
- ☐ Special Review Use (SRU)
- ☐ SRU Amendment
- ☐ SRU Administrative Review
- ☐ Temporary Use Permit: _____
- ☐ CMRS Facility: _____
- ☒ Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit) GDP Amendment

PROJECT INFORMATION

Summary: Industrial / Retail Development 2nd GDP amendment for St Louis Parish Commercial Park - see narrative

Current zoning: PCZD Proposed zoning: PCZD

SIGNATURES & DATE

Applicant: Alicia Rhymer
Print: Alicia Rhymer
Owner: Ascent Church
Print: Jim Candy / Ascent Church
Representative:
Print:

CITY STAFF USE ONLY

- ☐ Fee paid: _____
- ☐ Check number: _____
- ☐ Date Received: _____

Parcel # 157516000007 Sect. 17 Township 15 Range 69

October 17, 2019

Lisa Ritchie

Planning Department

City of

Louisville

Louisville, Colorado 80027

Dear Ms. Ritchie,
I am the property owner of 1212 S 96th Street, Louisville, CO and provide consent for the United Properties to submit an Application to the City of Louisville for an amendment to the existing General Development Plan for purpose of:

> Add Industrial and car wash as an allowable use, reduce the building setback from 60 to 55 feet along 96th Street, properly align zones with property boundaries, change parking lot configuration requirements in zone 2 and 3, eliminate local road and provide private drives with cross access easements between properties and construct the 8' crushed refined trail along 96th Street to Coal Creek instead of cash in lieu for the public land deficit requirements for the overall development.

We support the proposed Second Amendment and feel it bring benefits to all three properties that will allow the developments to viably move forward. We urge the City to approve the proposed amendments to the General Development Plan that has limited and development prohibitive on all three (3) properties for many years.

Sincerely,

Adrian Games
1212 S 96th Street property owner

October 17, 2019

Lisa Ritchie
Planning Department
City of Louisville
Louisville, Colorado 80027

Dear Ms. Ritchie,

Ascent Community Church is the current property owner of 1326 S 96th Street, Louisville, CO. We provide consent for the United Properties to submit an Application to the City of Louisville for an amendment to the existing General Development Plan for purpose of:

> Add Industrial and car wash as an allowable use, reduce the building setback from 60 to 55 feet along 96th Street, properly align zones with property boundaries, change parking lot configuration requirements in zone 2 and 3, eliminate local road and provide private drives with cross access easements between properties and construct the 8' crushed refined trail along 96th Street to Coal Creek instead of cash in lieu for the public land deficit requirements for the overall development.

We support the proposed Second Amendment and feel it bring benefits to all three properties that will allow the developments to viably move forward. We urge the City to approve the proposed amendments to the General Development Plan that has limited and development prohibitive on all three (3) properties for many years.

Sincerely,

Jim Candy

Pastor of Ascent Church Community

St. Louis Church

902 Grant
Louisville, Colo. 80027

December 19, 2019

Lisa Ritchie
Planning Department
City of Louisville
Louisville, Colorado 80027

Property at 96th and Dillon

Dear Ms. Ritchie,

Saint Louis Catholic Church consents to the application filed by United Properties for an amendment to the existing General Development Plan for this property.

The existing General Development Plan has limited development opportunities, and the proposed Second Amendment is intended to make changes that will allow development to move forward.

We urge the City to approve the proposed amendments to the General Development Plan.

Sincerely,

Rev. Timothy Hjelstrom

Pastor

City of Louisville
COLORADO • SINCE 1878

Department of Planning and Building Safety

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

ELECTRONIC LAND USE HEARING REQUEST

CASE NO. _____

APPLICANT INFORMATION

Firm: United Properties
Contact: Alicia Rhymer
Address: 1331 17th Street, Suite 604
Denver, CO 80202
Mailing Address: same
Telephone: 720.273.9841
Fax:
Email: alicia.rhymer@uproperties.com

OWNER INFORMATION

Firm: Ascent Community Church
Contact: Stacey Luther
Address: 1326 96th avenue
Louisville, CO 80027
Mailing Address: PO Box 270173
Louisville, CO 80027
Telephone: 303.578.8084
Fax:
Email: Stacey@ascentcc.org

REPRESENTATIVE INFORMATION

Firm: EES
Contact: Krysta Houtchens
Address: 5015 S. Cherry St. Suite 300
Glendale, CO 80246
Mailing Address: same
Telephone: 970.380.7054
Fax:
Email: khoutchens@ees.us.com

PROPERTY INFORMATION

Common Address: 1326 96th ave.
Legal Description: Lot – Blk –
Subdivision TKS - Centre NBR 745820
Area: 13.73 Sq. Ft.

TYPE (S) OF APPLICATION

- ☐ Annexation
- ☐ Zoning
- ☐ Preliminary Subdivision Plat
- ☐ Final Subdivision Plat
- ☐ Minor Subdivision Plat
- ☐ Preliminary Planned Unit Development (PUD)
- ☐ Final PUD
- ☐ Amended PUD
- ☐ Administrative PUD Amendment
- ☐ Special Review Use (SRU)
- ☐ SRU Amendment
- ☐ SRU Administrative Review
- ☐ Temporary Use Permit: _____
- ☐ CMRS Facility: _____
- ☒ Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

GDP amendment

I hereby request the public hearing(s) on this application be scheduled to be conducted by Electronic Participation in accordance with the attached Resolution No. 30, Series 2020, as adopted by the City Council on April 7, 2020, if such hearing(s) can be scheduled during a time period when in-person meetings are not being held due to a health epidemic or pandemic. I acknowledge that holding a quasi-judicial hearing by Electronic Participation may present certain legal risks and involves an area of legal uncertainty, and that having this application heard at a meeting held by Electronic Participation is optional and undertaken at my own risk. I also understand that in-person meetings are preferred for quasi-judicial hearings, and that even if electronic hearing(s) are scheduled, this application will be heard at an in-person meeting if in-person meetings have resumed by the scheduled hearing date(s). I further agree to defend and indemnify the City of Louisville in any action that may arise out of, or in connection with, conducting the hearing by Electronic Participation.

SIGNATURES & DATE

Applicant: Alicia Rhymer
Print: Alicia Rhymer
Owner: Ascent Church
Print: Jim Candy / Ascent Church
Representative:
Print:

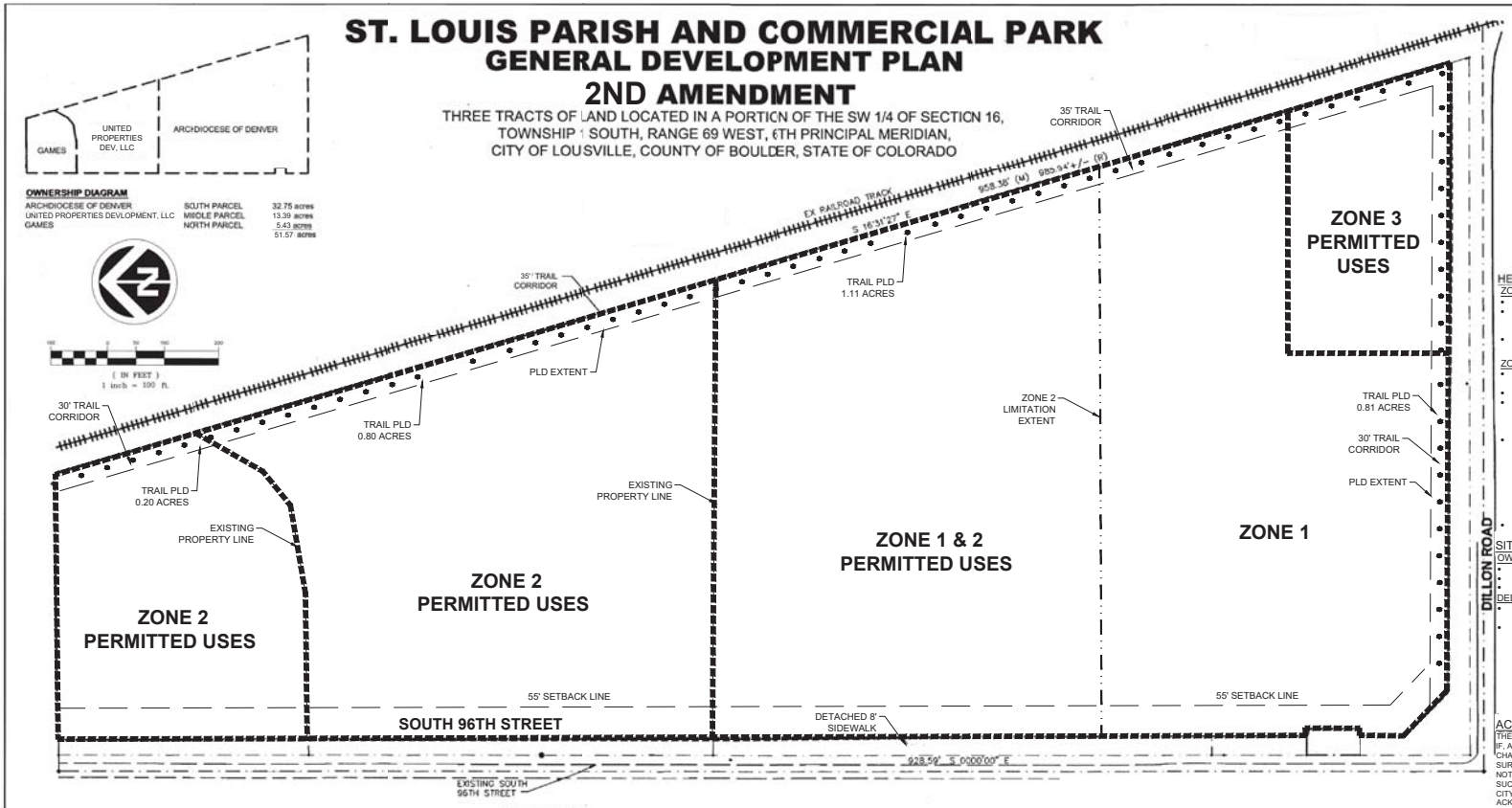
CITY STAFF USE ONLY

- ☐ Electronic Hearing Approved: _____
- ☐ Date(s) of Hearing(s): _____

Parcel # 157516000007 Sect. 17 Township 1S Range 69

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



KEY MAP NTS

HEIGHT, YARD AND BULK REQUIREMENTS

ZONE ONE
- HEIGHT TO BE MEASURED FROM FINAL FINISH GRADE.
- BUILDING SETBACKS FROM S. 96TH ARE 55 FEET. ALL OTHER YARD AND BULK STANDARDS SHALL COMPLY WITH CITY OF LOUISVILLE ZONING REGULATIONS IN EFFECT AT TIME OF PUD.
- PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS.

ZONE TWO AND THREE
- REFER TO SHEET 2 FOR ALL FAR REQUIREMENTS PER SUBAREA ZONING.
- HEIGHT TO BE MEASURED FROM FINAL FINISHED GRADE.
- BUILDINGS WITHIN ZONE 2A ADJACENT TO, OR FRONTING TO SOUTH 96TH STREET SHALL NOT EXCEED TWENTY-FIVE (25) FEET IN HEIGHT. ALL OTHER BUILDINGS SHALL CONFORM WITH THE CITY OF LOUISVILLE HEIGHT REGULATIONS IN EFFECT AT TIME OF PUD.
- PARKING LOTS ADJACENT TO SOUTH 96TH STREET SHALL BE SHIELDED FROM SOUTH 96TH STREET USING ENHANCED LANDSCAPING TECHNIQUES SUCH THAT IT IS EFFECTIVELY BUFFERED. ENHANCED LANDSCAPING WILL EXCEED THE COMMERCIAL DEVELOPMENT DESIGN STANDARDS & GUIDELINES BY MEANS SUCH AS ADDITIONAL TREES, SHRUBS AND/OR SCREEN WALL TO BE FURTHER DETAILED WITH PUD PROCESS WITH GOAL OF MINIMIZING THE VIEW OF PARKING AREAS FROM S. 96TH STREET TO THE GREATEST EXTENT FEASIBLE.
- PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS.

SITE INFORMATION

OWNERSHIP
- CATHOLIC ARCHDIOCESE OF DENVER/ST. LOUIS CATHOLIC CHURCH
- UNITED PROPERTIES DEVELOPMENT, LLC
- ADRIAN GAMES

DEDICATIONS
- ALL DEDICATIONS FOR SOUTH 96TH STREET AND DILLON ROAD RIGHTS-OF-WAY ARE COMPLETED PRIOR TO REZONING.
- PURSUANT TO COMPREHENSIVE PLAN POLICY, THE LAND DEDICATION REQUIRED BY THE SUBDIVISION REGULATIONS SHALL BE PRIMARILY USED FOR NEIGHBORHOOD PARKS, TRAILS LINKAGES AND BUFFERS TO SERVE THE SUBDIVISION A TRAIL LINKAGE CORRIDOR SHALL BE PROVIDED ALONG THE EAST AND SOUTH BOUNDARIES TO THE PROPERTY, AND A LANDSCAPED BUFFER SHALL BE PROVIDED ALONG SOUTH 96TH STREET. THE FORM OF DEDICATION, RESPONSIBLE FOR CONSTRUCTION AND RESPONSIBILITY FOR MAINTENANCE SHALL BE DETERMINED AT THE TIME OF SUBDIVISION.

ACCESS MANAGEMENT

THE ACCESS MOVEMENTS SHOWN ON THE PUD ARE SUBJECT TO CHANGE. IF, AT ANY TIME IN THE FUTURE, IT IS DETERMINED BY THE CITY THAT CHANGE IS APPROPRIATE TO ENHANCE TRAFFIC FLOW ON ONE OR MORE SURROUNDING STREETS, OR TO MITIGATE AN UNSAFE SITUATION, UPON NOTIFICATION FROM THE CITY, THE PROPERTY OWNER(S) SHALL MAKE SUCH PHYSICAL CHANGES, AT THEIR COST, AS MAY BE REQUIRED BY THE CITY. EACH PRESENT AND FUTURE PROPERTY OWNER SHALL ACKNOWLEDGE IN WRITING THE FOREGOING AUTHORITY OF THE CITY. ALL ACCESS POINTS WILL BE PRIVATE. ACCESS DRIVES WITHIN THE DEVELOPMENT WILL HAVE CROSS ACCESS EASEMENTS AND MAINTENANCE AGREEMENTS. LEGAL EASEMENTS TO BE RECORDED AT PLATTING.

DEVELOPMENT CONCEPT AND GENERAL NOTES

- THE DEVELOPMENT CONCEPT IS TO ESTABLISH A RELIGIOUS INSTITUTION/SCHOOL CAMPUS AT THE INTERSECTION OF SOUTH 96TH STREET AND DILLON ROAD, A MIXED-USE COMMERCIAL/INDUSTRIAL DEVELOPMENT WITHIN THE CENTRAL PORTION OF THE DEVELOPMENT, WITH THE REMAINDER OF THE PARCEL(S) USED FOR COMMERCIAL PURPOSES THAT ARE NOT IN CONFLICT WITH THE PRESENCE OF RELIGIOUS INSTITUTIONS AND A SCHOOL. THE DEVELOPMENT IS INTENDED TO PROVIDE SUPPORT SERVICES TO THE INDUSTRIAL/EMPLOYMENT AREA LOCATED TO THE EAST, AND BE A TRANSITION BETWEEN THAT DEVELOPMENT AND THE OPEN SPACE TO THE WEST. A LANDSCAPE BUFFER, BUILDING HEIGHTS, FLOOR AREA RATIOS AND PARKING REQUIREMENTS SHALL ALL BE USED TO FACILITATE THE TRANSITION FROM RURAL/OPEN SPACE TO THE DEVELOPED PROPERTY

- EXCEPT WHERE AMENDED BY THIS GENERAL DEVELOPMENT PLAN, DEVELOPMENT WILL BE SUBJECT TO THE CITY OF LOUISVILLE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES (CDDSG).
- DEVELOPMENT SHALL BE GOVERNED BY A GENERAL DEVELOPMENT PLAN AGREEMENT, (XECUTED BY ALL OWNERS, ADDRESSING THE PHASING OF DEVELOPMENT, RESPONSIBILITY FOR INFRASTRUCTURE DESIGN, CONSTRUCTION AND COST, AND ARCHITECTURAL DESIGN CRITERIA. THIS DEVELOPMENT AGREEMENT SHALL BE SUBMITTED TO, AND APPROVED BY, THE CITY OF LOUISVILLE IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION AND/OR PRELIMINARY PLAT PRIOR TO DEVELOPMENT OF ANY OF THE SUBJECT PROPERTY.
- RETAIL ESTABLISHMENTS SHALL BE LIMITED TO 70,000 SQUARE FEET.

CITY COUNCIL CERTIFICATE
APPROVED THIS _____ DAY OF _____ 202__ BY THE CITY COUNCIL OF THE CITY OF

LOUISVILLE, COLORADO.

ORIDINANCE NO. _____, SERIES _____

MAYOR _____ CITY CLERK_____

PLANNING COMMISSION CERTIFICATE
RECOMMENDED APPROVAL THIS _____ DAY OF _____, 202__ BY THE

PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. _____, SERIES _____

BOULDER COUNTY CLERK AND RECORDER'S CERTIFICATE:

THIS GDP WAS RECORDED IN THE OFFICE OF THE BOULDER COUNTY CLERK AND RECORDER ON _____ DAY OF _____, 202__ UNDER RECEPTION NO. _____

PERMITTED USES

ZONE ONE (approx. 16.2 acres)
1. RELIGIOUS INSTITUTIONS
2. SCHOOLS
3. ANCILLARY FACILITIES TYPICALLY AND COMMONLY ASSOCIATED WITH RELIGIOUS INSTITUTIONS AND SCHOOLS INCLUDING A RECTORY, ADMINISTRATIVE OFFICES, AND A CHILD CARE CENTER AS DETERMINED BY THE PLANNING COMMISSION AND CITY COUNCIL DURING THE PUD PROCESS.

ZONE TWO (approx. 31.8 acres)
1. CONTINUAL OF THE EXISTING RESIDENTIAL USES ON THE PROPERTY.
2. RELIGIOUS INSTITUTION USE BY RIGHT.
3. ALL USES IN ZONE ONE - USE BY SPECIAL REVIEW USE
4. PROFESSIONAL, BUSINESS AND ADMINISTRATIVE OFFICES.
5. PROFESSIONAL MEDICAL OFFICES AND CLINICS.
6. FINANCIAL OFFICES AND BANKS.
7. CULTURAL FACILITIES SUCH AS MUSEUMS, THEATERS, AND ART GALLERIES - USE BY SPECIAL REVIEW USE.
8. PEDESTRIAN PLAZAS, PEDESTRIAN WAYS, INCLUSIVE OF OUTDOOR AMENITIES AS OUTDOOR ART EXHIBIT FACILITIES AND PUBLIC ART.
9. OUTDOOR SPECIALTY USES, INCLUSIVE OF SIDEWALK CAFES AND OUTDOOR MARKET PLACES. OUTDOOR FLEA MARKETS ARE AN EXCLUDED USE IN ZONE 2 AND 3.
10. INDOOR RECREATIONAL/FITNESS FACILITIES - USE BY SPECIAL REVIEW USE.
11. OUTDOOR RECREATIONAL/FITNESS FACILITIES - USE BY SPECIAL REVIEW USE.
12. OUTDOOR COMMERCIAL AMUSEMENT - USE BY SPECIAL REVIEW USE. TEMPORARY EVENTS WITH DURATIONS OF TEN DAYS OR LESS IN ONE SEASON SHALL BE PROCESSED UNDER THE APPLICABLE TEMPORARY USE REVIEW STANDARDS AND CRITERIA.
13. RESTAURANTS AND CAFES.
14. FAST FOOD SERVICES IN CONJUNCTION WITH DRIVE THROUGH SERVICE SERVICE FACILITIES - USE BY SPECIAL REVIEW USE.
15. HOSPITALS - USE BY SPECIAL REVIEW USE.
16. ANIMAL HOSPITALS AND SMALL ANIMAL CLINICS - USE BY SPECIAL REVIEW USE.
17. KENNELS FOR THE BOARDING OR BREEDING OF DOMESTIC ANIMALS OR LIVESTOCK ARE AN EXCLUDED USE IN ALL ZONES.
18. AUTO SERVICE AND FUELING STATIONS - USE BY SPECIAL REVIEW USE.
19. AUTO SALES AND AUTO BODY SHOPS ARE EXCLUDED IN ALL ZONES.
20. ASSISTED LIVING AND SKILLED NURSING FACILITIES.
21. RESIDENTIAL USES INCLUDING INDEPENDENT AND SENIOR LIVING ARE EXCLUDED.
22. CHILDCARE CENTERS - USE BY SPECIAL REVIEW USE.
23. RETAIL - PERSONAL SERVICE SHOPS.
24. CAR WASH - USE BY SPECIAL REVIEW USE.
25. RESEARCH/OFFICE AND CORPORATE USES, AND FACILITIES FOR THE MANUFACTURING, FABRICATION, PROCESSING, OR ASSEMBLY OF SCIENTIFIC OR TECHNICAL PRODUCTS, OR OTHER PRODUCTS, IF SUCH USES ARE COMPATIBLE WITH SURROUNDING AREAS.

ZONE THREE (approx. 3.4 acres)
1. CHILD CARE CENTERS - USE BY SPECIAL REVIEW USE.
2. ALL USES PERMITTED IN ZONE ONE.
3. ASSISTED LIVING AND SKILLED NURSING FACILITIES - USE BY SPECIAL REVIEW USE.
4. RESIDENTIAL USES, INCLUDING INDEPENDENT AND SENIOR LIVING AREA EXCLUDED.

OWNERSHIP CERTIFICATE:
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 202__.

_____
ADRIAN D. GAMES

STATE OF COLORADO
COUNTY OF _____
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS (DATE) BY (NAME AND TITLE OF POSITION):

_____
(NOTARY'S OFFICIAL SIGNATURE)

_____
(COMMISSION EXPIRATION)

OWNERSHIP CERTIFICATE:
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 202__.

_____
UNITED PROPERTIES DEVELOPMENT, LLC

STATE OF COLORADO
COUNTY OF _____
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS (DATE) BY (NAME AND TITLE OF POSITION):

_____
(NOTARY'S OFFICIAL SIGNATURE)

_____
(COMMISSION EXPIRATION)

OWNERSHIP CERTIFICATE:
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 202__.

_____
ARCHDIOCESE OF DENVER

STATE OF COLORADO
COUNTY OF _____
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS (DATE) BY (NAME AND TITLE OF POSITION):

_____
(NOTARY'S OFFICIAL SIGNATURE)

_____
(COMMISSION EXPIRATION)

AMENDMENTS:
- THE FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.
- THE SECOND AMENDMENT INCLUDES:
  - REDUCES THE BUILDING SETBACK DISTANCE FROM SOUTH 96TH STREET
  - CHANGES THE PARKING LOT CONFIGURATION STANDARDS IN ZONE 2 AND 3 WITH ADDITIONAL LANDSCAPING REQUIREMENT.
- THE SECOND AMENDMENT INCLUDES (CONT.):
  - ELIMINATES LOCAL ROAD AND PROVIDES PRIVATE DRIVES WITH CROSS ACCESS BETWEEN ELEMENTS AND PROVIDED SECTION DETAILS.
  - ALIGNS ZONES WITH PROPERTY BOUNDARY.
  - ADDITION OF INDUSTRIAL AND CAR WASH USES TO ZONE 2.
  - MODIFIED FAR TO PROPERTY BOUNDARIES AND DENSITIES WITHIN ZONES.
  - MODIFIED MAXIMUM BUILDING HEIGHT FROM 35' TO 40' IN ZONE 2B.

UNITED PROPERTIES
1331 17TH STREET, SUITE 604
DENVER, CO 80202
UPROPERTIES.COM

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Glendale, CO 80246
303-572-7997 www.ees-us.com

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

No.	Date	Description
8	05/20/2020	8TH SUBMITTAL - 2ND GDP AMENDMENT
7	03/12/2020	7TH SUBMITTAL - 2ND GDP AMENDMENT
6	03/04/2020	6TH SUBMITTAL - 2ND GDP AMENDMENT
5	11/14/2019	5TH SUBMITTAL - 2ND GDP AMENDMENT
4	11/04/2019	4TH SUBMITTAL - 2ND GDP AMENDMENT
3	09/06/2017	3RD SUBMITTAL
2	08/16/2017	2ND SUBMITTAL
1	06/08/2017	ORIGINAL ISSUE DATE

DOCUMENT AMENDMENTS

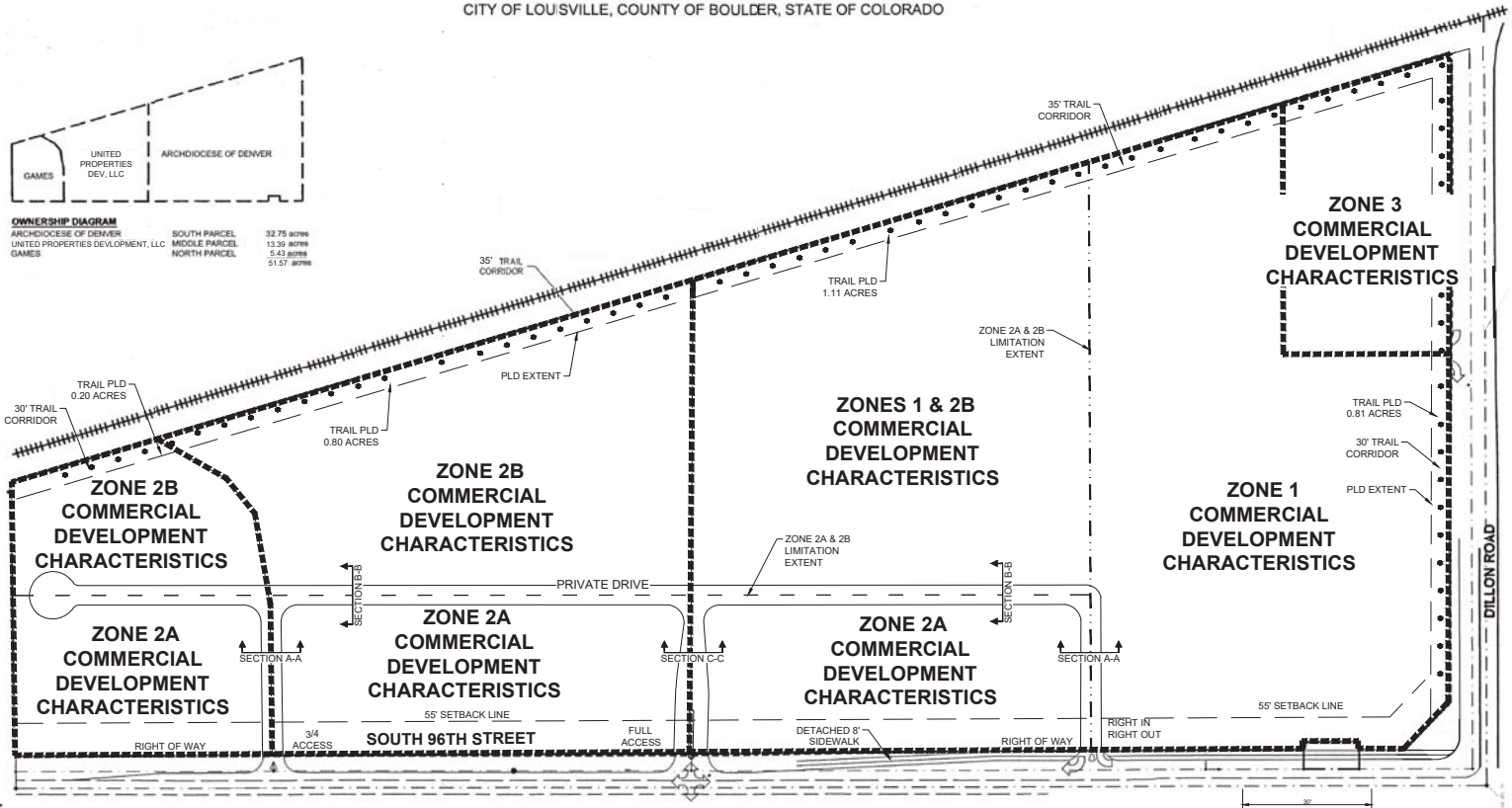
Project Number: 175001
Designed By: JDM
Drawn By: CETB
Checked By: JDM
Sheet Number: 1 of 2

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16,
TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

OWNERSHIP DIAGRAM

ARCHDIOCESE OF DENVER	SOUTH PARCEL	32.75 acres
UNITED PROPERTIES DEVLOPMENT, LLC	MIDDLE PARCEL	13.39 acres
GAMES	NORTH PARCEL	5.43 acres
		51.57 acres



KEY MAP NTS

UNITED PROPERTIES
1331 17TH STREET, SUITE 604
DENVER, COLORADO 80202
UPROPERTIES.COM

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St. Suite 300
Glendale, CO 80246
303-572-7997 www.ees-us.com

No.	Date	Description
8	05/20/2020	8TH SUBMITTAL - 2ND GDP AMENDMENT
7	03/12/2020	7TH SUBMITTAL - 2ND GDP AMENDMENT
6	03/04/2020	6TH SUBMITTAL - 2ND GDP AMENDMENT
5	01/13/2020	5TH SUBMITTAL - 2ND GDP AMENDMENT
4	11/04/2019	4TH SUBMITTAL - 2ND GDP AMENDMENT
3	06/06/2017	3RD SUBMITTAL
2	08/16/2017	2ND SUBMITTAL
1	06/08/2017	ORIGINAL ISSUE DATE

DOCUMENT AMENDMENTS

Project Number: 175001
Designed By: JDM
Drawn By: CETB
Checked By: JDM
Sheet Number: 2 of 2

COMMERCIAL DEVELOPMENT CHARACTERISTICS

ZONE 2A

SETBACKS:	55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING:	ENHANCED LANDSCAPING TO BUFFER FROM S. 96TH STREET, PER CODE OTHERWISE
HEIGHT:	25' MAXIMUM FROM FINAL FINISHED GRADE
ARCHITECTURE:	SINGLE STORY PITCHED ROOF OR SLANTED ROOFLINE ARCHITECTURAL ELEMENTS

ZONE 2B

SETBACKS:	55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING:	PER MUNICIPAL CODE
HEIGHT:	40' MAXIMUM FROM FINAL FINISHED GRADE
ARCHITECTURE:	SUBJECT TO PUD GUIDELINES

ZONE 1

SETBACKS:	PER MUNICIPAL CODE
PARKING:	PER MUNICIPAL CODE
HEIGHT:	35' MAXIMUM FROM FINAL GRADE
ARCHITECTURE:	SHALL CONFORM WITH CITY OF LOUISVILLE ZONING REGULATIONS IN EFFECT AT TIME OF PUD

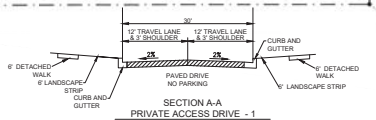
TABLES

PUBLIC LAND DEDICATION	
REQUIRED (51.57 ACRES @ 12%)	6.19 acres
PROPOSED TRAIL DEDICATION	2.92 acres
DEFICIT	3.27 acres

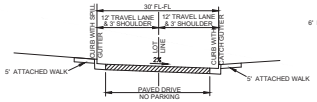
FAR DEVELOPMENT ALLOWANCE

SITE	AREA	FAR	ALLOWED FLOOR AREA	ZONE FLOOR AREA ALLOWANCE
UNITED PROPERTIES PARCEL	548,862 SF	ZONE 2A = 0.17 FAR ZONE 2B = 0.25 FAR	126,245 SF	ZONE 2A = 26,165 SF ZONE 2B = 100,080 SF
GAMES PARCEL	225,666 SF	ZONE 2A = 0.17 FAR ZONE 2B = 0.26 FAR	50,456 SF	ZONE 2A = 15,516 SF ZONE 2B =34,940 SF
ARCHDIOCESE OF DENVER PARCEL	ZONE 2A & 2B LIMITATION AREA: 692,500 SF	ZONE 2A = 0.20 FAR ZONE 2B = 0.26 FAR NO FAR IF DEVELOPED AS ZONE 1 USE.	171,000 SF	ZONE 2A = 30,000 SF ZONE 2B = 141,000 SF
ARCHDIOCESE OF DENVER PARCEL	149,190 SF	0.20	29,839 SF	ZONE 3 = 29,838 SF
		TOTAL =	377,540 SF	

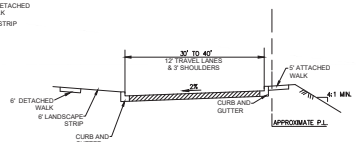
NOTE: DESIGN WILL BE ENCOURAGED TO ESTABLISH CROSS ACCESS TO DILLON ROAD



SECTION A-A
PRIVATE ACCESS DRIVE - 1
(EAST-WEST PRIVATE DRIVES FROM 3/4 MOVEMENT & RIGHT-IN/RIGHT-OUT ACCESSES)



SECTION B-B
PRIVATE ACCESS DRIVE WITH ATTACHED SIDEWALK
(NORTH-SOUTH PRIVATE DRIVES)



CROSS SECTION C-C
PRIVATE ACCESS DRIVE - 1
(EAST-WEST PRIVATE DRIVE FROM SIGNALIZED FULL ACCESS)

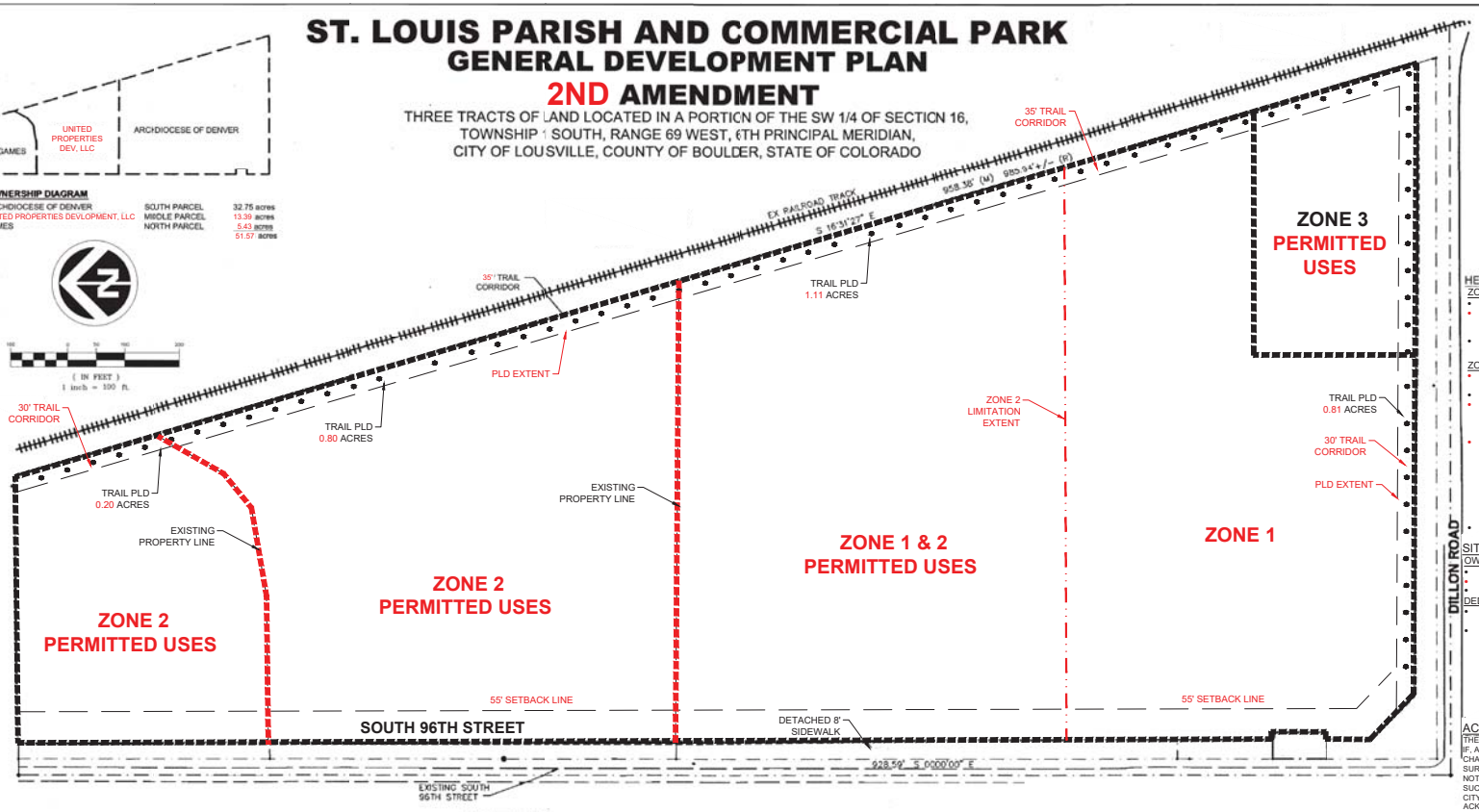
CONCEPTUAL ROADWAY CROSS SECTIONS

AMENDMENTS:

- THE FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.
- THE SECOND AMENDMENT INCLUDES:
  - REDUCES THE BUILDING SETBACK DISTANCE FROM SOUTH 96TH STREET
  - CHANGES THE PARKING LOT CONFIGURATION STANDARDS IN ZONE 2 AND 3 WITH ADDITIONAL LANDSCAPING REQUIREMENT.
  - ELIMINATES LOCAL ROAD AND PROVIDES PRIVATE DRIVES WITH CROSS ACCESS BETWEEN ELEMENTS AND PROVIDED SECTION DETAILS.
  - ALIGNS ZONES WITH PROPERTY BOUNDARY.
  - ADDITION OF INDUSTRIAL AND CAR WASH USES TO ZONE 2.
  - MODIFIED FAR TO PROPERTY BOUNDARIES AND DENSITIES WITHIN ZONES.
  - MODIFIED MAXIMUM BUILDING HEIGHT FROM 35' TO 40' IN ZONE 2B.

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



KEY MAP NTS

HEIGHT, YARD AND BULK REQUIREMENTS

ZONE ONE

- HEIGHT TO BE MEASURED FROM FINAL FINISH GRADE.
- BUILDING SETBACKS FROM S. 96TH ARE 55 FEET. ALL OTHER YARD AND BULK STANDARDS SHALL COMPLY WITH CITY OF LOUISVILLE ZONING REGULATIONS IN EFFECT AT TIME OF PUD.
- PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS.

ZONE TWO AND THREE

- REFER TO SHEET 2 FOR ALL FAR REQUIREMENTS PER SUBAREA ZONING.
- HEIGHT TO BE MEASURED FROM FINAL FINISHED GRADE.
- BUILDINGS WITHIN ZONE 2A ADJACENT TO, OR FRONTING TO SOUTH 96TH STREET SHALL NOT EXCEED TWENTY-FIVE (25) FEET IN HEIGHT. ALL OTHER BUILDINGS SHALL CONFORM WITH THE CITY OF LOUISVILLE HEIGHT REGULATIONS IN EFFECT AT TIME OF PUD.
- PARKING LOTS ADJACENT TO SOUTH 96TH STREET SHALL BE SHIELDED FROM SOUTH 96TH STREET USING ENHANCED LANDSCAPING TECHNIQUES SUCH THAT IT IS EFFECTIVELY BUFFERED. ENHANCED LANDSCAPING WILL EXCEED THE COMMERCIAL DEVELOPMENT DESIGN STANDARDS & GUIDELINES BY MEANS SUCH AS ADDITIONAL TREES, SHRUBS AND/OR SCREEN WALL TO BE FURTHER DETAILED WITH PUD PROCESS WITH GOAL OF MINIMIZING THE VIEW OF PARKING AREAS FROM S. 96TH STREET TO THE GREATEST EXTENT FEASIBLE.
- PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS.

SITE INFORMATION

OWNERSHIP

- CATHOLIC ARCHDIOCESE OF DENVER/ST. LOUIS CATHOLIC CHURCH
- UNITED PROPERTIES DEVELOPMENT, LLC
- ADRIAN GAMES

DEDICATIONS

- ALL DEDICATIONS FOR SOUTH 96TH STREET AND DILLON ROAD RIGHTS-OF-WAY ARE COMPLETED PRIOR TO REZONING.
- PURSUANT TO COMPREHENSIVE PLAN POLICY, THE LAND DEDICATION REQUIRED BY THE SUBDIVISION REGULATIONS SHALL BE PRIMARILY USED FOR NEIGHBORHOOD PARKS, TRAILS LINKAGES AND BUFFERS TO SERVE THE SUBDIVISION A TRAIL LINKAGE CORRIDOR SHALL BE PROVIDED ALONG THE EAST AND SOUTH BOUNDARIES TO THE PROPERTY, AND A LANDSCAPED BUFFER SHALL BE PROVIDED ALONG SOUTH 96TH STREET. THE FORM OF DEDICATION, RESPONSIBLE FOR CONSTRUCTION AND RESPONSIBILITY FOR MAINTENANCE SHALL BE DETERMINED AT THE TIME OF SUBDIVISION.

ACCESS MANAGEMENT

THE ACCESS MOVEMENTS SHOWN ON THE PUD ARE SUBJECT TO CHANGE. IF, AT ANY TIME IN THE FUTURE, IT IS DETERMINED BY THE CITY THAT CHANGE IS APPROPRIATE TO ENHANCE TRAFFIC FLOW ON ONE OR MORE SURROUNDING STREETS, OR TO MITIGATE AN UNSAFE SITUATION, UPON NOTIFICATION FROM THE CITY, THE PROPERTY OWNER(S) SHALL MAKE SUCH PHYSICAL CHANGES, AT THEIR COST, AS MAY BE REQUIRED BY THE CITY. EACH PRESENT AND FUTURE PROPERTY OWNER SHALL ACKNOWLEDGE IN WRITING THE FOREGOING AUTHORITY OF THE CITY. ALL ACCESS POINTS WILL BE PRIVATE. ACCESS DRIVES WITHIN THE DEVELOPMENT WILL HAVE CROSS ACCESS EASEMENTS AND MAINTENANCE AGREEMENTS. LEGAL EASEMENTS TO BE RECORDED AT PLATTING.

DEVELOPMENT CONCEPT AND GENERAL NOTES

- THE DEVELOPMENT CONCEPT IS TO ESTABLISH A RELIGIOUS INSTITUTION/SCHOOL CAMPUS AT THE INTERSECTION OF SOUTH 96TH STREET AND DILLON ROAD, A MIXED-USE COMMERCIAL/INDUSTRIAL DEVELOPMENT WITHIN THE CENTRAL PORTION OF THE DEVELOPMENT, WITH THE REMAINDER OF THE PARCEL(S) USED FOR COMMERCIAL PURPOSES THAT ARE NOT IN CONFLICT WITH THE PRESENCE OF RELIGIOUS INSTITUTIONS AND A SCHOOL. THE DEVELOPMENT IS INTENDED TO PROVIDE SUPPORT SERVICES TO THE INDUSTRIAL/EMPLOYMENT AREA LOCATED TO THE EAST, AND BE A TRANSITION BETWEEN THAT DEVELOPMENT AND THE OPEN SPACE TO THE WEST. A LANDSCAPE BUFFER, BUILDING HEIGHTS, FLOOR AREA RATIOS AND PARKING REQUIREMENTS SHALL ALL BE USED TO FACILITATE THE TRANSITION FROM RURAL/OPEN SPACE TO THE DEVELOPED PROPERTY

- EXCEPT WHERE AMENDED BY THIS GENERAL DEVELOPMENT PLAN, DEVELOPMENT WILL BE SUBJECT TO THE CITY OF LOUISVILLE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES (CDDSG).
- DEVELOPMENT SHALL BE GOVERNED BY A GENERAL DEVELOPMENT PLAN AGREEMENT, (EXECUTED BY ALL OWNERS, ADDRESSING THE PHASING OF DEVELOPMENT, RESPONSIBILITY FOR INFRASTRUCTURE DESIGN, CONSTRUCTION AND COST, AND ARCHITECTURAL DESIGN CRITERIA. THIS DEVELOPMENT AGREEMENT SHALL BE SUBMITTED TO, AND APPROVED BY, THE CITY OF LOUISVILLE IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION AND/OR PRELIMINARY PLAT PRIOR TO DEVELOPMENT OF ANY OF THE SUBJECT PROPERTY.
- RETAIL ESTABLISHMENTS SHALL BE LIMITED TO 70,000 SQUARE FEET.

CITY COUNCIL CERTIFICATE
APPROVED THIS _____ DAY OF _____ 202__ BY THE CITY COUNCIL OF THE CITY OF

LOUISVILLE, COLORADO.

ORIDINANCE NO. _____, SERIES _____

MAYOR _____ CITY CLERK_____

PLANNING COMMISSION CERTIFICATE
RECOMMENDED APPROVAL THIS _____ DAY OF _____, 202__ BY THE

PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. _____, SERIES _____

BOULDER COUNTY CLERK AND RECORDER'S CERTIFICATE:

THIS GDP WAS RECORDED IN THE OFFICE OF THE BOULDER COUNTY CLERK AND RECORDER ON _____ DAY OF _____, 202__ UNDER RECEPTION NO. _____

PERMITTED USES

ZONE ONE (approx. 16.2 acres)

1. RELIGIOUS INSTITUTIONS
2. SCHOOLS
3. ANCILLARY FACILITIES TYPICALLY AND COMMONLY ASSOCIATID WITH RELIGIOUS INSTITUTIONS AND SCHOOLS INCLUDING A RECTORY, ADMINISTRATIVE OFFICES, AND A CHILD CARE CENTER AS DETERMINED BY THE PLANNING COMMISSION AND CITY COUNCIL DURING THE PUD PROCESS.

ZONE TWO (approx. 31.8 acres)

1. CONTINUAL OF THE EXISTING RESIDENTIAL USES ON THE PROPERTY.
2. RELIGIOUS INSTITUTION USE BY RIGHT.
3. ALL USES IN ZONE ONE - USE BY SPECIAL REVIEW USE
4. PROFESSIONAL, BUSINESS AND ADMINISTRATIVE OFFICES.
5. PROFESSIONAL MEDICAL OFFICES AND CLINICS.
6. FINANCIAL OFFICES AND BANKS.
7. CULTURAL FACILITIES SUCH AS MUSEUMS, THEATERS, AND ART GALLERIES - USE BY SPECIAL REVIEW USE.
8. PEDESTRIAN PLAZAS, PEDESTRIAN WAYS, INCLUSIVE OF OUTDOOR AMENITIES AS OUTDOOR ART EXHIBIT FACILITIES AND PUBLIC ART.
9. OUTDOOR SPECIALTY USES, INCLUSIVE OF SIDEWALK CAFES AND OUTDOOR MARKET PLACES. OUTDOOR FLEA MARKETS ARE AN EXCLUDED USE IN ZONE 2 AND 3.
10. INDOOR RECREATIONAL/FITNESS FACILITIES - USE BY SPECIAL REVIEW USE.
11. OUTDOOR RECREATIONAL/FITNESS FACILITIES - USE BY SPECIAL REVIEW USE.
12. OUTDOOR COMMERCIAL AMUSEMENT - USE BY SPECIAL REVIEW USE. TEMPORARY EVENTS WITH DURATIONS OF TEN DAYS OR LESS IN ONE SEASON SHALL BE PROCESSED UNDER THE APPLICABLE TEMPORARY USE REVIEW STANDARDS AND CRITERIA.
13. RESTAURANTS AND CAFES.
14. FAST FOOD SERVICES IN CONJUNCTION WITH DRIVE THROUGH SERVICE SERVICE FACILITIES - USE BY SPECIAL REVIEW USE.
15. HOSPITALS - USE BY SPECIAL REVIEW USE.
16. ANIMAL HOSPITALS AND SMALL ANIMAL CLINICS - USE BY SPECIAL REVIEW USE.
17. KENNELS FOR THE BOARDING OR BREEDING OF DOMESTIC ANIMALS OR LIVESTOCK ARE AN EXCLUDED USE IN ALL ZONES.
18. AUTO SERVICE AND FUELING STATIONS - USE BY SPECIAL REVIEW USE.
19. AUTO SALES AND AUTO BODY SHOPS ARE EXCLUDED IN ALL ZONES.
20. ASSISTED LIVING AND SKILLED NURSING FACILITIES.
21. RESIDENTIAL USES INCLUDING INDEPENDENT AND SENIOR LIVING ARE EXCLUDED.
22. CHILDCARE CENTERS - USE BY SPECIAL REVIEW USE.
23. RETAIL - PERSONAL SERVICE SHOPS.
24. CAR WASH - USE BY SPECIAL REVIEW USE.
25. RESEARCH/OFFICE AND CORPORATE USES, AND FACILITIES FOR THE MANUFACTURING, FABRICATION, PROCESSING, OR ASSEMBLY OF SCIENTIFIC OR TECHNICAL PRODUCTS, OR OTHER PRODUCTS, IF SUCH USES ARE COMPATIBLE WITH SURROUNDING AREAS.

ZONE THREE (approx. 3.4 acres)

1. CHILD CARE CENTERS - USE BY SPECIAL REVIEW USE.
2. ALL USES PERMITTED IN ZONE ONE.
3. ASSISTED LIVING AND SKILLED NURSING FACILITIES - USE BY SPECIAL REVIEW USE.
4. RESIDENTIAL USES, INCLUDING INDEPENDENT AND SENIOR LIVING AREA EXCLUDED.

OWNERSHIP CERTIFICATE:
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 202__.

_____
ADRIAN D. GAMES

STATE OF COLORADO
COUNTY OF _____
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS (DATE) BY (NAME AND TITLE OF POSITION):

_____
(NOTARY'S OFFICIAL SIGNATURE)

_____
(COMMISSION EXPIRATION)

OWNERSHIP CERTIFICATE:
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 202__.

_____
UNITED PROPERTIES DEVELOPMENT, LLC

STATE OF COLORADO
COUNTY OF _____
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS (DATE) BY (NAME AND TITLE OF POSITION):

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(COMMISSION EXPIRATION)

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BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 202__.

_____
ARCHDIOCESE OF DENVER

STATE OF COLORADO
COUNTY OF _____
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(COMMISSION EXPIRATION)

AMENDMENTS:

- THE FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.
- THE SECOND AMENDMENT INCLUDES:
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  - MODIFIED FAR TO PROPERTY BOUNDARIES AND DENSITIES WITHIN ZONES.
  - MODIFIED MAXIMUM BUILDING HEIGHT FROM 35' TO 40' IN ZONE 2B.

UNITED PROPERTIES
1331 17TH STREET, SUITE 604
DENVER, COLORADO 80202
UPROPERTIES.COM

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Glendale, CO 80246
303-572-7997 www.ees-us.com

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

No.	Date	Description
8	05/20/2020	8TH SUBMITTAL - 2ND GDP AMENDMENT
7	03/12/2020	7TH SUBMITTAL - 2ND GDP AMENDMENT
6	03/04/2020	6TH SUBMITTAL - 2ND GDP AMENDMENT
5	11/14/2019	5TH SUBMITTAL - 2ND GDP AMENDMENT
4	01/02/2018	4TH SUBMITTAL - 2ND GDP AMENDMENT
3	09/06/2017	3RD SUBMITTAL
2	08/16/2017	2ND SUBMITTAL
1	06/08/2017	ORIGINAL ISSUE DATE

DOCUMENT AMENDMENTS

Project Number: 175001
Designed By: JDM
Drawn By: CETB
Checked By: JDM
Sheet Number: 1 of 2

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16,
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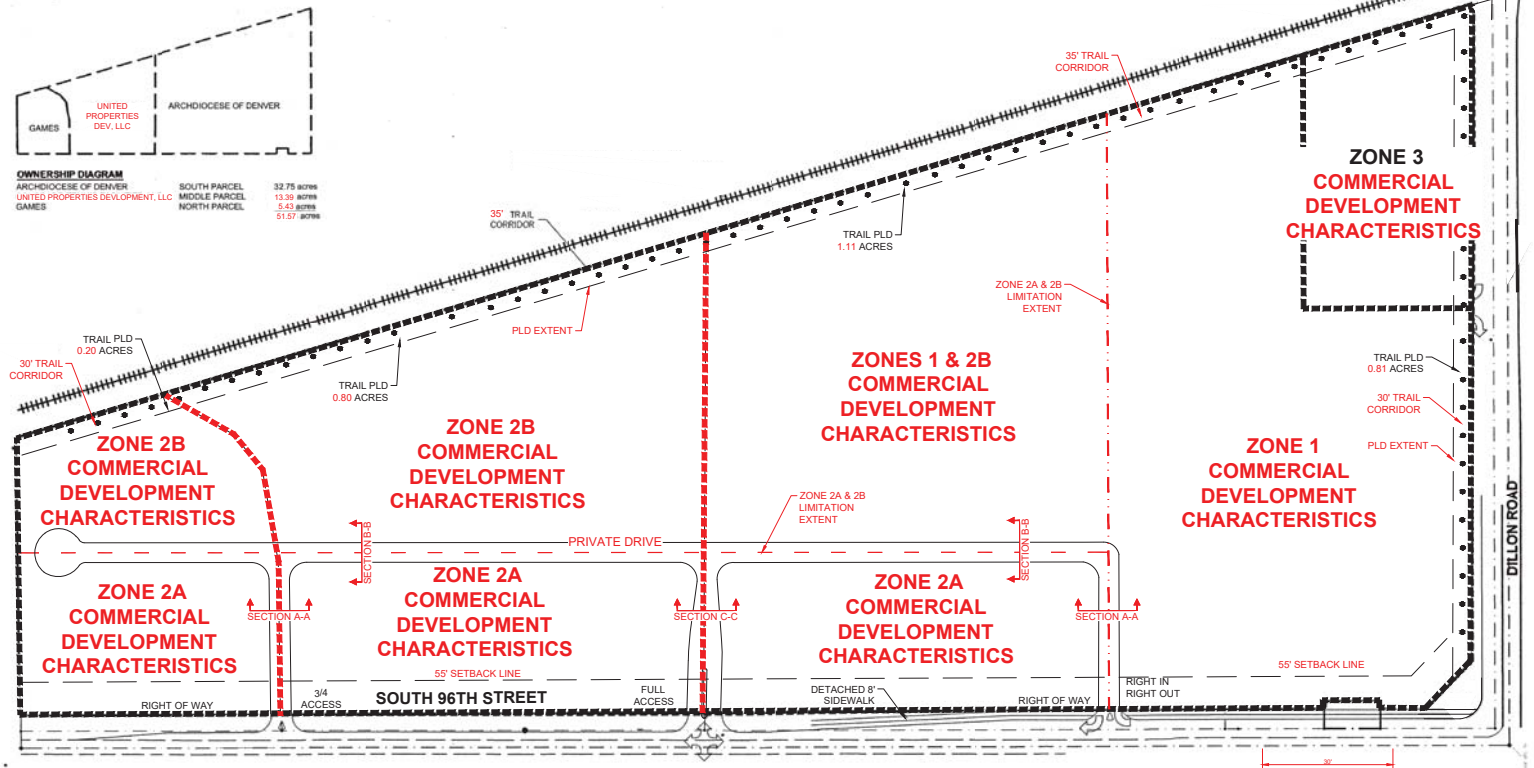

UNITED PROPERTIES
1331 17TH STREET, SUITE 604
DENVER, COLORADO 80202
UPROPERTIES.COM

(IN FEET)
1 inch = 100 ft.

COMMERCIAL DEVELOPMENT CHARACTERISTICS

ZONE 2A

SETBACKS:	55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING:	ENHANCED LANDSCAPING TO BUFFER FROM S. 96TH STREET, PER CODE OTHERWISE
HEIGHT:	25' MAXIMUM FROM FINAL FINISHED GRADE
ARCHITECTURE:	SINGLE STORY PITCHED ROOF OR SLANTED ROOFLINE ARCHITECTURAL ELEMENTS

ZONE 2B

SETBACKS:	55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING:	PER MUNICIPAL CODE
HEIGHT:	40' MAXIMUM FROM FINAL FINISHED GRADE
ARCHITECTURE:	SUBJECT TO PUD GUIDELINES

ZONE 1

SETBACKS:	PER MUNICIPAL CODE
PARKING:	PER MUNICIPAL CODE
HEIGHT:	35' MAXIMUM FROM FINAL GRADE
ARCHITECTURE:	SHALL CONFORM WITH CITY OF LOUISVILLE ZONING REGULATIONS IN EFFECT AT TIME OF PUD

TABLES

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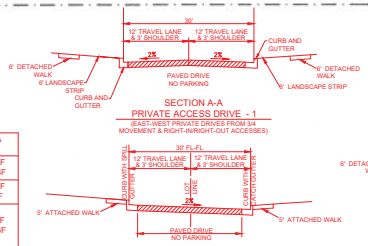

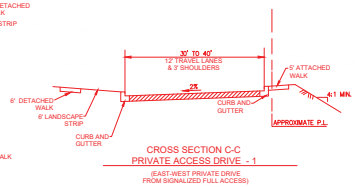

CONCEPTUAL ROADWAY CROSS SECTIONS

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ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St. Suite 300
Glendale, CO 80246
303-572-7997 www.ees-us.com

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3	10/08/2017	3RD SUBMITTAL
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1	06/08/2017	ORIGINAL ISSUE DATE

DOCUMENT AMENDMENTS

Project Number: 175001
Designed By: JDM
Drawn By: CETB
Checked By: JDM
Sheet Number: 2 of 2

LSC TRANSPORTATION CONSULTANTS, INC.

1889 York Street
Denver, CO 80206
(303) 333-1105
FAX (303) 333-1107
E-mail: lsc@lscdenver.com

January 31, 2020

Ms. Alicia Rhymer
United Properties
1331 17th Street, Suite 604
Denver, CO 80202

Re: Louisville Industrial Park
Traffic Impact Analysis
Louisville, CO
LSC #180012

Dear Ms. Rhymer:

In response to your request, LSC Transportation Consultants, Inc. has prepared this traffic impact analysis for the proposed Louisville Industrial Park development. As shown on Figure 1, the site is located north of W. Dillon Road and east of S. 96th Street in Louisville, Colorado. This site was most recently studied in the April 16, 2018 *Ascent Church Traffic Impact Analysis* by LSC.

REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, posted speed limits, etc.; the existing weekday and Sunday peak-hour traffic volumes; the existing daily traffic volumes in the area; the typical weekday and Sunday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the projected short-term and long-term background and resulting total traffic volumes on the area roadways; and recommendations to mitigate the impacts of the site.

LAND USE AND ACCESS

The site is proposed to include a 20,000 square-foot church, a 600-student private school (K-8), about 347,400 square feet of light industrial use, a convenience market and gas station with 10 fueling pumps, a one-tunnel carwash, and about 5,000 square feet of retail space. Access is proposed from several locations as shown in the site plan in Figure 2.

ROADWAY AND TRAFFIC CONDITIONS

Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **S. 96th Street** is a north-south, two-lane arterial roadway west of the site. The intersection with W. Dillon Road has four through lanes and is signalized with auxiliary turn lanes. The

posted speed limit in the vicinity of the site is 40 mph. It is planned to be a four-lane roadway adjacent to the site by 2040.

- **W. Dillon Road** is an east-west, two-lane arterial roadway south of the site. The intersection with S. 96th Street has four through lanes and is signalized with auxiliary turn lanes. The posted speed limit in the vicinity of the site is 45 mph. It is planned to be a four-lane roadway by 2040.

Existing Traffic Conditions

Figures 3a and 3b show the existing weekday and Sunday traffic volumes, existing lane geometry, and the existing traffic controls in the vicinity of the site. The Sunday peak-hour and average daily traffic volumes are from the attached traffic counts conducted by Counter Measures in January, 2020. The weekday volumes are from August, 2019 and were included in the September, 2019 *Nawatny Ridge Traffic and Mobility Study* (Nawatny TIA) by Fox, Tuttle, Hernandez.

2024 and 2040 Background Traffic

Figures 4a and 4b shows the estimated 2024 weekday and Sunday background traffic and Figures 5a and 5b show the estimated 2040 weekday and Sunday background traffic. The weekday background traffic volumes are consistent with those in the September, 2019 *Nawatny Ridge Traffic and Mobility Study* (Nawatny TIA) by Fox, Tuttle, Hernandez. The growth rate assumed in the Sunday scenario is similar to the weekday scenario.

Existing, 2024, and 2040 Background Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for signalized and unsignalized intersections.

The intersections in the study area were analyzed to determine the existing, 2024, and 2040 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

- **S. 96th Avenue/W. Dillon Road:** This signalized intersection currently operates at an overall LOS "C" during the weekday morning peak-hour, LOS "D" during the weekday afternoon peak-hour, and LOS "C" during the Sunday peak-hour and is expected to do so through 2040 with the recommended improvements.

TRIP GENERATION

Table 2 shows the estimated average weekday, weekday morning peak-hour, weekday afternoon peak-hour, average Sunday and Sunday peak-hour trip generation potential for the proposed site based on the rates from *Trip Generation, 10th Edition, 2017* by the Institute of Transportation Engineers (ITE).

The site is projected to generate about 6,248 external vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 680 vehicles would

enter and about 438 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 286 vehicles would enter and about 464 vehicles would exit. These estimates assume a pass-by trip reduction of 56 percent for the gas station trips and 34 percent of the retail trips.

The site is projected to generate about 2,036 external vehicle-trips on the average Sunday, with about half entering and half exiting during a 24-hour period. During the Sunday peak-hour, which generally occurs for one hour between 10:30 and 11:30 a.m., about 235 vehicles would enter and about 244 vehicles would exit the site. These estimates assume a pass-by trip reduction of 56 percent for the gas station trips and 34 percent of the retail trips.

TRIP DISTRIBUTION

Figure 6 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; and the site's proposed land use.

TRIP ASSIGNMENT

Figure 7a shows the estimated weekday primary site-generated traffic volumes based on the directional distribution percentages (from Figure 6) and the weekday trip generation estimate (from Table 2).

Figure 7b shows the estimated weekday pass-by site-generated traffic volumes based on the passby trip generation estimate (from Table 2).

Figure 8a shows the estimated Sunday primary site-generated traffic volumes based on the directional distribution percentages (from Figure 6) and the Sunday trip generation estimate (from Table 2).

Figure 8b shows the estimated Sunday pass-by site-generated traffic volumes based on the passby trip generation estimate (from Table 2).

2024 AND 2040 TOTAL TRAFFIC

Figure 9a shows the 2024 total weekday traffic which is the sum of the 2024 weekday background traffic volumes (from Figure 4a) and the weekday site-generated traffic volumes (from Figures 7a and 7b). Figure 9a also shows the recommended 2024 lane geometry and traffic control.

Figure 9b shows the 2024 total Sunday traffic which is the sum of the 2024 Sunday background traffic volumes (from Figure 4b) and the Sunday site-generated traffic volumes (from Figures 8a and 8b). Figure 9b also shows the recommended 2024 lane geometry and traffic control.

Figure 10a shows the 2040 total weekday traffic which is the sum of the 2040 weekday background traffic volumes (from Figure 5a) and the weekday site-generated traffic volumes (from Figures 7a and 7b). Figure 10a also shows the recommended 2040 lane geometry and traffic control.

Figure 10b shows the 2040 total Sunday traffic which is the sum of the 2040 Sunday background traffic volumes (from Figure 5b) and the Sunday site-generated traffic volumes (from Figures 8a and 8b). Figure 10b also shows the recommended 2024 lane geometry and traffic control.

PROJECTED LEVELS OF SERVICE

The intersections in Figures 9a through 10b were analyzed to determine the 2024 and 2040 total traffic levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

- **S. 96th Street/W. Dillon Road:** This signalized intersection is expected to operate at an overall LOS "D" during the weekday morning and afternoon peak-hours and LOS "C" during the Sunday peak-hour through 2040 with the recommended improvements.

- **S. 96th Street/South RIRO Site Access:** All movements at this unsignalized intersection are expected to operate at LOS "D" or better during all peak-hours through 2040.

- **S. 96th Street/North Three-Quarter Site Access:** All movements at this unsignalized intersection are expected to operate at LOS "C" or better during all peak-hours through 2040.

- **S. 96th Street/Middle Access:** This signalized intersection is expected to operate at LOS "C" or better during all peak-hours through 2040. A traffic signal warrant is likely to be met with development of the convenience market and gas station and about 100,000 square feet of light industrial space.

- **W. Dillon Road/East RIRO Site Access:** All movements at this unsignalized intersection are expected to operate at LOS "C" or better during all peak-hours through 2040.

CONCLUSIONS AND RECOMMENDATIONS

Trip Generation

1. The site is projected to generate about 6,248 external vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 680 vehicles would enter and about 438 vehicles would exit the site. During the afternoon peak-hour, about 286 vehicles would enter and about 464 vehicles would exit. These estimates assume a pass-by trip reduction of 56 percent for the gas station trips and 34 percent of the retail trips.

2. The site is projected to generate about 2,036 external vehicle-trips on the average Sunday, with about half entering and half exiting during a 24-hour period. During the Sunday - peak-hour, about 235 vehicles would enter and about 244 vehicles would exit the site. These estimates assume a pass-by trip reduction of 56 percent for the gas station trips and 34 percent of the retail trips.

Projected Levels of Service

3. The signalized S. 96th Street/W. Dillon Road intersection is expected to operate at LOS "D" or better during all peak-hours through 2040 with the recommended improvements.

4. The signalized S. 96th Street/Middle Site Access intersection is expected to operate at LOS "C" or better during all peak-hours through 2040 with the recommended improvements. A traffic signal warrant is likely to be met with development of the convenience market and gas station and about 100,000 square feet of light industrial space.

5. All movements at the unsignalized intersections analyzed are expected to operate at LOS "D" or better during all peak-hours through 2040.

Conclusions

6. The impact of the site can be accommodated by the existing and planned roadway improvements with the following recommended improvements

Recommendations

7. A second left-turn lane on each approach to the S. 96th Street/W. Dillon intersection is expected to be completed by the time the site reaches buildout in 2024 per the 2022 background traffic recommendations of the *Nawatny TIA* by Fox, Tuttle, Hernandez.

8. The recommend turn lanes at the site access intersections are shown in Figure 9a.

9. The westbound approach of the Full Movement Site Access to S. 96th Street should have separate left- and right-turn lanes. The westbound left-turn lane should be about 175 feet long by the time the site reaches buildout to accommodate buildout weekday afternoon peak-hour conditions.

* * * * *

We trust our findings will assist you in gaining approval of the proposed Louisville Industrial Park development. Please contact me if you have any questions or need further assistance.

Respectfully submitted,

LSC Transportation Consultants, Inc.

COLORADO LICENSED
CHRISTOPHER S. MCGRANAHAN
39018
PROFESSIONAL ENGINEER

By:_____
Christopher S. McGranahan, P.E., PTOE

1-31-20

CSM/wc

Enclosure: Tables 1 and 2
Figures 1 - 10b
Existing Traffic Counts
Level of Service Definitions
Level of Service Printouts

W:\LSC\Projects\2018\180012-96th&Dillon-TIA\Report\LouisvilleIndPark-013120.wpd

Table 1
Intersection Levels of Service Analysis
Louisville Industrial Park
Louisville, CO
LSC #180012; January, 2020

		Existing Traffic			2024 Background Traffic			2024 Total Traffic			2040 Background Traffic			2040 Total Traffic		
Intersection Location	Traffic Control	Level of Service AM	Level of Service PM	Level of Service Sunday	Level of Service AM	Level of Service PM	Level of Service Sunday	Level of Service AM	Level of Service PM	Level of Service Sunday	Level of Service AM	Level of Service PM	Level of Service Sunday	Level of Service AM	Level of Service PM	Level of Service Sunday
S. 96th Street/W. Dillon Road	Signalized															
EB Left		E	D	A	D	D	E	E	D	D	D	D	D	D	D	D
EB Through		D	E	B	D	D	D	D	D	D	D	D	D	D	D	D
EB Right		A	B	A	A	B	A	A	B	A	B	C	A	B	D	A
WB Left		C	F	A	D	E	E	D	E	E	D	E	D	E	E	D
WB Through		D	D	B	D	D	D	D	D	D	D	D	D	D	D	D
WB Right		A	A	A	A	A	A	A	A	A	A	B	A	A	B	A
NB Left		C	B	C	E	E	D	E	E	D	E	E	D	E	E	D
NB Through		C	C	D	C	C	B	C	C	B	C	D	B	D	D	B
NB RIght		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
SB Left		B	C	C	E	E	D	D	E	E	E	E	E	E	E	D
SB Through		C	C	D	C	C	B	D	C	B	D	C	B	D	C	B
SB Right		A	A	A	A	A	A	B	A	A	A	A	A	A	A	A
Entire Intersection Delay (sec./veh.)		28.4	40.7	24.1	32.6	35.5	30.2	36.3	36.5	30.4	34.9	42.0	31.3	39.6	45.1	31.6
Entire Intersection LOS		C	D	C	C	D	C	D	D	C	C	D	C	D	D	C
S. 96th Street/South Access	TWSC RIRO															
WB Right		--	--	--	--	--	--	C	C	B	--	--	--	C	D	B
Critical Movement Delay (sec/veh)		--	--	--	--	--	--	15.4	18.9	10.5	--	--	--	18.5	31.0	11.3
S. 96th Street/North Access	TWSC Three-Quarter															
WB Right		--	--	--	--	--	--	B	B	A	--	--	--	B	C	A
SB Left		--	--	--	--	--	--	A	B	A	--	--	--	B	B	A
Critical Movement Delay (sec/veh)		--	--	--	--	--	--	11.0	13.3	9.3	--	--	--	13.1	21.0	9.6
S. 96th Street/Middle Access	Signalized															
WB Left		--	--	--	--	--	--	C	D	C	--	--	--	C	D	C
WB Right		--	--	--	--	--	--	A	A	A	--	--	--	A	A	A
NB Through		--	--	--	--	--	--	C	C	B	--	--	--	C	D	B
NB RIght		--	--	--	--	--	--	A	A	A	--	--	--	A	A	B
SB Left		--	--	--	--	--	--	B	A	A	--	--	--	B	A	A
SB Through		--	--	--	--	--	--	A	A	A	--	--	--	A	A	A
Entire Intersection Delay (sec./veh.)		--	--	--	--	--	--	14.9	19.7	9.3	--	--	--	18.8	33.1	10.1
Entire Intersection LOS		--	--	--	--	--	--	B	B	A	--	--	--	B	C	B
W. Dillon Road/East Acess	TWSC RIRO															
SB Right		--	--	--	--	--	--	B	B	B	--	--	--	B	C	B
Critical Movement Delay (sec/veh)		--	--	--	--	--	--	12.6	14.1	10.1	--	--	--	13.6	15.3	11.0

Table 2
ESTIMATED TRAFFIC GENERATION
Louisville Industrial Park
Louisville, CO
LSC #180012; January, 2020

Land Use	Gross Floor Area	Generation Rates per Unit (1): Average Daily Traffic	Morning Peak-Hour AM In	Morning Peak-Hour AM Out	Evening Peak-Hour PM In	Evening Peak-Hour PM Out	Vehicle-Trips Generated: Average Weekday Traffic	Morning Peak-Hour AM In	Morning Peak-Hour AM Out	Evening Peak-Hour PM In	Evening Peak-Hour PM Out
Church - Weekday (2)	20.00 KSF (3)	6.95	0.198	0.132	0.221	0.270	139	4	3	4	5
School (4)	600 students	4.11	0.501	0.410	0.120	0.140	2,466	300	246	72	84
Light Industrial (5)	347.40 KSF	4.96 *	0.616	0.084	0.082	0.548	1,723	214	29	28	190
Super Convenience Market/Gas Station (6)	10.00 VFP (7)	230.52 *	14.040	14.040	11.480	11.480	2,305	140	140	115	115
Car Wash (8)	1.00 Tunnel	387.5	19.375	19.375	38.750	38.750	388	19	19	39	39
Shopping Center (9)	5.00 KSF	156.80	0.583	0.357	5.684	6.157	784	3	2	28	31
						Weekday Gross Trip Generation Potential =	**7,805**	**680**	**438**	**286**	**464**
						Passby Trip Reduction (10) =	*1,557*	*80*	*80*	*75*	*75*
						Weekday Net Trip Generation Potential =	**6,248**	**600**	**358**	**211**	**389**

Land Use	Gross Floor Area	Generation Rates per Unit (1): Average Sunday Traffic	Morning Peak-Hour AM In	Morning Peak-Hour AM Out	Vehicle-Trips Generated: Average Sunday Traffic	Sunday Peak-Hour AM In	Sunday Peak-Hour AM Out
Church - Sunday (2)	20.00 KSF (3)	27.63	4.795	5.195	553	96	104
School (4)	600 students	0	0.000	0.000	0	0	0
Light Industrial (5)	347.40 KSF	0	0.000	0.000	0	0	0
Super Convenience Market/Gas Station (6)	10.00 VFP (7)	233.34	9.304	9.304	2,333	93	93
Car Wash (8)	1.00 Tunnel	387.5	38.750	38.750	388	39	39
Shopping Center (9)	5.00 KSF	21.10	1.367	1.423	106	7	7
				Sunday Gross Trip Generation Potential =	**3,379**	**235**	**244**
				Passby Trip Reduction (10) =	*1,343*	*55*	*55*
				Sunday Net Trip Generation Potential =	**2,036**	**180**	**189**

Notes:

(1) Source: *Trip Generation,* Institute of Transportation Engineers, 10th Edition, 2017.
(2) ITE Land Use No. 560 - Church
(3) KSF = 1,000 square feet
(4) ITE Land Use No. 534 - Private School (K-8)
(5) ITE Land Use No. 110 - General Light Industrial; average rates
(6) ITE Land Use No. 960 - Super Convenience Market/Gas Station - no Sunday rates available so 80% of Saturday rates were used.
(7) VFP = Vehicle Fueling Positions
(8) ITE Land Use No. 948 - Automatic Car Wash; AM peak assumed 1/2 of the PM rate; Daily weekday rate = 5 x PM rate; Sunday rate = weekday daily and PM rates.
(9) ITE Land Use No. 820 - Shopping Center
(10) 56% of gas station trips and 34% of retail trips are expected to be passby trips per the ITE Trip Generation Handbook, 3rd Edition.

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Figure 1

Vicinity Map

Louisville Industrial Park (LSC #180012)

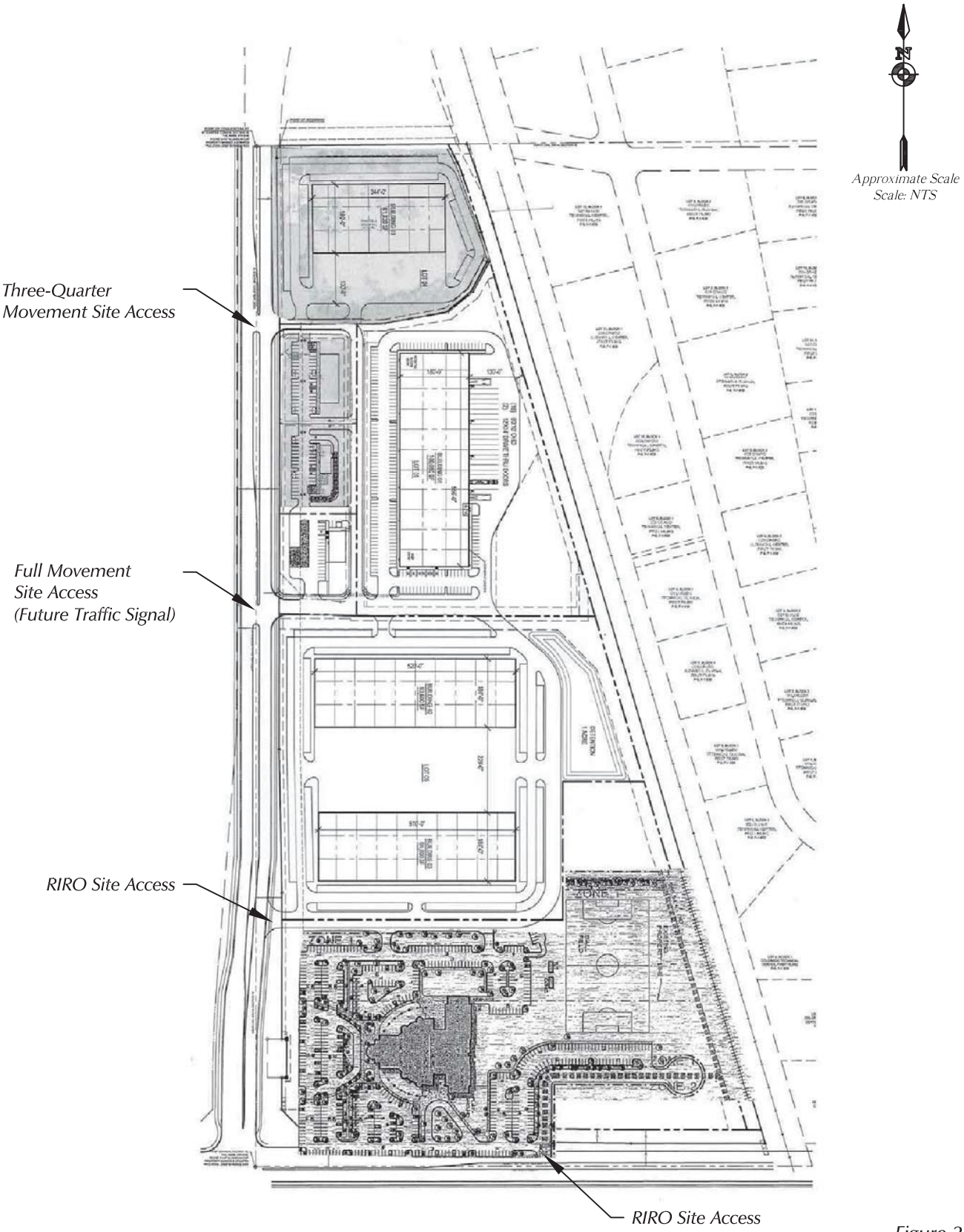
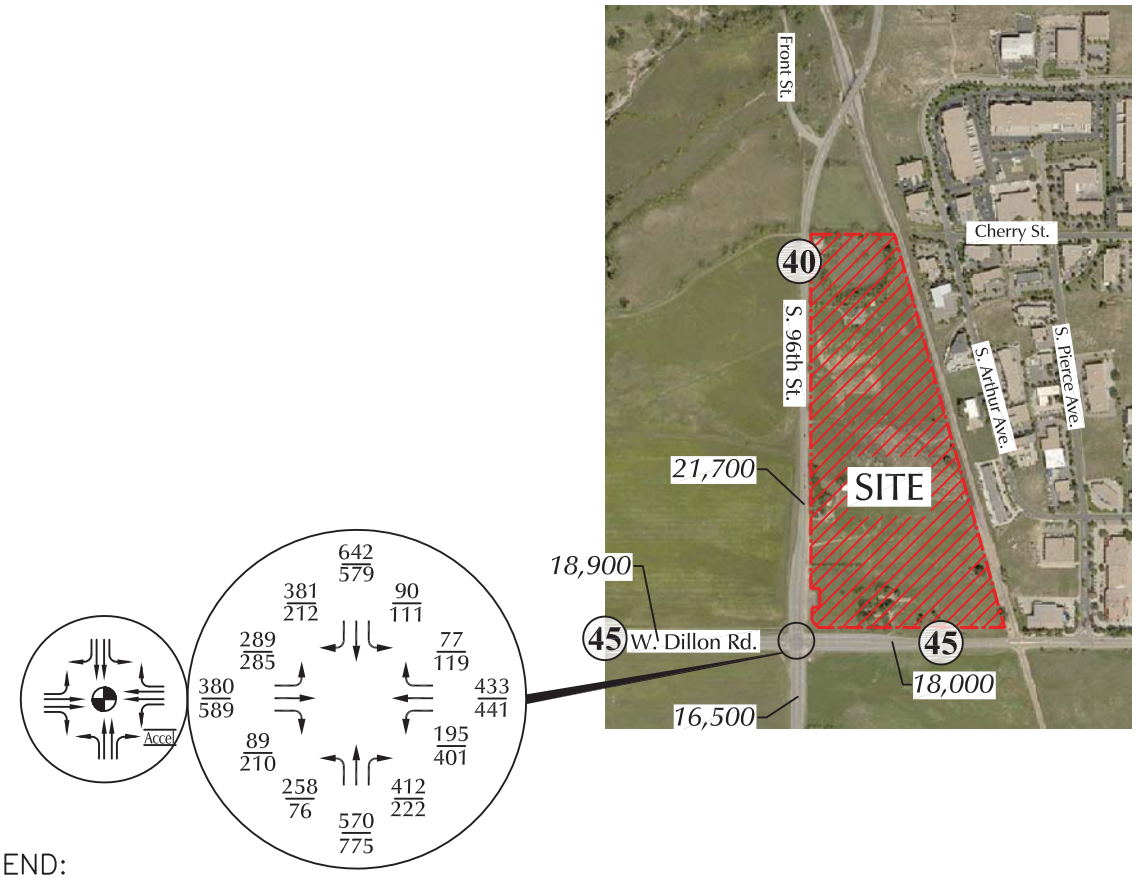


Figure 2

Site Plan

Louisville Industrial Park (LSC #180012)

LSC TRANSPORTATION CONSULTANTS, INC.



Approximate Scale
Scale: 1"=1,200'

LEGEND:

= Stop Sign

= Traffic Signal

40 = Posted Speed Limit

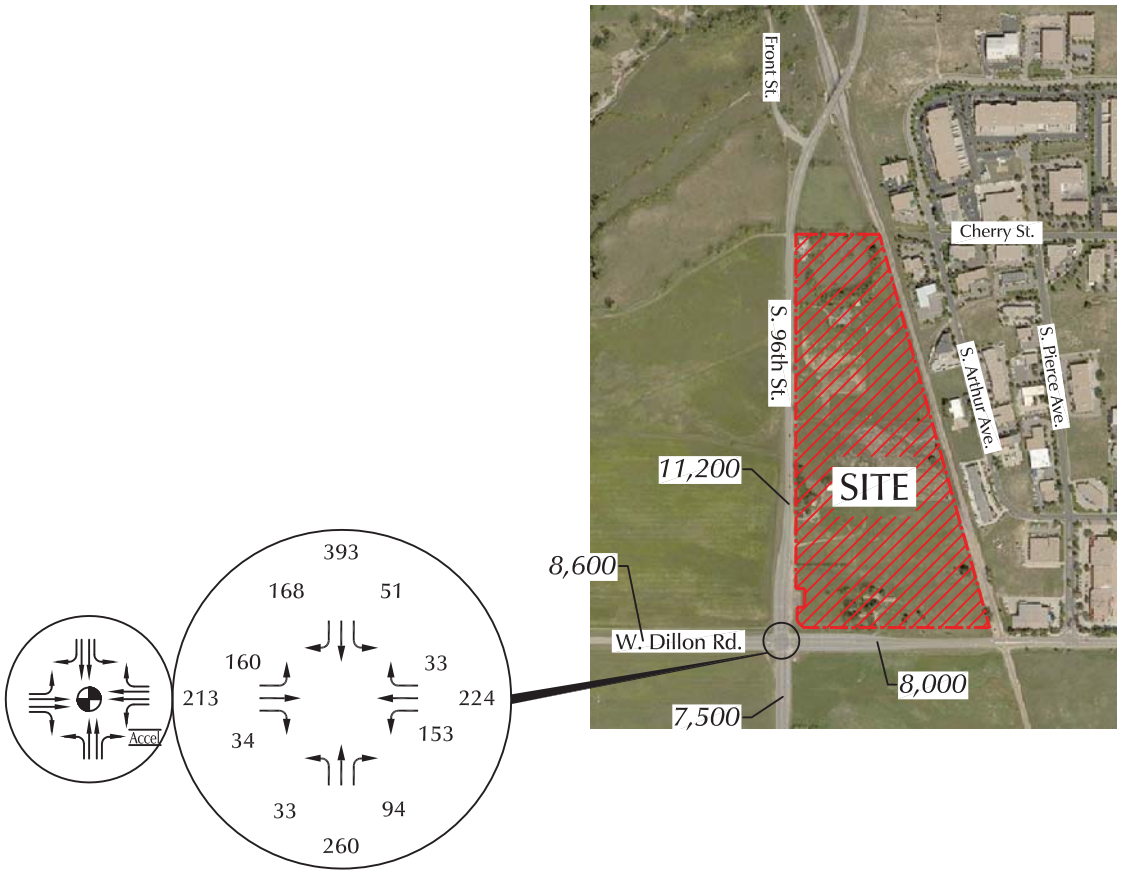
26/35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

500 = Weekday Daily Traffic

Figure 3a

Existing Weekday Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)



Approximate Scale
Scale: 1"=1,200'

LEGEND:

= Stop Sign

= Traffic Signal

26 = Sunday AM Peak Hour Traffic

500 = Sunday Daily Traffic

Figure 3b

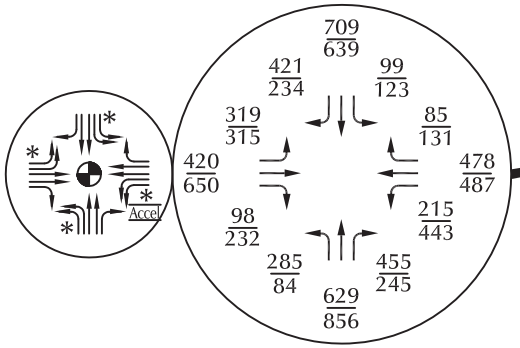
Existing Sunday Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

LSC TRANSPORTATION CONSULTANTS, INC.

Approximate Scale
Scale: 1"=1,200'

* Recommendation for dual left-turn lanes on each approach was recommended in the 2022 and 2040 background traffic conditions from the September, 2019 Nawatny Ridge Traffic and Mobility Study by Fox, Tuttle Henrandez.



Note: Projections are consistent with those in the September, 2019 Nawatny Ridge Traffic and Mobility Study by Fox, Tuttle Hernandez.

LEGEND:

- = Stop Sign
- = Traffic Signal
- 26 / 35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic
- 500 = Weekday Daily Traffic

Figure 4a

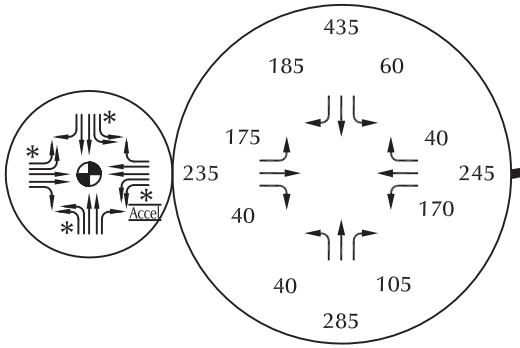
Year 2024 Weekday Background Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

TRANSPORTATION CONSULTANTS, INC.

Approximate Scale
Scale: 1"=1,200'

* Recommendation for dual left-turn lanes on each approach was recommended in the 2022 and 2040 background traffic conditions from the September, 2019 Nawatny Ridge Traffic and Mobility Study by Fox, Tuttle Henrandez.



Note: Growth rate assumed to be similar to the weekday scenario.

LEGEND:

= Stop Sign

= Traffic Signal

26 = Sunday AM Peak Hour Traffic

500 = Sunday Daily Traffic

Figure 4b

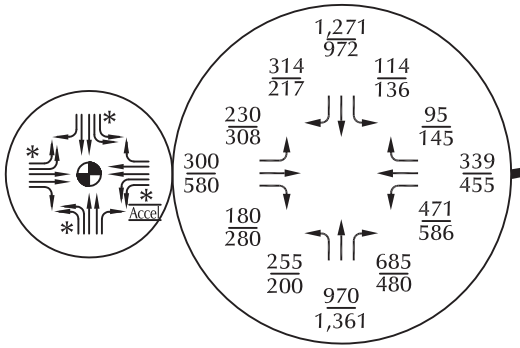
Year 2024 Sunday Background Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

TRANSPORTATION CONSULTANTS, INC.

Approximate Scale
Scale: 1"=1,200'

* Recommendation for dual left-turn lanes on each approach was recommended in the 2022 and 2040 background traffic conditions from the September, 2019 Nawatny Ridge Traffic and Mobility Study by Fox, Tuttle Henrandez.



Note: Projections are consistent with those in the September, 2019 Nawatny Ridge Traffic and Mobility Study by Fox Tuttle Hernadez.

LEGEND:

= Stop Sign

= Traffic Signal

26/35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

500 = Weekday Daily Traffic

Figure 5a

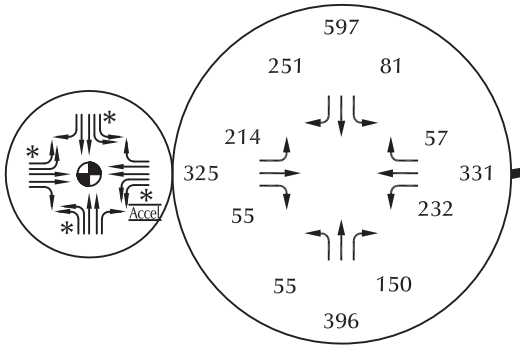
Year 2040 Weekday Background Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

TRANSPORTATION CONSULTANTS, INC.

Approximate Scale
Scale: 1"=1,200'

* Recommendation for dual left-turn lanes on each approach was recommended in the 2022 and 2040 background traffic conditions from the September, 2019 Nawatny Ridge Traffic and Mobility Study by Fox, Tuttle Henrandez.



Note: Growth rates are assumed to be similar to the weekday scenario.

LEGEND:

= Stop Sign
= Traffic Signal
26 = Sunday AM Peak Hour Traffic
500 = Sunday Daily Traffic

Figure 5b

Year 2040 Sunday Background Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

Approximate Scale
Scale: 1"=1,200'

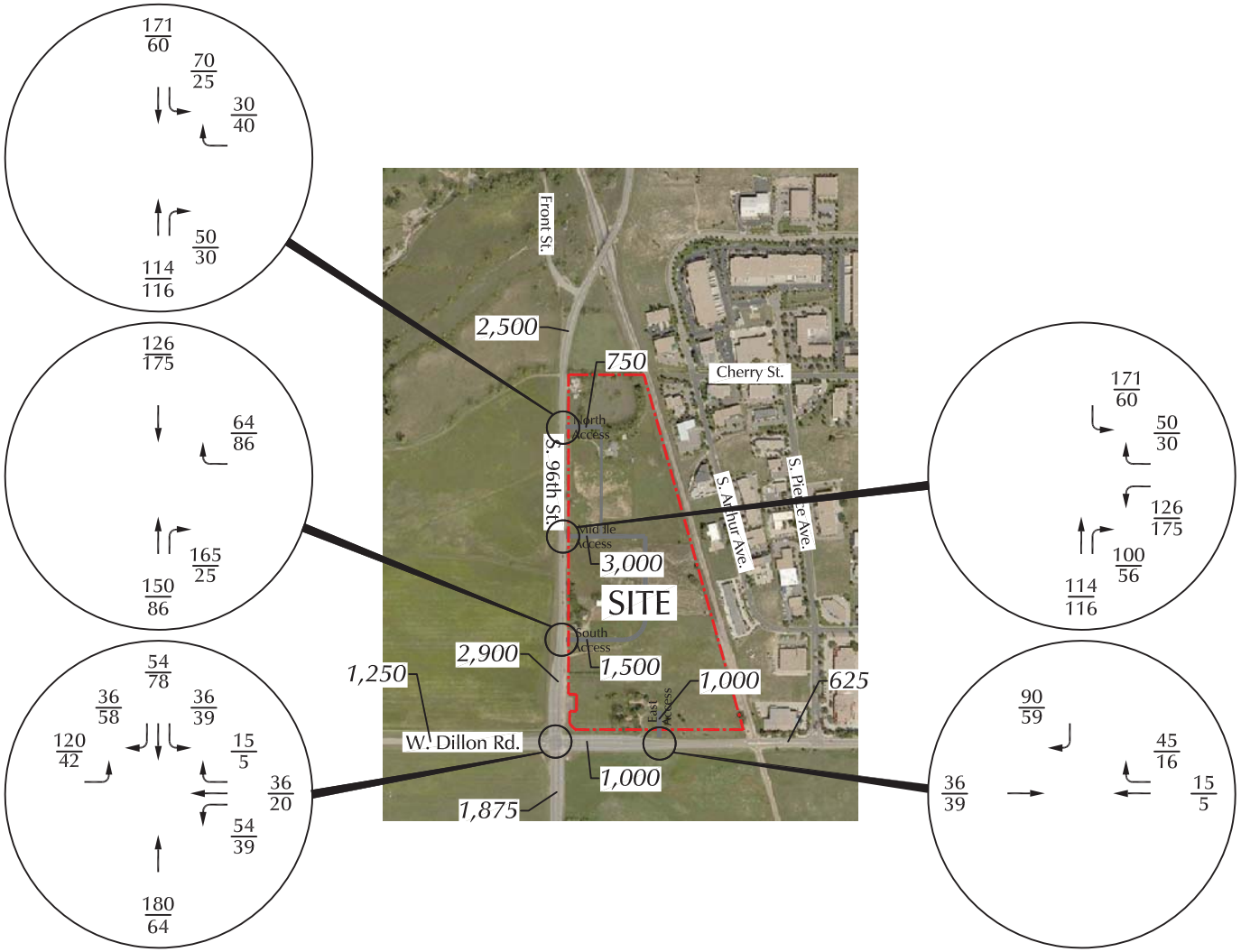
LEGEND:

20% = Percent Directional Distribution

Figure 6

Directional Distribution of Site-Generated Traffic

Louisville Industrial Park (LSC #180012)



LEGEND:

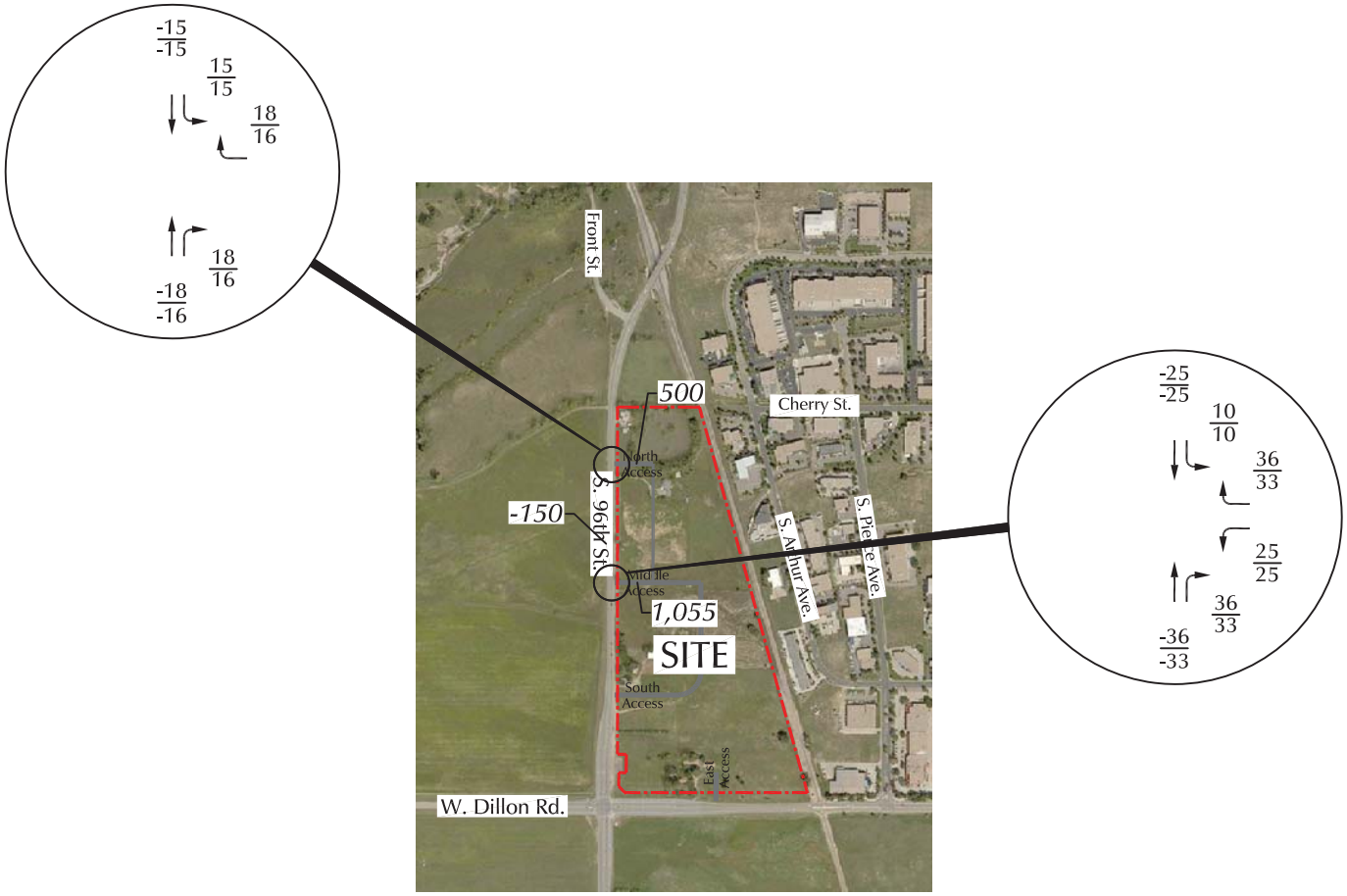
26/35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

500 = Weekday Daily Traffic

Figure 7a

Assignment of Weekday Primary Site-Generated Traffic

Louisville Industrial Park (LSC #180012)



LEGEND:

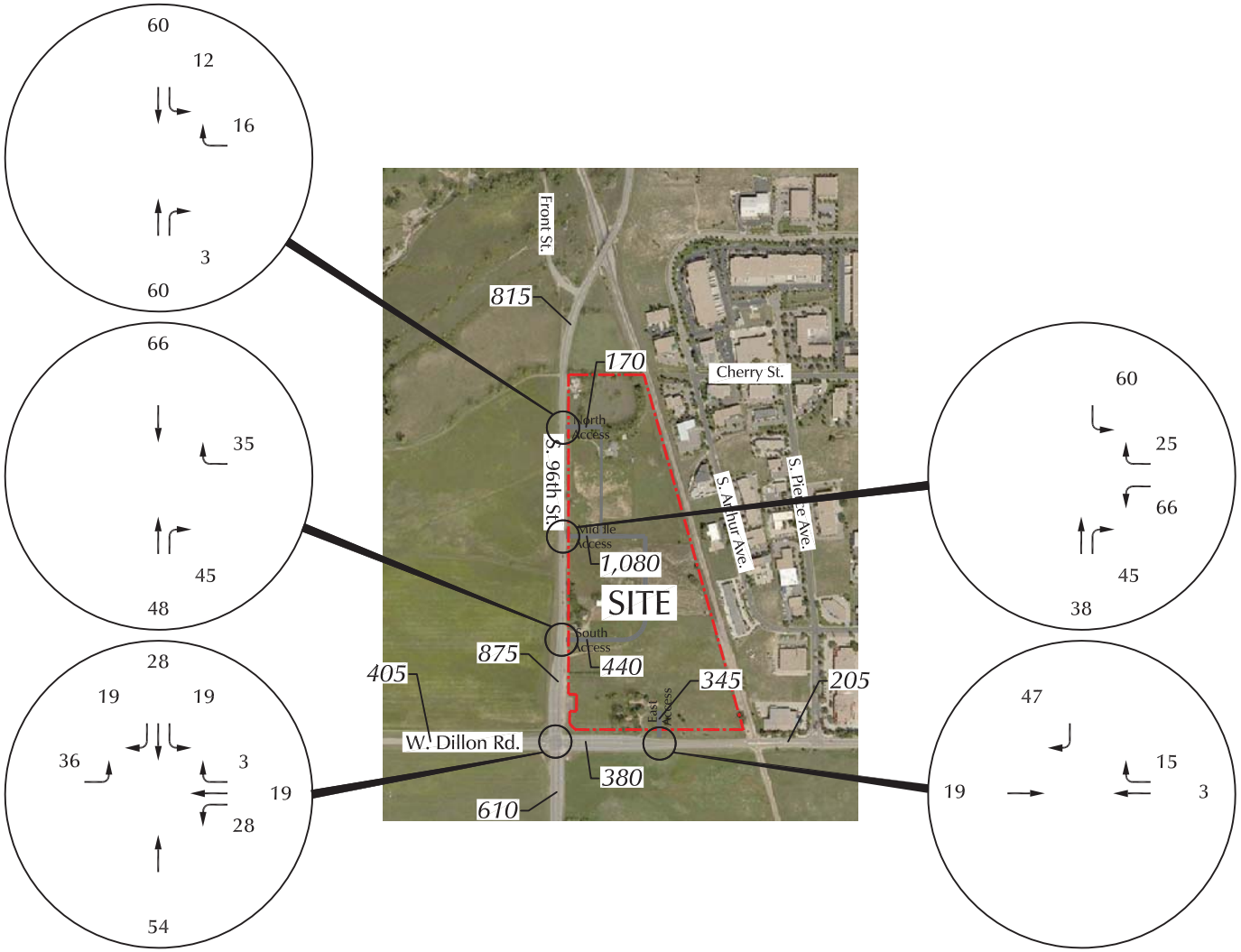
$\frac{26}{35}$ = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

500 = Weekday Daily Traffic

Figure 7b

Assignment of Weekday Passby Site-Generated Traffic

Louisville Industrial Park (LSC #180012)



LEGEND:

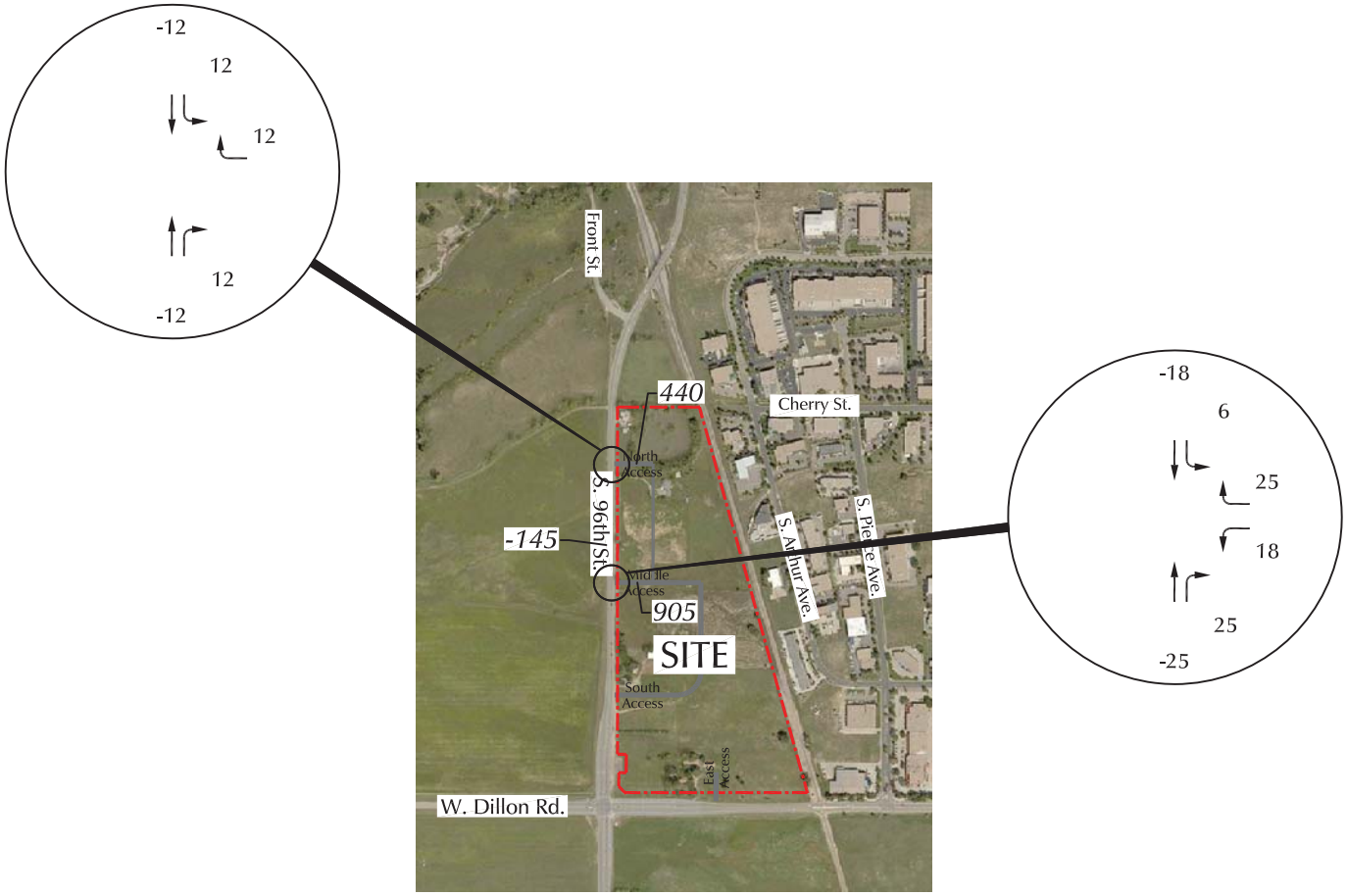
26 = Sunday AM Peak Hour Traffic

500 = Sunday Daily Traffic

Figure 8a

Assignment of Sunday Primary Site-Generated Traffic

Louisville Industrial Park (LSC #180012)



LEGEND:

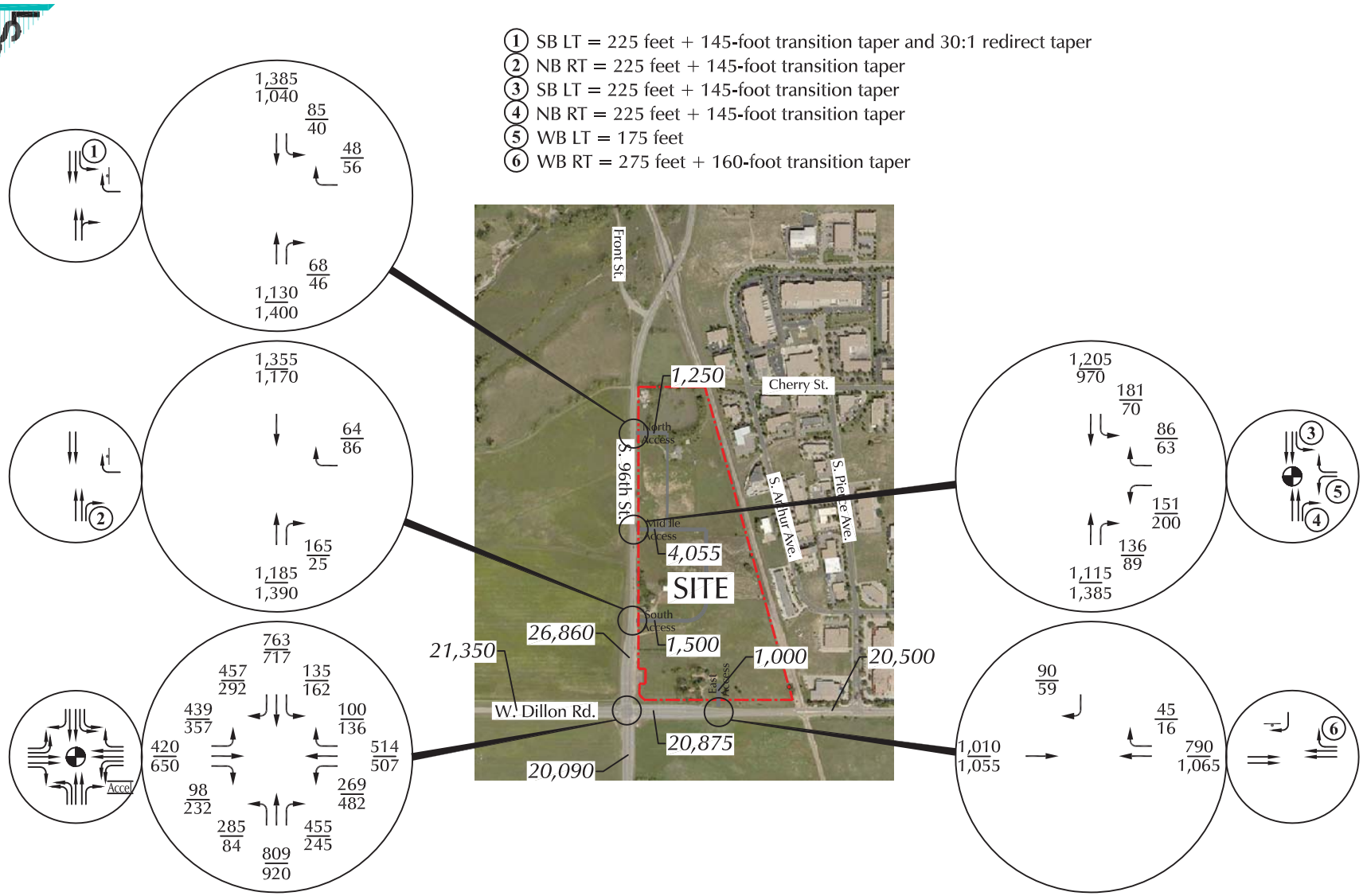
26 = Sunday AM Peak Hour Traffic

500 = Sunday Daily Traffic

Figure 8b

Assignment of Sunday Passby Site-Generated Traffic

Louisville Industrial Park (LSC #180012)



LEGEND:

= Stop Sign

= Traffic Signal

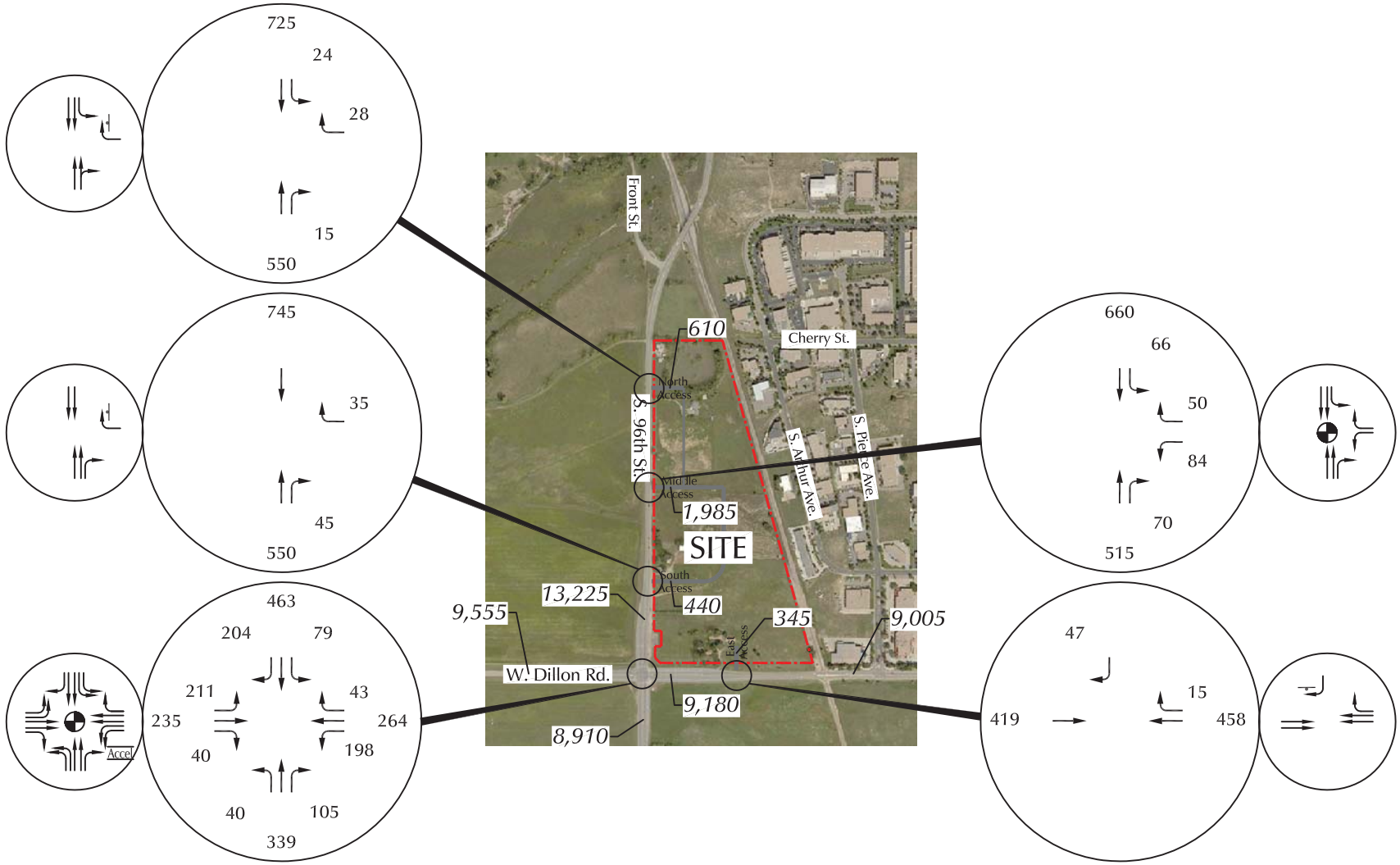
26 / 35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

500 = Weekday Daily Traffic

Figure 9a

Year 2024 Weekday Total Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)



LEGEND:

= Stop Sign

= Traffic Signal

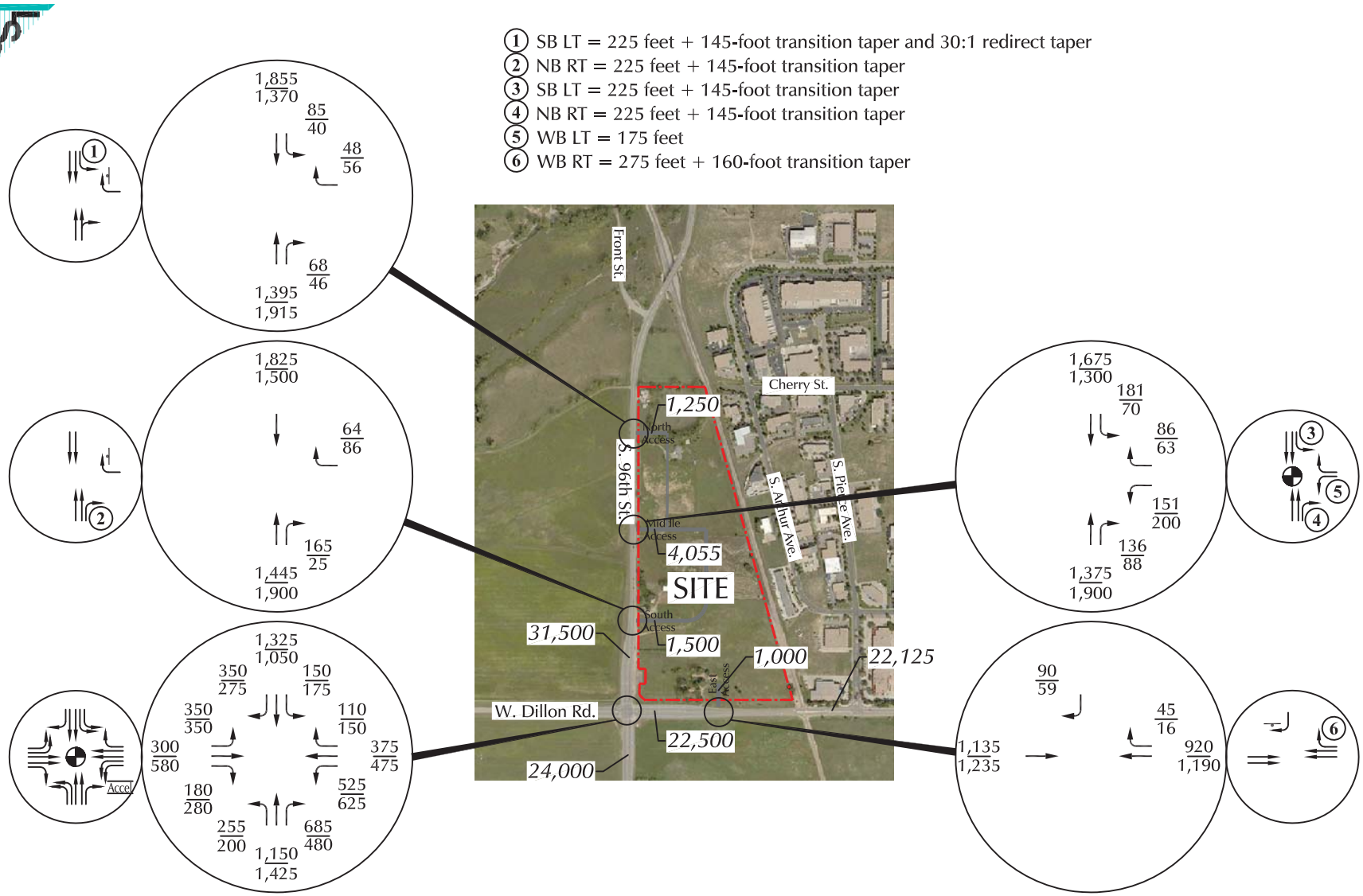
26 = Sunday AM Peak Hour Traffic

500 = Sunday Daily Traffic

Figure 9b

Year 2024 Sunday Total Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)



LEGEND:

= Stop Sign

= Traffic Signal

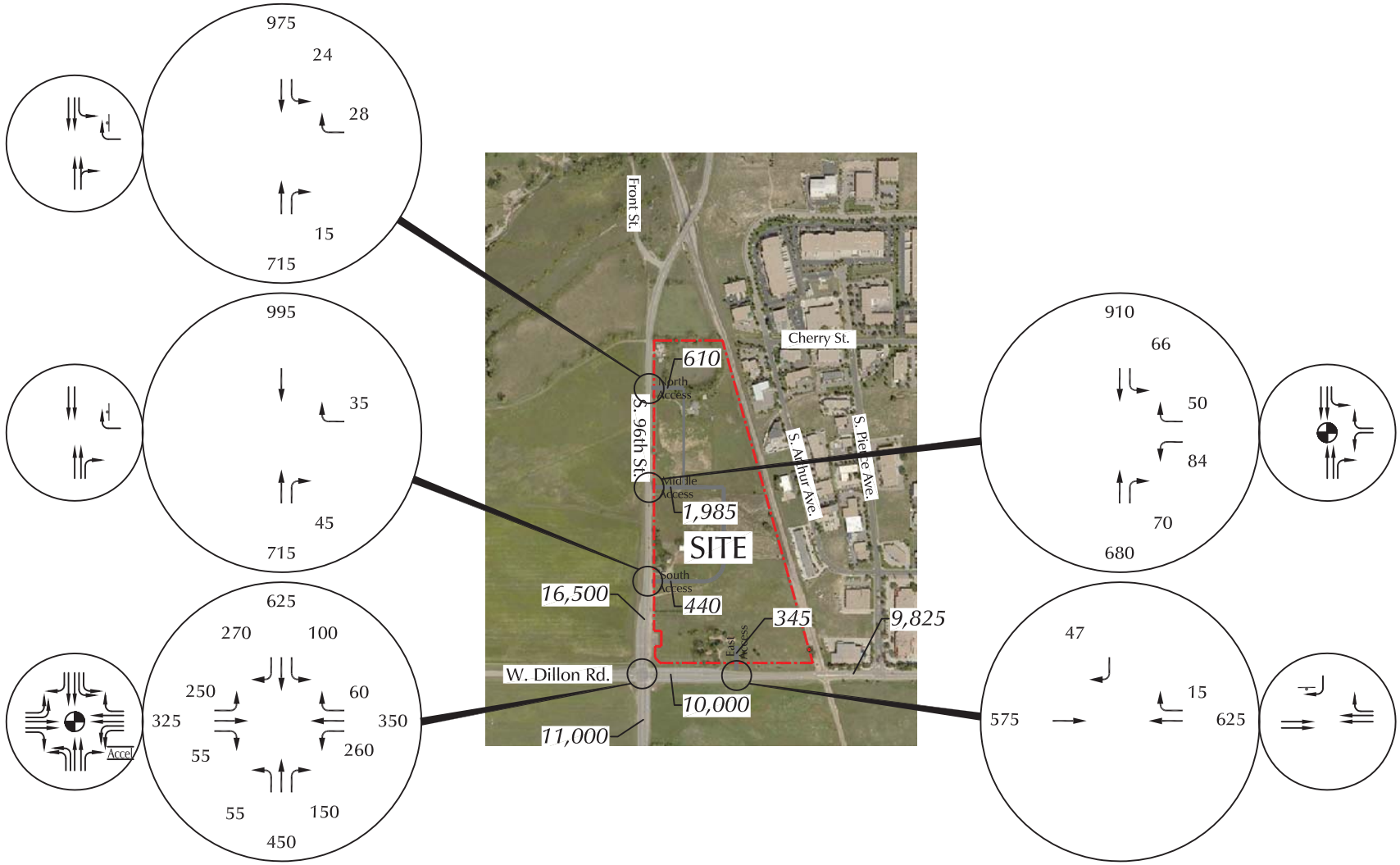
26 / 35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

500 = Weekday Daily Traffic

Figure 10a

Year 2040 Weekday Total Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)



LEGEND:

= Stop Sign

= Traffic Signal

26 = Sunday AM Peak Hour Traffic

500 = Sunday Daily Traffic

Figure 10b

Year 2040 Sunday Total Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 96TH ST
E/W STREET: DILLON RD
CITY: LOUISVILLE
COUNTY: BOULDER

File Name : 96THDILL 1-12-20
Site Code : 00000016
Start Date : 1/12/2020
Page No : 1

Groups Printed- VEHICLES

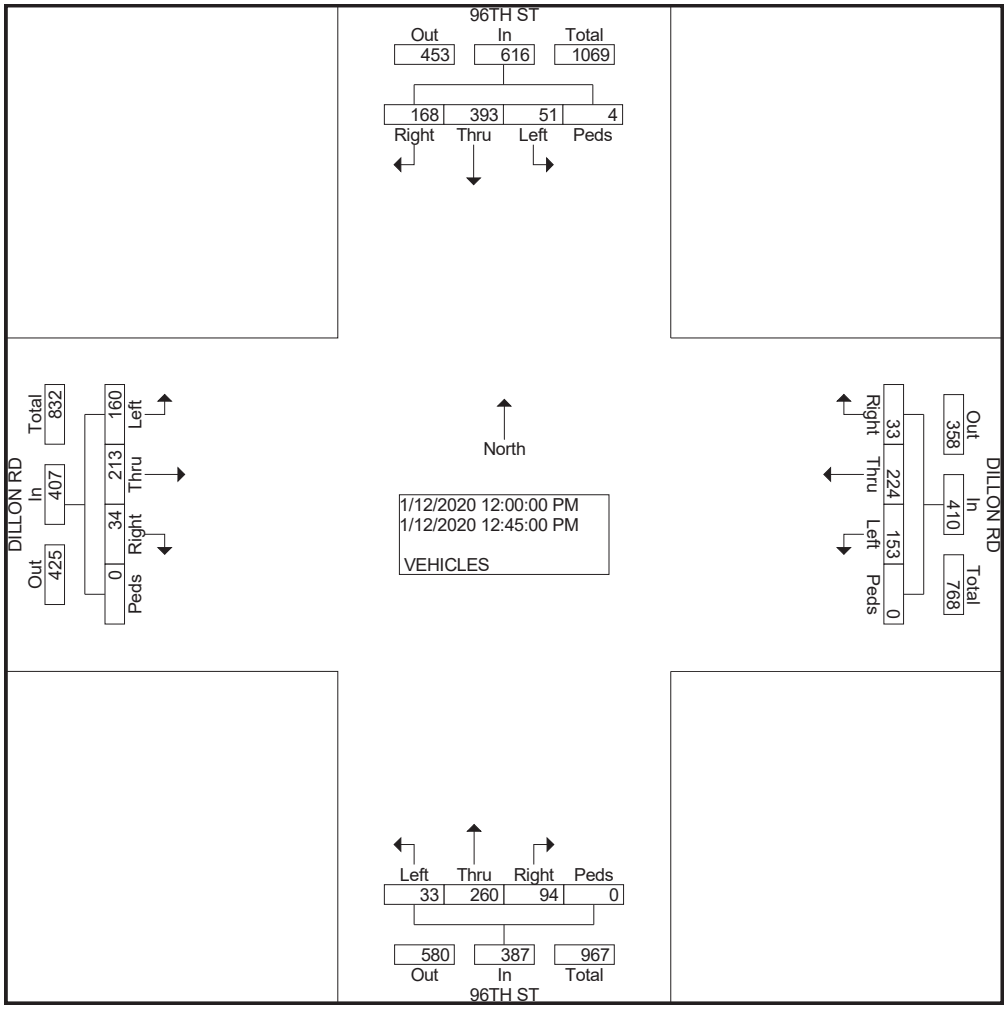
	96TH ST Southbound				DILLON RD Westbound				96TH ST Northbound				DILLON RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
10:00 AM	8	71	42	0	17	40	5	0	11	61	19	0	27	28	7	0	336
10:15 AM	7	77	45	0	28	68	3	0	10	38	14	0	26	41	8	0	365
10:30 AM	13	81	42	0	28	54	2	0	6	61	8	2	48	49	6	0	400
10:45 AM	11	78	43	1	25	51	10	0	10	67	19	0	53	27	10	0	405
Total	39	307	172	1	98	213	20	0	37	227	60	2	154	145	31	0	1506
11:00 AM	9	98	45	0	25	33	10	0	10	61	13	0	52	36	6	0	398
11:15 AM	13	76	41	3	37	48	3	3	10	55	19	0	50	34	8	0	400
11:30 AM	13	75	34	0	42	46	5	0	4	57	14	0	41	47	15	0	393
11:45 AM	12	103	35	0	31	59	7	0	9	67	17	0	42	36	13	0	431
Total	47	352	155	3	135	186	25	3	33	240	63	0	185	153	42	0	1622
12:00 PM	13	86	41	2	42	57	10	0	8	58	25	0	42	52	8	0	444
12:15 PM	10	112	64	1	44	68	8	0	8	62	24	0	46	48	9	0	504
12:30 PM	20	109	36	1	28	38	2	0	11	67	23	0	23	42	10	0	410
12:45 PM	8	86	27	0	39	61	13	0	6	73	22	0	49	71	7	0	462
Total	51	393	168	4	153	224	33	0	33	260	94	0	160	213	34	0	1820
Grand Total	137	1052	495	8	386	623	78	3	103	727	217	2	499	511	107	0	4948
Apprch %	8.1	62.2	29.3	0.5	35.4	57.2	7.2	0.3	9.8	69.3	20.7	0.2	44.7	45.7	9.6	0.0	
Total %	2.8	21.3	10.0	0.2	7.8	12.6	1.6	0.1	2.1	14.7	4.4	0.0	10.1	10.3	2.2	0.0	

COUNTER MEASURES INC.
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: 96TH ST
E/W STREET: DILLON RD
CITY: LOUISVILLE
COUNTY: BOULDER

File Name : 96THDILL 1-12-20
Site Code : 00000016
Start Date : 1/12/2020
Page No : 2

	96TH ST Southbound					DILLON RD Westbound					96TH ST Northbound					DILLON RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 10:00 AM to 12:45 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	51	393	168	4	616	153	224	33	0	410	33	260	94	0	387	160	213	34	0	407	1820
Percent	8.3	63.8	27.3	0.6		37.3	54.6	8.0	0.0		8.5	67.2	24.3	0.0		39.3	52.3	8.4	0.0		
12:15 Volume	10	112	64	1	187	44	68	8	0	120	8	62	24	0	94	46	48	9	0	103	504
Peak Factor																					0.903
High Int.	12:15 PM					12:15 PM					12:30 PM					12:45 PM					
Volume	10	112	64	1	187	44	68	8	0	120	11	67	23	0	101	49	71	7	0	127	
Peak Factor					0.824					0.854					0.958					0.801	



LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

LOS	Average Vehicle Delay sec/vehicle	Operational Characteristics
A	<10 seconds	Describes operations with low control delay, up to 10 sec/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	10 to 20 seconds	Describes operations with control delay greater than 10 seconds and up to 20 sec/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20 to 35 seconds	Describes operations with control delay greater than 20 and up to 35 sec/veh. These higher delays may result from only fair progression, longer cycle length, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	35 to 55 seconds	Describes operations with control delay greater than 35 and up to 55 sec/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55 to 80 seconds	Describes operations with control delay greater than 55 and up to 80 sec/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.
F	>80 seconds	Describes operations with control delay in excess of 80 sec/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

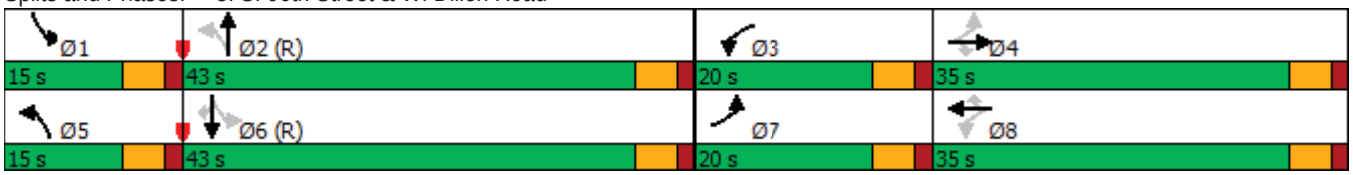
Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

LOS	Average Vehicle Control Delay	Operational Characteristics
A	<10 seconds	Normally, vehicles on the stop-controlled approach only have to wait up to 10 seconds before being able to clear the intersection. Left-turning vehicles on the uncontrolled street do not have to wait to make their turn.
B	10 to 15 seconds	Vehicles on the stop-controlled approach will experience delays before being able to clear the intersection. The delay could be up to 15 seconds. Left-turning vehicles on the uncontrolled street may have to wait to make their turn.
C	15 to 25 seconds	Vehicles on the stop-controlled approach can expect delays in the range of 15 to 25 seconds before clearing the intersection. Motorists may begin to take chances due to the long delays, thereby posing a safety risk to through traffic. Left-turning vehicles on the uncontrolled street will now be required to wait to make their turn causing a queue to be created in the turn lane.
D	25 to 35 seconds	This is the point at which a traffic signal may be warranted for this intersection. The delays for the stop-controlled intersection are not considered to be excessive. The length of the queue may begin to block other public and private access points.
E	35 to 50 seconds	The delays for all critical traffic movements are considered to be unacceptable. The length of the queues for the stop-controlled approaches as well as the left-turn movements are extremely long. There is a high probability that this intersection will meet traffic signal warrants. The ability to install a traffic signal is affected by the location of other existing traffic signals. Consideration may be given to restricting the accesses by eliminating the left-turn movements from and to the stop-controlled approach.
F	>50 seconds	The delay for the critical traffic movements are probably in excess of 100 seconds. The length of the queues are extremely long. Motorists are selecting alternative routes due to the long delays. The only remedy for these long delays is installing a traffic signal or restricting the accesses. The potential for accidents at this intersection are extremely high due to motorist taking more risky chances. If the median permits, motorists begin making two-stage left-turns.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	380	89	195	433	77	258	570	412	90	642	381
Future Volume (vph)	289	380	89	195	433	77	258	570	412	90	642	381
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.5	21.0	21.0	17.0	21.0	21.0	10.5	21.0		10.5	21.0	21.0
Total Split (s)	20.0	35.0	35.0	20.0	35.0	35.0	15.0	43.0		15.0	43.0	43.0
Total Split (%)	17.7%	31.0%	31.0%	17.7%	31.0%	31.0%	13.3%	38.1%		13.3%	38.1%	38.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	36.7	21.7	21.7	34.2	20.5	20.5	62.0	49.0	113.0	51.2	42.7	42.7
Actuated g/C Ratio	0.32	0.19	0.19	0.30	0.18	0.18	0.55	0.43	1.00	0.45	0.38	0.38
v/c Ratio	0.95	0.59	0.24	0.61	0.72	0.22	0.64	0.39	0.28	0.23	0.51	0.48
Control Delay	69.2	45.2	5.6	34.1	49.9	3.9	22.7	23.9	0.4	15.1	29.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	45.2	5.6	34.1	49.9	3.9	22.7	23.9	0.4	15.1	29.7	5.7
LOS	E	D	A	C	D	A	C	C	A	B	C	A
Approach Delay		49.7			40.5			15.9			20.3	
Approach LOS		D			D			B			C	

Intersection Summary	
Cycle Length: 113	
Actuated Cycle Length: 113	
Offset: 7 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 28.4	Intersection LOS: C
Intersection Capacity Utilization 76.7%	ICU Level of Service D
Analysis Period (min) 15	

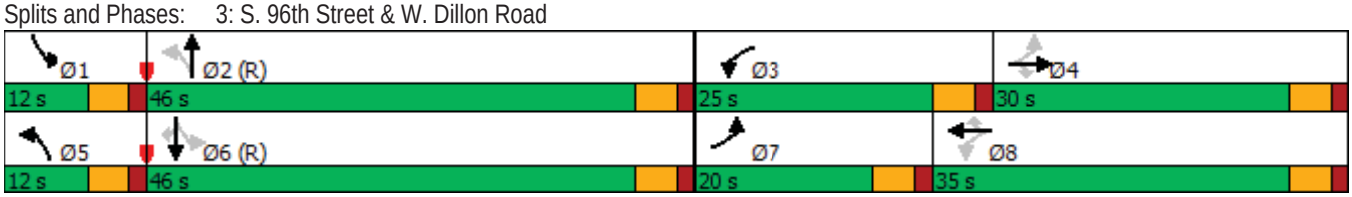
Splits and Phases: 3: S. 96th Street & W. Dillon Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	589	210	401	441	119	76	775	222	111	579	212
Future Volume (vph)	285	589	210	401	441	119	76	775	222	111	579	212
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.5	21.0	21.0	17.0	21.0	21.0	10.5	21.0		10.5	21.0	21.0
Total Split (s)	20.0	30.0	30.0	25.0	35.0	35.0	12.0	46.0		12.0	46.0	46.0
Total Split (%)	17.7%	26.5%	26.5%	22.1%	31.0%	31.0%	10.6%	40.7%		10.6%	40.7%	40.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0		0.0	1.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0		5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	38.9	23.1	24.1	49.1	28.4	29.4	48.7	40.8	113.0	49.9	43.2	44.2
Actuated g/C Ratio	0.34	0.20	0.21	0.43	0.25	0.26	0.43	0.36	1.00	0.44	0.38	0.39
v/c Ratio	0.77	0.88	0.46	1.15	0.54	0.25	0.25	0.66	0.15	0.50	0.47	0.30
Control Delay	37.9	58.6	10.1	125.4	39.1	6.9	18.7	33.5	0.2	24.8	28.6	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	58.6	10.1	125.4	39.1	6.9	18.7	33.5	0.2	24.8	28.6	4.3
LOS	D	E	B	F	D	A	B	C	A	C	C	A
Approach Delay		43.8			71.1			25.6			22.4	
Approach LOS		D			E			C			C	

Intersection Summary	
Cycle Length: 113	
Actuated Cycle Length: 113	
Offset: 7 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay: 40.7	Intersection LOS: D
Intersection Capacity Utilization 84.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: S. 96th Street & W. Dillon Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	213	34	153	224	33	33	260	94	51	393	168
Future Volume (vph)	160	213	34	153	224	33	33	260	94	51	393	168
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		Free	6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.5	21.0	21.0	10.5	21.0	21.0	10.5	21.0		10.5	21.0	21.0
Total Split (s)	15.0	30.0	30.0	15.0	30.0	30.0	12.0	56.0		12.0	56.0	56.0
Total Split (%)	13.3%	26.5%	26.5%	13.3%	26.5%	26.5%	10.6%	49.6%		10.6%	49.6%	49.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min		None	Min	Min
Act Effct Green (s)	69.5	59.4	59.4	69.0	59.1	59.1	24.6	19.1	113.0	25.7	21.5	21.5
Actuated g/C Ratio	0.62	0.53	0.53	0.61	0.52	0.52	0.22	0.17	1.00	0.23	0.19	0.19
v/c Ratio	0.23	0.12	0.04	0.22	0.13	0.04	0.18	0.47	0.06	0.22	0.63	0.41
Control Delay	9.9	16.2	0.1	9.8	16.4	0.1	30.2	44.2	0.1	31.0	46.2	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	16.2	0.1	9.8	16.4	0.1	30.2	44.2	0.1	31.0	46.2	8.2
LOS	A	B	A	A	B	A	C	D	A	C	D	A
Approach Delay		12.4			12.6			32.3			34.5	
Approach LOS		B			B			C			C	

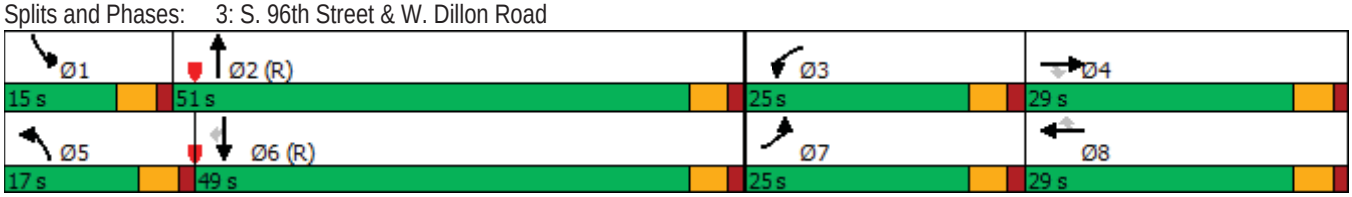
Intersection Summary	
Cycle Length: 113	
Actuated Cycle Length: 113	
Offset: 62 (55%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S. 96th Street & W. Dillon Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	420	98	215	478	85	285	629	455	99	709	421
Future Volume (vph)	319	420	98	215	478	85	285	629	455	99	709	421
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	25.0	29.0	29.0	25.0	29.0	29.0	17.0	51.0		15.0	49.0	49.0
Total Split (%)	20.8%	24.2%	24.2%	20.8%	24.2%	24.2%	14.2%	42.5%		12.5%	40.8%	40.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	17.7	26.4	26.4	14.3	22.9	22.9	14.3	53.6	120.0	9.7	49.1	49.1
Actuated g/C Ratio	0.15	0.22	0.22	0.12	0.19	0.19	0.12	0.45	1.00	0.08	0.41	0.41
v/c Ratio	0.67	0.58	0.24	0.56	0.75	0.23	0.74	0.42	0.31	0.38	0.52	0.50
Control Delay	54.9	44.7	7.6	54.9	53.3	6.2	63.1	24.9	0.5	56.0	29.2	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	44.7	7.6	54.9	53.3	6.2	63.1	24.9	0.5	56.0	29.2	5.2
LOS	D	D	A	D	D	A	E	C	A	E	C	A
Approach Delay		44.3			48.6			24.7			23.1	
Approach LOS		D			D			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 32.6	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

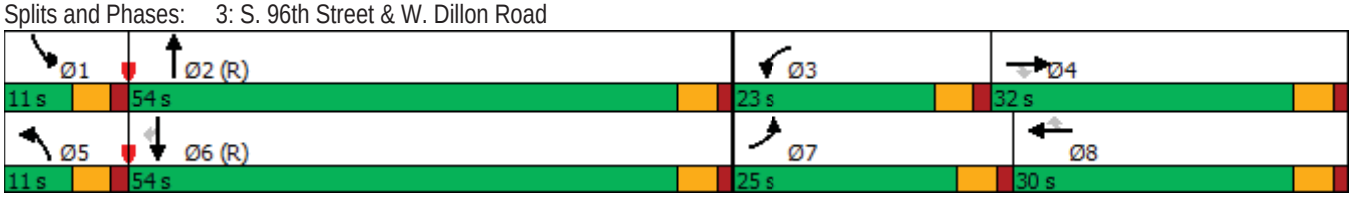
Splits and Phases: 3: S. 96th Street & W. Dillon Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	650	232	443	487	131	84	856	245	123	639	234
Future Volume (vph)	315	650	232	443	487	131	84	856	245	123	639	234
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	25.0	32.0	32.0	23.0	30.0	30.0	11.0	54.0		11.0	54.0	54.0
Total Split (%)	20.8%	26.7%	26.7%	19.2%	25.0%	25.0%	9.2%	45.0%		9.2%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	18.6	28.2	28.2	19.7	29.4	29.4	8.0	51.8	120.0	8.2	52.0	52.0
Actuated g/C Ratio	0.16	0.24	0.24	0.16	0.24	0.24	0.07	0.43	1.00	0.07	0.43	0.43
v/c Ratio	0.63	0.82	0.47	0.83	0.59	0.28	0.38	0.59	0.16	0.55	0.44	0.30
Control Delay	52.6	52.7	13.7	61.8	43.6	7.7	58.8	28.1	0.2	63.6	25.2	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	52.7	13.7	61.8	43.6	7.7	58.8	28.1	0.2	63.6	25.2	3.6
LOS	D	D	B	E	D	A	E	C	A	E	C	A
Approach Delay		45.1			46.8			24.5			24.8	
Approach LOS		D			D			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 35.5	Intersection LOS: D
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

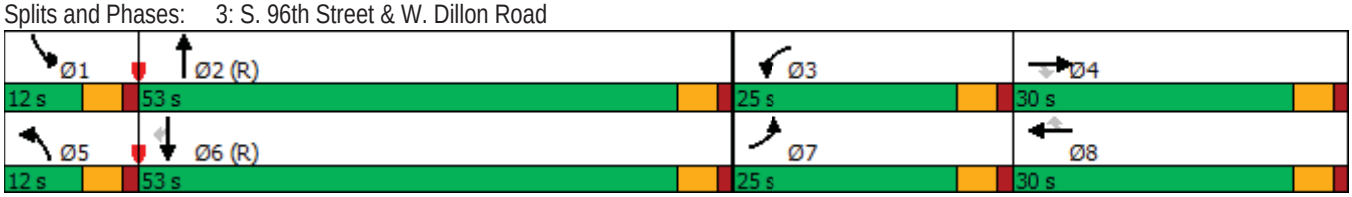
Splits and Phases: 3: S. 96th Street & W. Dillon Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	235	40	170	245	40	40	285	105	60	435	185
Future Volume (vph)	175	235	40	170	245	40	40	285	105	60	435	185
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	25.0	30.0	30.0	25.0	30.0	30.0	12.0	53.0		12.0	53.0	53.0
Total Split (%)	20.8%	25.0%	25.0%	20.8%	25.0%	25.0%	10.0%	44.2%		10.0%	44.2%	44.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	13.0	15.5	15.5	12.8	15.3	15.3	8.0	69.2	120.0	8.7	69.9	69.9
Actuated g/C Ratio	0.11	0.13	0.13	0.11	0.13	0.13	0.07	0.58	1.00	0.07	0.58	0.58
v/c Ratio	0.51	0.56	0.14	0.51	0.59	0.14	0.19	0.15	0.07	0.26	0.23	0.20
Control Delay	55.1	53.5	1.0	55.2	54.5	1.0	54.5	13.7	0.1	54.8	13.9	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.1	53.5	1.0	55.2	54.5	1.0	54.5	13.7	0.1	54.8	13.9	2.7
LOS	E	D	A	E	D	A	D	B	A	D	B	A
Approach Delay		49.5			50.1			14.1			14.5	
Approach LOS		D			D			B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 30.2	Intersection LOS: C
Intersection Capacity Utilization 41.3%	ICU Level of Service A
Analysis Period (min) 15	

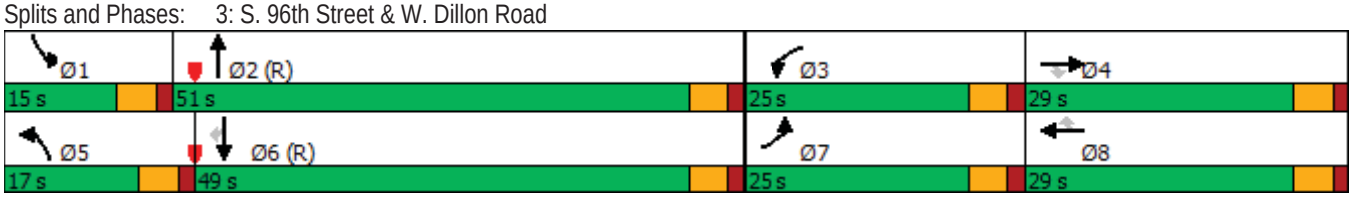
Splits and Phases: 3: S. 96th Street & W. Dillon Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	439	420	98	269	514	100	285	809	455	135	763	457
Future Volume (vph)	439	420	98	269	514	100	285	809	455	135	763	457
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	25.0	29.0	29.0	25.0	29.0	29.0	17.0	51.0		15.0	49.0	49.0
Total Split (%)	20.8%	24.2%	24.2%	20.8%	24.2%	24.2%	14.2%	42.5%		12.5%	40.8%	40.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	20.2	27.4	27.4	16.2	23.5	23.5	13.5	50.0	120.0	10.3	46.9	46.9
Actuated g/C Ratio	0.17	0.23	0.23	0.14	0.20	0.20	0.11	0.42	1.00	0.09	0.39	0.39
v/c Ratio	0.81	0.55	0.23	0.62	0.79	0.27	0.79	0.58	0.31	0.49	0.59	0.56
Control Delay	60.0	43.9	7.9	54.6	54.8	8.7	67.2	29.7	0.5	54.0	35.8	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.0	43.9	7.9	54.6	54.8	8.7	67.2	29.7	0.5	54.0	35.8	11.2
LOS	E	D	A	D	D	A	E	C	A	D	D	B
Approach Delay		47.6			49.5			28.0			29.3	
Approach LOS		D			D			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 36.3	Intersection LOS: D
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: S. 96th Street & W. Dillon Road



Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	64	1185	165	0	1355
Future Vol, veh/h	0	64	1185	165	0	1355
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	1288	179	0	1473

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	644	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	416	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	416	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	416	-
HCM Lane V/C Ratio	-	-	0.167	-
HCM Control Delay (s)	-	-	15.4	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	48	1130	68	85	1385
Future Vol, veh/h	0	48	1130	68	85	1385
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	52	1228	74	92	1505

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	651	0	0	1302	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*651	-	-	841	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	-	-	1	-
Mov Cap-1 Maneuver	-	*651	-	-	841	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	651	841	-
HCM Lane V/C Ratio	-	-	0.08	0.11	-
HCM Control Delay (s)	-	-	11	9.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.4	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	151	86	1115	136	181	1205
Future Volume (vph)	151	86	1115	136	181	1205
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA
Protected Phases	7	7	2		1	6
Permitted Phases				2	6	
Detector Phase	7	7	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	23.0
Total Split (s)	15.0	15.0	33.0	33.0	12.0	45.0
Total Split (%)	25.0%	25.0%	55.0%	55.0%	20.0%	75.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	9.1	9.1	31.4	31.4	43.2	44.2
Actuated g/C Ratio	0.15	0.15	0.52	0.52	0.72	0.74
v/c Ratio	0.61	0.29	0.65	0.16	0.58	0.50
Control Delay	33.8	8.6	24.1	7.4	13.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	8.6	24.1	7.4	13.6	5.4
LOS	C	A	C	A	B	A
Approach Delay	24.7		22.3			6.5
Approach LOS	C		C			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 12: S. 96th Street & Middle Access

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1010	790	45	0	90
Future Vol, veh/h	0	1010	790	45	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1098	859	49	0	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	430
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	573
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	573
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

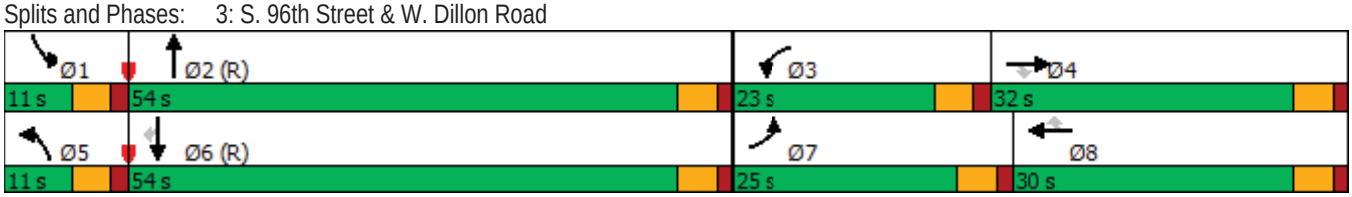
Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	573
HCM Lane V/C Ratio	-	-	-	0.171
HCM Control Delay (s)	-	-	-	12.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	357	650	232	482	507	136	84	920	245	162	717	292
Future Volume (vph)	357	650	232	482	507	136	84	920	245	162	717	292
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	25.0	32.0	32.0	23.0	30.0	30.0	11.0	54.0		11.0	54.0	54.0
Total Split (%)	20.8%	26.7%	26.7%	19.2%	25.0%	25.0%	9.2%	45.0%		9.2%	45.0%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	19.7	28.2	28.2	20.0	28.5	28.5	8.0	51.3	120.0	8.5	51.7	51.7
Actuated g/C Ratio	0.16	0.24	0.24	0.17	0.24	0.24	0.07	0.43	1.00	0.07	0.43	0.43
v/c Ratio	0.67	0.82	0.49	0.89	0.63	0.30	0.38	0.64	0.16	0.71	0.49	0.36
Control Delay	53.1	52.7	17.1	67.4	45.3	8.0	58.8	29.5	0.2	65.1	24.0	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	52.7	17.1	67.4	45.3	8.0	58.8	29.5	0.2	65.1	24.0	4.1
LOS	D	D	B	E	D	A	E	C	A	E	C	A
Approach Delay		46.1			50.2			25.7			24.7	
Approach LOS		D			D			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 36.5	Intersection LOS: D
Intersection Capacity Utilization 75.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: S. 96th Street & W. Dillon Road



Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	86	1390	25	0	1170
Future Vol, veh/h	0	86	1390	25	0	1170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	93	1511	27	0	1272

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	756	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	351	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	351	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	351	-
HCM Lane V/C Ratio	-	-	0.266	-
HCM Control Delay (s)	-	-	18.9	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	1.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	56	1400	46	40	1040
Future Vol, veh/h	0	56	1400	46	40	1040
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	61	1522	50	43	1130

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	786	0	0	1572	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*495	-	-	*740	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	-	-	1	-
Mov Cap-1 Maneuver	-	*495	-	-	*740	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	* 740	-
HCM Lane V/C Ratio	-	-	0.123	0.059	-
HCM Control Delay (s)	-	-	13.3	10.2	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	200	63	1385	89	70	970
Future Volume (vph)	200	63	1385	89	70	970
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA
Protected Phases	7	7	2		1	6
Permitted Phases				2	6	
Detector Phase	7	7	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	23.0
Total Split (s)	15.0	15.0	34.0	34.0	11.0	45.0
Total Split (%)	25.0%	25.0%	56.7%	56.7%	18.3%	75.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	9.7	9.7	33.7	33.7	40.3	40.3
Actuated g/C Ratio	0.16	0.16	0.56	0.56	0.67	0.67
v/c Ratio	0.76	0.22	0.76	0.10	0.26	0.44
Control Delay	43.8	8.7	28.2	6.3	5.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	8.7	28.2	6.3	5.8	5.4
LOS	D	A	C	A	A	A
Approach Delay	35.5		26.9			5.4
Approach LOS	D		C			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 19.7	Intersection LOS: B
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: S. 96th Street & Middle Access

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↗		↗
Traffic Vol, veh/h	0	1055	1065	16	0	59
Future Vol, veh/h	0	1055	1065	16	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1147	1158	17	0	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	579
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	458
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

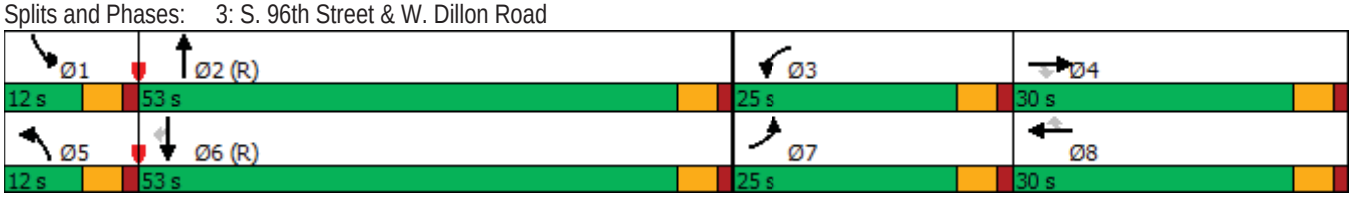
Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	458
HCM Lane V/C Ratio	-	-	-	0.14
HCM Control Delay (s)	-	-	-	14.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	235	40	198	264	43	40	339	105	79	463	204
Future Volume (vph)	211	235	40	198	264	43	40	339	105	79	463	204
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	25.0	30.0	30.0	25.0	30.0	30.0	12.0	53.0		12.0	53.0	53.0
Total Split (%)	20.8%	25.0%	25.0%	20.8%	25.0%	25.0%	10.0%	44.2%		10.0%	44.2%	44.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	14.3	16.5	16.5	13.8	16.0	16.0	8.0	66.5	120.0	9.4	67.8	67.8
Actuated g/C Ratio	0.12	0.14	0.14	0.12	0.13	0.13	0.07	0.55	1.00	0.08	0.56	0.56
v/c Ratio	0.56	0.52	0.14	0.54	0.61	0.15	0.19	0.19	0.07	0.32	0.25	0.22
Control Delay	54.9	51.7	0.9	55.0	54.4	1.1	54.5	15.4	0.1	56.1	13.3	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	51.7	0.9	55.0	54.4	1.1	54.5	15.4	0.1	56.1	13.3	1.8
LOS	D	D	A	E	D	A	D	B	A	E	B	A
Approach Delay		48.9			50.1			15.3			14.7	
Approach LOS		D			D			B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 30.4	Intersection LOS: C
Intersection Capacity Utilization 43.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S. 96th Street & W. Dillon Road



Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	35	550	45	0	745
Future Vol, veh/h	0	35	550	45	0	745
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	598	49	0	810

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	299	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	697	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	697	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	697	-
HCM Lane V/C Ratio	-	-	0.055	-
HCM Control Delay (s)	-	-	10.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	28	550	15	24	725
Future Vol, veh/h	0	28	550	15	24	725
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	598	16	26	788

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	307	0	0	614	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*860	-	-	*1286	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	-	-	1	-
Mov Cap-1 Maneuver	-	*860	-	-	*1286	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	860 *	1286	-
HCM Lane V/C Ratio	-	-	0.035	0.02	-
HCM Control Delay (s)	-	-	9.3	7.9	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	84	50	515	70	66	660
Future Volume (vph)	84	50	515	70	66	660
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA
Protected Phases	7	7	2		1	6
Permitted Phases				2	6	
Detector Phase	7	7	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	23.0
Total Split (s)	15.0	15.0	33.0	33.0	12.0	45.0
Total Split (%)	25.0%	25.0%	55.0%	55.0%	20.0%	75.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	8.1	8.1	38.0	38.0	44.0	45.0
Actuated g/C Ratio	0.14	0.14	0.63	0.63	0.73	0.75
v/c Ratio	0.38	0.21	0.25	0.07	0.11	0.27
Control Delay	27.8	9.6	14.3	9.8	3.7	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	9.6	14.3	9.8	3.7	3.7
LOS	C	A	B	A	A	A
Approach Delay	21.0		13.7			3.7
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 9.3	Intersection LOS: A
Intersection Capacity Utilization 35.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: S. 96th Street & Middle Access

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	419	458	15	0	47
Future Vol, veh/h	0	419	458	15	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	455	498	16	0	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	249
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	751
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	751
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

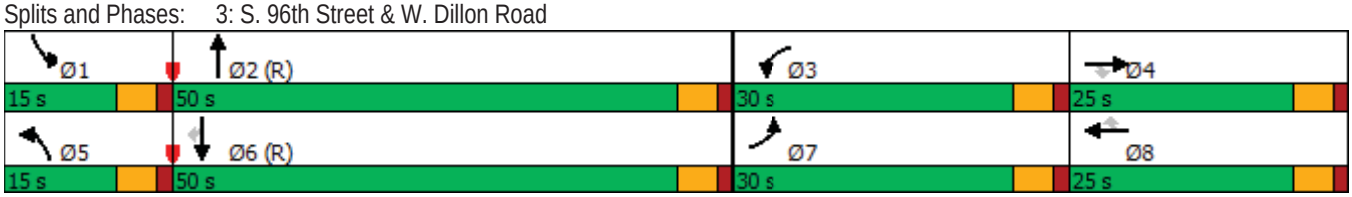
Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	751
HCM Lane V/C Ratio	-	-	-	0.068
HCM Control Delay (s)	-	-	-	10.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	300	180	471	339	95	255	970	685	114	1271	314
Future Volume (vph)	230	300	180	471	339	95	255	970	685	114	1271	314
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	30.0	25.0	25.0	30.0	25.0	25.0	15.0	50.0		15.0	50.0	50.0
Total Split (%)	25.0%	20.8%	20.8%	25.0%	20.8%	20.8%	12.5%	41.7%		12.5%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	14.9	17.4	17.4	23.0	25.5	25.5	13.6	53.5	120.0	10.2	50.1	50.1
Actuated g/C Ratio	0.12	0.14	0.14	0.19	0.21	0.21	0.11	0.45	1.00	0.08	0.42	0.42
v/c Ratio	0.58	0.62	0.53	0.76	0.48	0.24	0.70	0.65	0.46	0.42	0.92	0.39
Control Delay	54.8	53.5	16.7	53.8	43.3	7.4	61.9	29.9	1.0	56.3	44.7	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	53.5	16.7	53.8	43.3	7.4	61.9	29.9	1.0	56.3	44.7	4.7
LOS	D	D	B	D	D	A	E	C	A	E	D	A
Approach Delay		44.6			45.0			23.8			38.1	
Approach LOS		D			D			C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 34.9	Intersection LOS: C
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

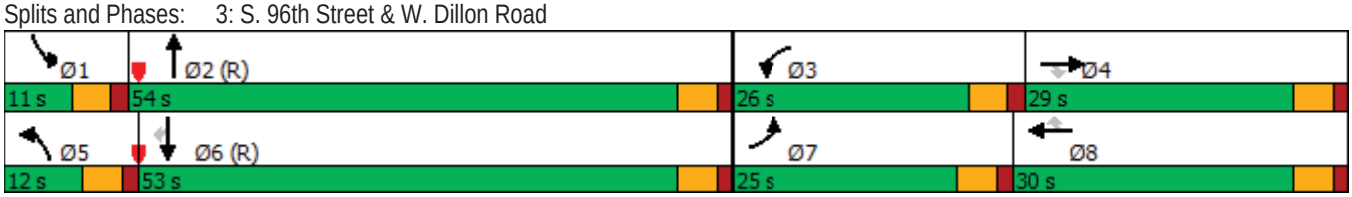
Splits and Phases: 3: S. 96th Street & W. Dillon Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	580	280	586	455	145	200	1361	480	136	972	217
Future Volume (vph)	308	580	280	586	455	145	200	1361	480	136	972	217
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	25.0	29.0	29.0	26.0	30.0	30.0	12.0	54.0		11.0	53.0	53.0
Total Split (%)	20.8%	24.2%	24.2%	21.7%	25.0%	25.0%	10.0%	45.0%		9.2%	44.2%	44.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	18.4	25.4	25.4	23.0	30.0	30.0	9.6	51.3	120.0	8.3	50.0	50.0
Actuated g/C Ratio	0.15	0.21	0.21	0.19	0.25	0.25	0.08	0.43	1.00	0.07	0.42	0.42
v/c Ratio	0.62	0.82	0.69	0.94	0.54	0.31	0.77	0.95	0.32	0.60	0.69	0.29
Control Delay	52.5	54.9	34.9	71.1	42.1	12.0	73.7	47.1	0.5	65.7	31.8	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	54.9	34.9	71.1	42.1	12.0	73.7	47.1	0.5	65.7	31.8	3.8
LOS	D	D	C	E	D	B	E	D	A	E	C	A
Approach Delay		49.5			52.7			38.8			30.7	
Approach LOS		D			D			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 42.0	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: S. 96th Street & W. Dillon Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	325	55	232	331	57	55	396	150	81	597	251
Future Volume (vph)	214	325	55	232	331	57	55	396	150	81	597	251
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	15.0	55.0		15.0	55.0	55.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	20.8%	12.5%	45.8%		12.5%	45.8%	45.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	14.4	18.3	18.3	15.1	18.9	18.9	8.5	61.3	120.0	9.3	64.3	64.3
Actuated g/C Ratio	0.12	0.15	0.15	0.13	0.16	0.16	0.07	0.51	1.00	0.08	0.54	0.54
v/c Ratio	0.57	0.66	0.18	0.58	0.65	0.18	0.25	0.24	0.10	0.33	0.34	0.28
Control Delay	55.0	53.6	1.8	54.8	52.6	2.2	54.8	18.1	0.1	55.4	18.3	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	53.6	1.8	54.8	52.6	2.2	54.8	18.1	0.1	55.4	18.3	3.1
LOS	D	D	A	D	D	A	D	B	A	E	B	A
Approach Delay		49.3			48.8			17.0			17.4	
Approach LOS		D			D			B			B	

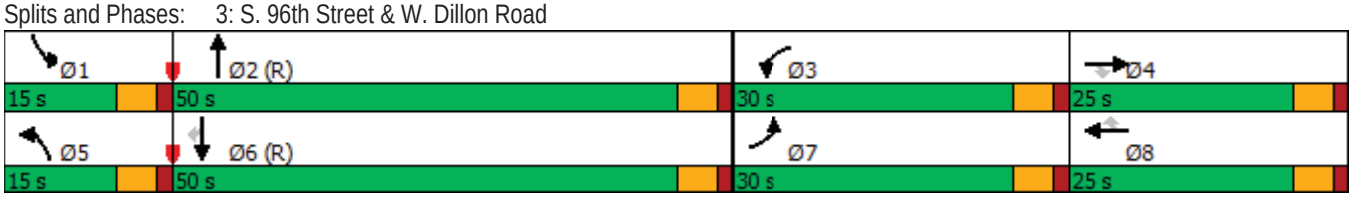
Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 49.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S. 96th Street & W. Dillon Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	300	180	525	375	110	255	1150	685	150	1325	350
Future Volume (vph)	350	300	180	525	375	110	255	1150	685	150	1325	350
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	30.0	25.0	25.0	30.0	25.0	25.0	15.0	50.0		15.0	50.0	50.0
Total Split (%)	25.0%	20.8%	20.8%	25.0%	20.8%	20.8%	12.5%	41.7%		12.5%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	19.2	17.2	17.2	24.1	22.1	22.1	13.3	51.7	120.0	11.0	49.4	49.4
Actuated g/C Ratio	0.16	0.14	0.14	0.20	0.18	0.18	0.11	0.43	1.00	0.09	0.41	0.41
v/c Ratio	0.68	0.63	0.54	0.81	0.61	0.30	0.71	0.80	0.46	0.51	0.97	0.44
Control Delay	53.7	53.9	17.8	55.7	49.2	9.4	62.9	35.9	1.0	57.8	54.0	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	53.9	17.8	55.7	49.2	9.4	62.9	35.9	1.0	57.8	54.0	8.7
LOS	D	D	B	E	D	A	E	D	A	E	D	A
Approach Delay		46.0			48.2			27.7			45.6	
Approach LOS		D			D			C			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 39.6	Intersection LOS: D
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: S. 96th Street & W. Dillon Road



Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	64	1445	165	0	1825
Future Vol, veh/h	0	64	1445	165	0	1825
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	70	1571	179	0	1984

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	786	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	335	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	335	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	335	-
HCM Lane V/C Ratio	-	-	0.208	-
HCM Control Delay (s)	-	-	18.5	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.8	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	48	1395	68	85	1855
Future Vol, veh/h	0	48	1395	68	85	1855
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	52	1516	74	92	2016

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	795	0	0	1590	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*495	-	-	*740	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	-	-	1	-
Mov Cap-1 Maneuver	-	*495	-	-	*740	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.1	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	* 740	-
HCM Lane V/C Ratio	-	-	0.105	0.125	-
HCM Control Delay (s)	-	-	13.1	10.6	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.4	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	151	86	1375	136	181	1675
Future Volume (vph)	151	86	1375	136	181	1675
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA
Protected Phases	7	7	2		1	6
Permitted Phases				2	6	
Detector Phase	7	7	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	23.0
Total Split (s)	15.0	15.0	33.0	33.0	12.0	45.0
Total Split (%)	25.0%	25.0%	55.0%	55.0%	20.0%	75.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	9.1	9.1	31.4	31.4	43.2	44.2
Actuated g/C Ratio	0.15	0.15	0.52	0.52	0.72	0.74
v/c Ratio	0.61	0.29	0.81	0.16	0.60	0.70
Control Delay	33.8	8.6	32.9	5.1	16.1	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.8	8.6	32.9	5.1	16.1	7.9
LOS	C	A	C	A	B	A
Approach Delay	24.7		30.4			8.7
Approach LOS	C		C			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 18.8	Intersection LOS: B
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 12: S. 96th Street & Middle Access

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1135	920	45	0	90
Future Vol, veh/h	0	1135	920	45	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1234	1000	49	0	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	500
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	516
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	516
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

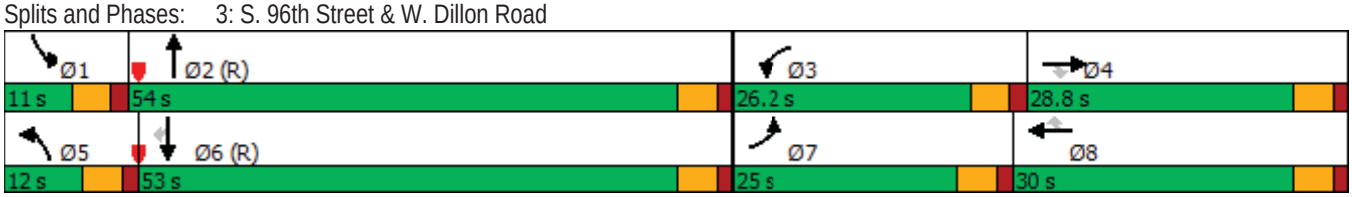
Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	516
HCM Lane V/C Ratio	-	-	-	0.19
HCM Control Delay (s)	-	-	-	13.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	580	280	625	475	150	200	1425	480	175	1050	275
Future Volume (vph)	350	580	280	625	475	150	200	1425	480	175	1050	275
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	25.0	28.8	28.8	26.2	30.0	30.0	12.0	54.0		11.0	53.0	53.0
Total Split (%)	20.8%	24.0%	24.0%	21.8%	25.0%	25.0%	10.0%	45.0%		9.2%	44.2%	44.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	19.4	25.2	25.2	23.2	29.0	29.0	9.5	51.0	120.0	8.6	50.1	50.1
Actuated g/C Ratio	0.16	0.21	0.21	0.19	0.24	0.24	0.08	0.42	1.00	0.07	0.42	0.42
v/c Ratio	0.66	0.81	0.69	0.98	0.58	0.33	0.76	0.99	0.32	0.74	0.74	0.35
Control Delay	52.9	54.9	36.0	79.2	43.7	14.2	73.1	54.6	0.5	66.7	33.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	54.9	36.0	79.2	43.7	14.2	73.1	54.6	0.5	66.7	33.4	5.3
LOS	D	D	D	E	D	B	E	D	A	E	C	A
Approach Delay		49.9			57.9			44.1			32.1	
Approach LOS		D			E			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 45.1	Intersection LOS: D
Intersection Capacity Utilization 91.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: S. 96th Street & W. Dillon Road



Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	86	1900	25	0	1500
Future Vol, veh/h	0	86	1900	25	0	1500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	93	2065	27	0	1630

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1033	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	230	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	230	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	230	-
HCM Lane V/C Ratio	-	-	0.406	-
HCM Control Delay (s)	-	-	31	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	1.9	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	56	1915	46	40	1370
Future Vol, veh/h	0	56	1915	46	40	1370
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	61	2082	50	43	1489

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1066	0	0	2132	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*286	-	-	*428	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	-	-	1	-
Mov Cap-1 Maneuver	-	*286	-	-	*428	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	286	* 428	-
HCM Lane V/C Ratio	-	-	0.213	0.102	-
HCM Control Delay (s)	-	-	21	14.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0.3	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	200	63	1900	88	70	1300
Future Volume (vph)	200	63	1900	88	70	1300
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA
Protected Phases	7	7	2		1	6
Permitted Phases				2	6	
Detector Phase	7	7	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	23.0
Total Split (s)	14.0	14.0	35.0	35.0	11.0	46.0
Total Split (%)	23.3%	23.3%	58.3%	58.3%	18.3%	76.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	9.0	9.0	34.4	34.4	41.0	41.0
Actuated g/C Ratio	0.15	0.15	0.57	0.57	0.68	0.68
v/c Ratio	0.82	0.23	1.02	0.10	0.26	0.58
Control Delay	52.1	9.3	52.7	3.8	5.4	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	9.3	52.7	3.8	5.4	6.2
LOS	D	A	D	A	A	A
Approach Delay	41.9		50.6			6.2
Approach LOS	D		D			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 12: S. 96th Street & Middle Access

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↗		↗
Traffic Vol, veh/h	0	1235	1190	16	0	59
Future Vol, veh/h	0	1235	1190	16	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1342	1293	17	0	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	647
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	414
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	414
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	414
HCM Lane V/C Ratio	-	-	-	0.155
HCM Control Delay (s)	-	-	-	15.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	325	55	260	350	60	55	450	150	100	625	270
Future Volume (vph)	250	325	55	260	350	60	55	450	150	100	625	270
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0		10.0	20.0	20.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	15.0	55.0		15.0	55.0	55.0
Total Split (%)	20.8%	20.8%	20.8%	20.8%	20.8%	20.8%	12.5%	45.8%		12.5%	45.8%	45.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	15.8	18.4	18.4	16.1	18.8	18.8	8.5	59.6	120.0	9.8	63.1	63.1
Actuated g/C Ratio	0.13	0.15	0.15	0.13	0.16	0.16	0.07	0.50	1.00	0.08	0.53	0.53
v/c Ratio	0.60	0.65	0.18	0.61	0.69	0.19	0.25	0.28	0.10	0.39	0.36	0.30
Control Delay	54.6	53.3	1.8	54.6	54.3	2.9	54.8	19.4	0.1	51.8	17.6	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	53.3	1.8	54.6	54.3	2.9	54.8	19.4	0.1	51.8	17.6	3.1
LOS	D	D	A	D	D	A	D	B	A	D	B	A
Approach Delay		49.3			49.8			17.9			17.1	
Approach LOS		D			D			B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 31.6	Intersection LOS: C
Intersection Capacity Utilization 51.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: S. 96th Street & W. Dillon Road

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↱	↑↑	↱		↑↑
Traffic Vol, veh/h	0	35	715	45	0	995
Future Vol, veh/h	0	35	715	45	0	995
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	777	49	0	1082

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	389	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	610	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	610	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	610	-
HCM Lane V/C Ratio	-	-	0.062	-
HCM Control Delay (s)	-	-	11.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	28	715	15	24	975
Future Vol, veh/h	0	28	715	15	24	975
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	777	16	26	1060

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	397	0	0	793	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*807	-	-	1169	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	-	-	1	-
Mov Cap-1 Maneuver	-	*807	-	-	1169	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	807	1169	-
HCM Lane V/C Ratio	-	-	0.038	0.022	-
HCM Control Delay (s)	-	-	9.6	8.2	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	84	50	680	70	66	910
Future Volume (vph)	84	50	680	70	66	910
Turn Type	Prot	Prot	NA	Perm	pm+pt	NA
Protected Phases	7	7	2		1	6
Permitted Phases				2	6	
Detector Phase	7	7	2	2	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	23.0	23.0	23.0	10.0	23.0
Total Split (s)	15.0	15.0	33.0	33.0	12.0	45.0
Total Split (%)	25.0%	25.0%	55.0%	55.0%	20.0%	75.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	8.1	8.1	38.0	38.0	44.0	45.0
Actuated g/C Ratio	0.14	0.14	0.63	0.63	0.73	0.75
v/c Ratio	0.38	0.21	0.33	0.07	0.13	0.37
Control Delay	27.8	9.6	16.5	10.5	3.8	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	9.6	16.5	10.5	3.8	4.2
LOS	C	A	B	B	A	A
Approach Delay	21.0		15.9			4.2
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.38	
Intersection Signal Delay: 10.1	Intersection LOS: B
Intersection Capacity Utilization 40.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 12: S. 96th Street & Middle Access

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	575	625	15	0	47
Future Vol, veh/h	0	575	625	15	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	625	679	16	0	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	340
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	656
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	656
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	656
HCM Lane V/C Ratio	-	-	-	0.078
HCM Control Delay (s)	-	-	-	11
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Narrative - GDP 2nd Amendment

The purpose of this letter is to outline the challenging history and existing site constraints for all three (3) property owners (Archdiocese, Adrian Games and Ascent Church) at the NE corner of S. 96th Street & Dillon Road in Louisville to enlist staff support for a General Development Plan (GDP) amendment which allows the development to move forward, providing public improvement benefits, sales tax revenue and additional jobs to the City.

HISTORY

The St. Louis Parish and Commercial Park GDP was created in 2004, covering an area of 51.4 acres with three (3) property owners and breaking development into five (5) zones. The underlying zoning for the properties is PCZD, but the GDP established stricter use standards for the area. The Developer at the time was unable to bring development to fruition given the GDP site design requirements and financial burden put on the middle lot to fund all the infrastructure for the three (3) parcels.

In 2017, the GDP was further amended allowing for a change in permitted uses following Ascent Community Church's purchase of the middle lot. Ascent Church took the site through Preliminary Plat and PUD approval and had submitted for Final Plat and PUD approval when additional site development costs and further challenges with the GDP deemed the project to no longer be financially viable to move forward. Ascent now wishes to purchase and renovate their current location in Louisville, but it is contingent upon selling this property to United Properties and is supportive of the requests herein.

United Properties wishes to purchase the entire 13.73 acres from Ascent to construct an Industrial/Retail mixed-use development, complete the master development infrastructure that will serve all three (3) parcels and allow the development and adjacent property owner developments to move forward. This is all contingent upon securing critical necessary amendments to the current GDP and Plat/Final PUD approvals. The GDP amendment is being submitted first for approval to ensure permitted uses and necessary design guidelines needed for development to go forward are approved. United Properties will immediately follow it with a Final Plat, PUD and Special Review Use that details development plans, work with staff and bring forward to Planning Commission and City Council for final approval.

OVERVIEW

The current GDP provides significant design and financial challenges, conflicts with current codes and standards and needs to be cleaned up to minimize/limit future amendments to allow the development to move forward for all three property owners. United Properties, along with the approval and support from Games and Archdiocese of Denver, are seeking a second amendment to the GDP that would do the following;

1. Reduce the building setback distance along S. 96th Street from 60' to 55'
2. Clarify building & parking lot configuration requirements along 96th Street to ensure parking is allowed in front of buildings with enhanced landscape screening techniques
3. Make the common access drives and roadways private versus public
4. Properly align zones and FAR requirements within property boundaries
5. Add industrial as a permitted use and car wash as permitted with special use review.
6. Increase building height from 35' to 40' for Industrial buildings only.

The proposed amendments meet the intent of the adopted 2013 Comprehensive plan for this corridor, the current commercial and industrial design standards and are consistent with the permitted uses in the underlying PCZD zoning on these properties. These amendments also allow the property owners to maximize developable area, meet minimum tenant market driven standards for users, reduce a portion of the financial hardships that have been placed on the Ascent parcel by combining the three (3) developments together and allow the development to finally move forward for all three (3) property owners in a timely manner.

Furthermore, surrounding cities and properties have underwent extensive growth that has changed the entire look, feel and operation of the 96th Street and Dillon corridors since the GDP was put in place in 2004. Both corridors have been identified as key commuter corridors with future expansion requirements to handle the existing and future traffic traveling through this area in the October 1, 2019 approved Transportation Master Plan. City Council has approved many plans, standards and surrounding developments in the past 15 years that conflict with the setback and parking orientation GDP standards that were set forth on these properties. The proposed GDP amendments make it more consistent with current standards and developments approved along these corridors and is strongly supported by all three (3) property owners.

SETBACKS

The 2004 GDP required a 60-foot setback from S. 96th Street. This large setback is not been required by any other developments along 96th Street or Dillon Road and provides difficult constraints to achieve required infrastructure and minimum design standards for retailers and other permitted users.

All three property owners are dealing with the following site-specific constraints that challenge design layouts with the east/west dimensions within their parcel, making this large setback further challenge the development. Please see attached dimensioned conceptual plan attempting to aid in depicting the challenges:

- Angling of the properties make the east/west dimensions tighter as you move north for each parcel, but bound by same setback (Games & NE corner of Ascent parcel is most impacted)
- Each parcel is locked by railroad to the east, 96th Street to the west and property lines north/south limiting developable area with the required setbacks.
- Each property owner must convey neighboring properties detention across its site on the eastern side through a 20-35' drainage channel to ultimately outfall across Dillon road, on-site water quality and detention for their development within their parcel for the 100 year event that must be located on the east side given historical drainage patterns and grading, taking significant buildable area out of the east/west dimension on site. Grading against railroad and high-water table also limits allowable depth of ponds, thus requiring them to be larger.
- Access is limited to 96th Street only for 2 of the 3 parcels; therefore, common access drives and cross access roadways must be handled on Ascents parcel at the property lines and sized accordingly for multiple developments.
- Development was forced to receive 67.8 acres/120 cfs of off-site drainage conveyance from the west side of 96th Street, convey it through the development between the Ascent Church and Archdiocese property via a large pipe or channel, then channel along eastern property of the parcel and pipe to outfall to Dillon road. The acceptance of this large amount of off-site drainage has put a $200K burden on property owners to absorb, required large drainage channels that have dictated design layouts and further limited buildable area throughout the development and prohibited logical public land dedication opportunities in this area to reduce cash in lieu costs.

- 30' Public land dedication for future trail required along the eastern property line losing additional developable space.
- Sanitary is located within Arthur Avenue and must be brought to the site by boring underneath the railroad, brought through to service each development in 30' utility easements. Water must be brought from west side of railroad, underneath the roadways to service each of the developments and connected back to Dillon Road.
- A high pressure gas line runs in 96th Street and Dillon road surrounding the site providing cost and crossing challenges on utilities/storm for this development.

United Properties is trying to accommodate a mixed-use development that meets the design and market standards for both retailers and industrial users within the developable area that remains after infrastructure and code requirements are met. They also need to maximize development financial feasibility of the project to support the $3.1 million of public and private infrastructure that has been placed on the Ascent parcel to move this development forward. It is a balance that must be achieved between product types to meet market demands and ensure leasing and/or sale as well as success for the tenants.

The preferred and most marketable retail parcel dimensions are 225X225 feet (50,625 SF) and assume standard building setbacks of 25-30 feet from arterials. The minimum size pad you want to create along an arterial is 1 acre in size with 185' depth. The current retail parcels are at the minimum depths that we can propose and still market, layout and attract the likely retail users that go along, thrive and survive in this commercial commuter corridor. The 55' setback and 40' landscaping buffer proposed is the maximum we can provide to not deem these pads undevelopable and/or unmarketable and is more than preferred. If we were to apply current Commercial Design Standards, a 30' setback along 96th Street would be required for these pads, so the proposed 55' setback exceeds these requirements by 25'.

The 30' private road with 5' attached sidewalks on each side is bare minimum depth needed to safely accommodate delivery trucks and traffic that will be generated by the retail/industrial development and future development of surrounding parcels. Ascent Church's property is required to accommodate a 68,550 SF (1.57 acres) of detention area on the parcel and a 20-foot drainage channel to accept Games Parcel. The Archdiocese must provide a 35-foot drainage channel to accept upstream and off-site conveyance flows through the site.

The proposed 180' Industrial building depth and 130' truck court sizing proposed is critical to the success of the development. The site constraints caused by the existing detention design required to be in this area causes circulation challenges for the truck court on the east side of the building. The attached truck circulation diagram shows how the narrowed truck court depths on the northeast and southeast sides of the truck court prevent a full-size semi-truck's ability to fully maneuver to all dock door locations on the building. 130' is the bare minimum we can go to ensure successful operation and safe maneuvering as shown by the exhibit. Secondly, a building depth of 180' is critical for the success of the industrial and reducing this depth size will deter institutional type tenants from occupying the space. Many tenants are programmatic with their layout requirements, and the 180' depth allows for maximum interior efficiencies for office, lab and racking layout design. Even shrinking the building depth by 5-10' throws off the bay sizing which would cause constraints in interior layouts. The new product that has been developed by Etkin Johnson in CTC is 180' deep for this same reason. United Properties has developed nearly 3 million square feet of industrial product in the Denver market and have leased to tenants including FedEx, Breakthru Beverage, Panera, Coca-Cola, and others. Our industrial expertise and market knowledge on tenant requirements have aided in our successful leasing track record. Most recently, we developed two, 180' deep buildings at Interpark Broomfield that were successfully leased to Swisslog, GC Imports and MKS Instruments, who all moved into the project because

they could gain significant operational efficiencies in the buildings. The current proposed site configuration, including both building depth and truck court depth, is important to ensure successful leasing of the project once development is complete and obtaining necessary rents to support overall public and private infrastructure costs on this development.

Current Industrial development design standards and guidelines require a 60' setback from arterials. The Industrial buildings will be placed behind the retail development on the current Ascent parcel and therefore would be 311 feet from 96th Street far exceeding current design standards if they were applied. United Properties is in discussion with the Archdiocese to expand Industrial development into a portion of there site. If that happens, it is likely that Industrial would be placed 55' from the arterial, but enhanced architecture and landscaping would be provided to offset the 5' reduction.

Reducing the 60' setback along S. 96th Street to 55' will not be detectable to the human eye but has significant impact to the success of the project. The reduction allows parcel to achieve minimum necessary dimensions needed east/west to develop, while still providing a 40' landscaping buffer along 96th Street for great landscaping opportunities and enhancements that will facilitate a gradual transition between the rural area to the west and the developed area to the east as well as meet the intention of the comprehensive plan. In addition, landscaping buffers in excess of 40' will be provided on the entrances of the access drives to soften appearance of asphalt and enhanced building architecture will be provided to ensure an aesthetically pleasing entrance into the City of Louisville. Each parcel with work with Staff to ensure these requirements are met and City Council will approve through the Final PUD process.

BUILDING AND PARKING LOT ORIENTATIONS

The current GDP language states: buildings adjacent to or fronting to S. 96th Street to be located so as to primarily place the building between S. 96th Street and the parking lot. Parking lots extending beyond the shadow of the building shall be shielded from S. 96th Street using landscaping and berms that are a minimum of 30" above the parking level. We feel the current language within the GDP allows for parking to be placed in front of the buildings with enhanced landscaping techniques, but request language be changed to further clarify "Parking lots adjacent to south 96th Street shall be shielded from 96th Street using enhanced landscaping techniques such that is effectively buffered" given staff comments and concerns.

In addition, urban design configuration requirements would further challenge and already tight east/west design dimensions for each development, requiring a greater reduction in the setback than 55' and landscaping buffer to be provided and is contradictive to maintaining a "rural entryway into the City" as proposed in the Comprehensive Plan. In addition, requiring urban design standards in this highly vehicular/commuter area with limited to no foot traffic will negatively impact the marketability and success of establishing retail development along S. 96th Street. Retailers tend to see significant impact to sales when parking is placed behind buildings along arterials.

Therefore, amending the GDP to clarify the parking lot and building configuration requirement within this zone would provide more aesthetically pleasing street fronts leading into the City and provide consistency with other developments that have been approved along the Dillon and S. 96th Street corridors. Also, placing the backside of the building along S. 96th Street exposes the mechanical, electrical, and garbage facilities to the street and does not allow for a transitional

zone between rural west and developed east and it creates additional access constraints for the overall development.

In order to maintain this GDP area as a transition zone between the rural area to the west and the developed area to the east while providing some flexibility in site design, we are proposing to require a buffer in the form of enhanced landscape techniques to be used along S. 96th Street in order shield the parking. The site will sit 3-4 feet below the roadway and effectively be screened by the visual eye through grades, but in addition development specific enhanced landscaping techniques will occur in the newly defined 55-foot setback area from S. 96th Street and be detailed in Final PUD plans.

PRIVATE ROADS INSTEAD OF LOCAL COLLECTORS

The design and traffic study support three (3) common access drives to S. 96th Street that will serve all three (3) parcels and a future RI/RO access to Dillon Road. The RI/RO and ¾ turn access point and full movement access will be constructed with the United Properties development. The future 96th Street RI/RO and Dillon RI/RO would be constructed with the Archdiocese develops.

Since the access drives will be phased and serve the three (3) properties only, they are better served as private roads instead of local connectors. A private drive section detail has been included in the GDP, which includes attached sidewalks and will be further detailed in Final PUD plans and once future property owner developments are known.

The property owners will establish common access roads, grant cross-access rights and maintenance obligations of these areas through separate legal agreements to be recorded with PUD and plat approvals. This reduces cost and design for all three (3) property owners eliminating local street section requirements, increases buffer capabilities along S. 96th Street, puts the control of guaranteed maintenance and snow plow removal of these roads into the property owners' hands and reduces the city's long-term maintenance costs.

ZONE AND FAR REALIGNMENT TO PROPERTY BOUNDARIES

The current GDP has three (3) different zones and then subdivides those zones further across all three parcels. It is very confusing, does not align with property boundaries and bifurcates the parcels significantly. The property owners prefer to simplify the zones and FAR by aligning it with property boundaries going forward to alleviate confusion, allow for greater flexibility within the property boundaries and reduce further amendments of the GDP. Furthermore, each site-specific development plan must still come in front of City Council for approval to ensure quality development and standards are being met.

On Page 2 Zone 2 is further broken into 2A and 2B to show the delineation between the 25-foot height requirements for Retail and 40-foot for the Industrial buildings and the intent to transition height higher as you move away from the arterial towards CTC for Ascent's parcel.

The FAR requirements proposed for each property are as follows:

Ascent Parcel - .25 FAR = 137,223 SF of proposed retail/industrial building on 548,892 SF
Games Parcel - .25 FAR = 56,416 SF of proposed building on 225,666 SF
Archdiocese – No FAR limits if developed as school/church (consistent with current GDP) and .25 if portion is developed for any other permitted use = 296,863 SF building/1,187,452 SF

The Comprehensive Plan has intent to maintain a .25 FAR. The CTC development directly east these properties averages .3 or higher. We believe the FAR requirements being requested are consistent with intention of the comprehensive plan, comparable to surrounding development and provides a complimentary balance between building and green space on each parcel.

ADDITIONAL PERMITTED USES

United Properties wishes to develop the Ascent Church piece with Industrial building behind the proposed retail lots and has interest from a tunnel car wash user. The underlying zoning on the site is PCZD. The GDP further restricted the allowed permitted uses within PCZD zoning at the time of approval in 2004 not listing all uses in PCZD as allowed. The proposed additional permitted uses are consistent with the underlying PCZD zoning that allows for research/office and corporate uses, facilities for the manufacturing, fabrication, processing or assembly of scientific or technical products, or other products and automobile service stations. We believe car washes fall within this broader language but would prefer clarification written into the approved GDP. Although they would be allowed uses within the GDP, the Final PUD and Special Review would come in front of Council for approval detailing specifics on those development.

We further believe this is consistent with the 2013 Comprehensive Plan, which states that S. 96th Street and Dillon Road Rural Special District serves as the rural gateway to the City of Louisville and will include a mix of commercial, institutional and industrial uses. Retail along S. 96th Street with industrial development in the back would be consistent with surrounding development along S. 96th Street and Dillon Road and serve as a continued transition to the existing industrial park approved and developed east of the railroad tracks.

With Ascent Church opting not to move forward on the development, industrial is a logical use to develop behind the retail pad users and support costs for the development to move forward for all three property owners. Given the other three (3) corners will remain open space limiting future densities in the area and direct access to the existing industrial park is prohibited by the railroad, the addition of workers to this corner will help drive retail development on the pads along S. 96th Street.

INCREASE MAX HEIGHT FOR INDUSTRIAL BUILDINGS

The Current GDP had a maximum height of 35 feet. Along with the request to add Industrial as a permitted use, we are requesting the maximum height be increased to 40’ for this allowed use. This is consistent with the Industrial Development Design Standards and Guidelines and what code allows. It is also consistent with the buildings constructed in CTC east of our development.

CONCLUSION

Approval of the GDP amendments is critical for this development to move forward. This development will provide infrastructure and identified transportation master plan immediate needs and give surrounding properties the opportunity to finally move forward: 30’ of land dedication along each eastern property line adjacent to the railroad for the construction of the future trail, significant cash in lieu payment for the public land dedication deficit that could fund the trail connection, expansion of south 96th Street on the east side to add one lane, curb/gutter and a 5’ detached sidewalks, sanitary service extension from Arthur Avenue, under the railroad

to service the developments and future development in the area and water main extensions from Dillon Road to S. 96th Street.

We encourage the City to support the necessary amendments to allow development to move forward for all three (3) property owners bound by this aged 2004 GDP to bring public improvement benefits, jobs, sales tax dollars and much needed services to the City.

Thank you,

United Properties, Ascent Church Community, Adrian Games and the Archdiocese of Denver

the development. The systems are designed to capture and convey the 100-year storm to the detention pond. For phase 1, the development will focus on the Ascent PUD parcel, however the facilities installed are designed to be easily converted to regional systems when the future regional pond is implemented.

2. Offsite runoff is accepted into the drainage systems.

PUD

Tributary offsite runoff to the Ascent PUD area is accepted through the facilities to the site pond on Lot 1. The offsite tributary runoff is from the east half of South 96th Street. Drainage from 96th will continue in this pattern in the initial phase and future phases. The discharge of 25 CFS of the combined Ascent PUD/future Parcel 2 development is added to the CH-2. The flow as ended because this is detained release overlapping the offsite peak flow. The total runoff from the PUD and the tributary historic offsite basins will be less than historic at regulatory rates for the PUD.

OFF-SITE RUNOFF THROUGH PARCEL 1

A phased storm conveyance system is being proposed to accommodate runoff from the Ascent Church site and from off-site runoff west of S. 96th Street (City of Louisville open space). The proposed system will accept flow from Off-Site Basin F through an existing 43”x68” HERCP that runs under S. 96th Street. Off-Site Basin F produces approximately 120 cfs of flow. Off-Site Basin F corresponds with the 65.6 acre Basin 2 and Design Point 28 in the “Drainageway G Outfall Systems Plan Update” completed by Ayres Associates on October 2006.

From the existing 43”x68” HERCP, runoff is directed east. This runoff will be conveyed in an open channel or through 60” RCP (or as otherwise sized for future surface conditions) to the northeast corner of the Archdiocese (Parcel 1) property. At this point the 25 cfs from the Ascent PUD and future Parcel 2 developments enter the storm system. The combined flows of 145 cfs is directed south through a proposed in an open channel or through 66” RCP (or as otherwise sized for future surface conditions) to the Drainageway G improvements. The storm sewer system outfall initial design was to match the invert elevation of 5338.32 for the proposed dual 36” RCP that runs under Dillion Road into Drainageway G, however those initial conceptual inverts of the pipes under Dillon Rd need to be lower for a successful project. Invert elevations for the dual 36” RCP were obtained from the “Louisville Quiet Zone Dillion Road Storm Sewer Layout” prepared by Felsburg Holt & Ullevig, print date 9/26/2018.

3. Various tables, charts, exhibits and supporting information is presented in the appendix of the report. In general, the included documentation is from the City’s Criteria and the UDFCD DCM along with supporting information and culvert charts. Additional documentation includes spreadsheets developed by JLB Engineering that follow the

MASTER DRAINAGE PLAN

DECEMBER 21, 2018

ST. LOUIS PARISH AND COMMERCIAL PARK - FILING NO. 1 AND ASCENT COMMUNITY CHURCH PUD

JLB

HISTORIC

BASIN RUNOFF SUMMARY

	BASIN ID	DESIGN PT	AREA (ac)	DIRECT Q_5 (cfs)	DIRECT Q_{100} (cfs)	CUMMULATIVE Q_5 (cfs)	CUMMULATIVE Q_{100} (cfs)	DETAINED (y/n)	DESCRIPTION
HISTORIC	HIST	3	58	13	51	–	–	n	Historic Site Runoff
	E	40	117.1	31	130	–	–	n	West offsite basin to south
	F	50	67.8	19	120	–	–	n	West offsite basin to north
	10	9	209.9	69	208	–	–	n	Offsite basin to southwest
	11A	10	14.4	5	69	–	–	n	Offsite basin to southwest
	Hist	3	467	137	537	–	–	n	Total tributary basin

BASIN AREA SUMMARY

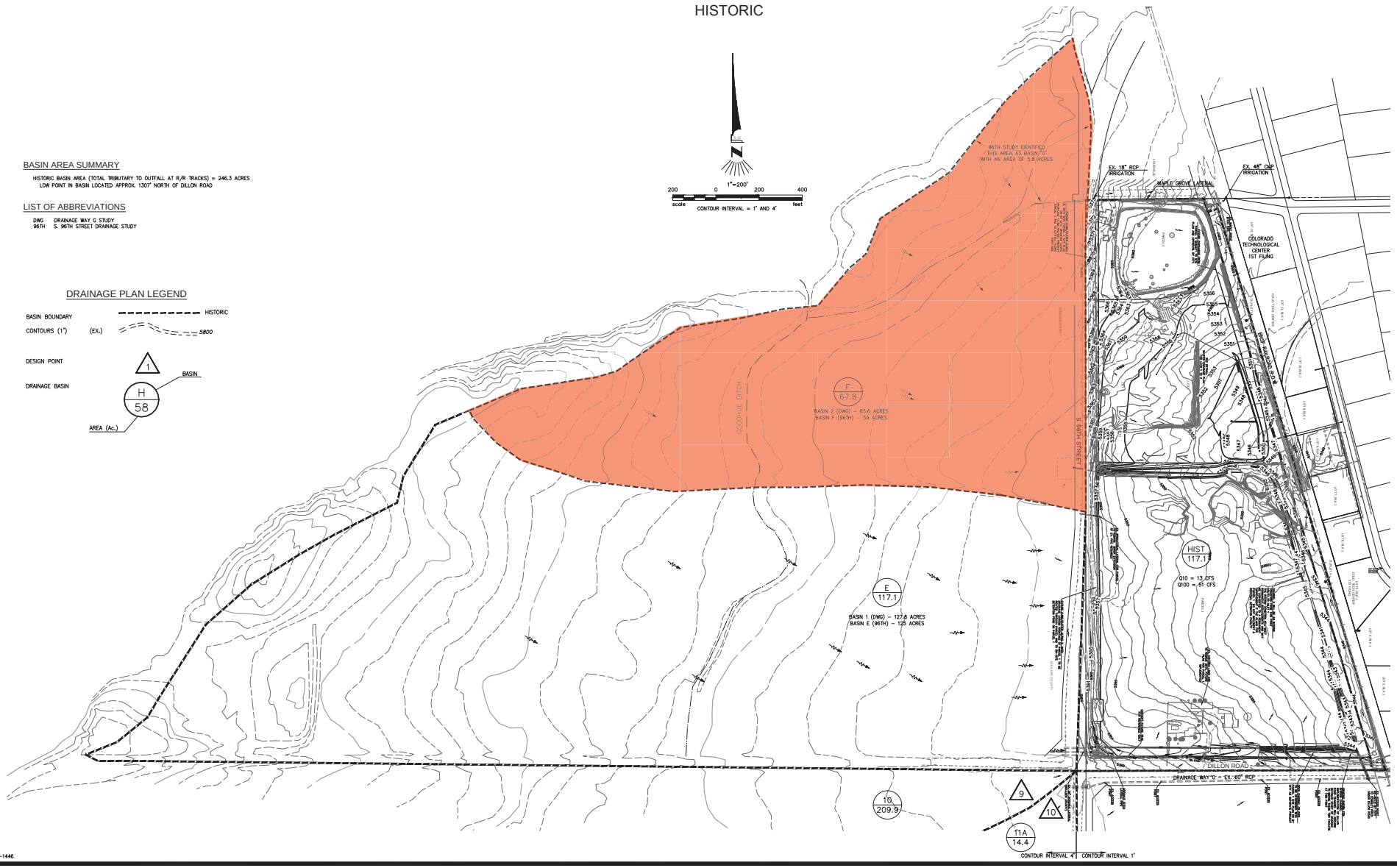
HISTORIC BASIN AREA (TOTAL TRIBUTARY TO OUTFALL AT R/R TRACKS) = 246.3 ACRES
LOW POINT IN BASIN LOCATED APPROX. 1307' NORTH OF DILLON ROAD

LIST OF ABBREVIATIONS

DWG DRAINAGE WAY G STUDY
96TH S. 96TH STREET DRAINAGE STUDY

DRAINAGE PLAN LEGEND

BASIN BOUNDARY — HISTORIC
CONTOURS (1') (EX.) — 5800
DESIGN POINT — 1
DRAINAGE BASIN — H / 58 — BASIN / AREA (Ac.)



FILE: MDP-1446

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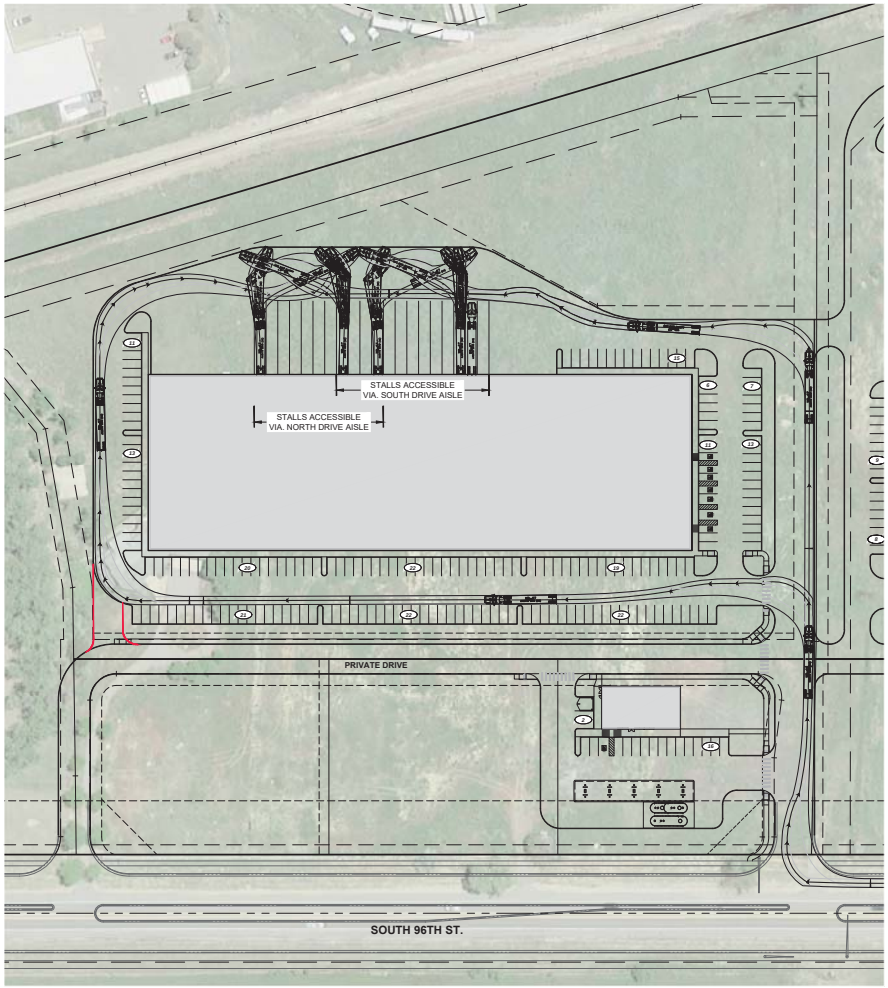
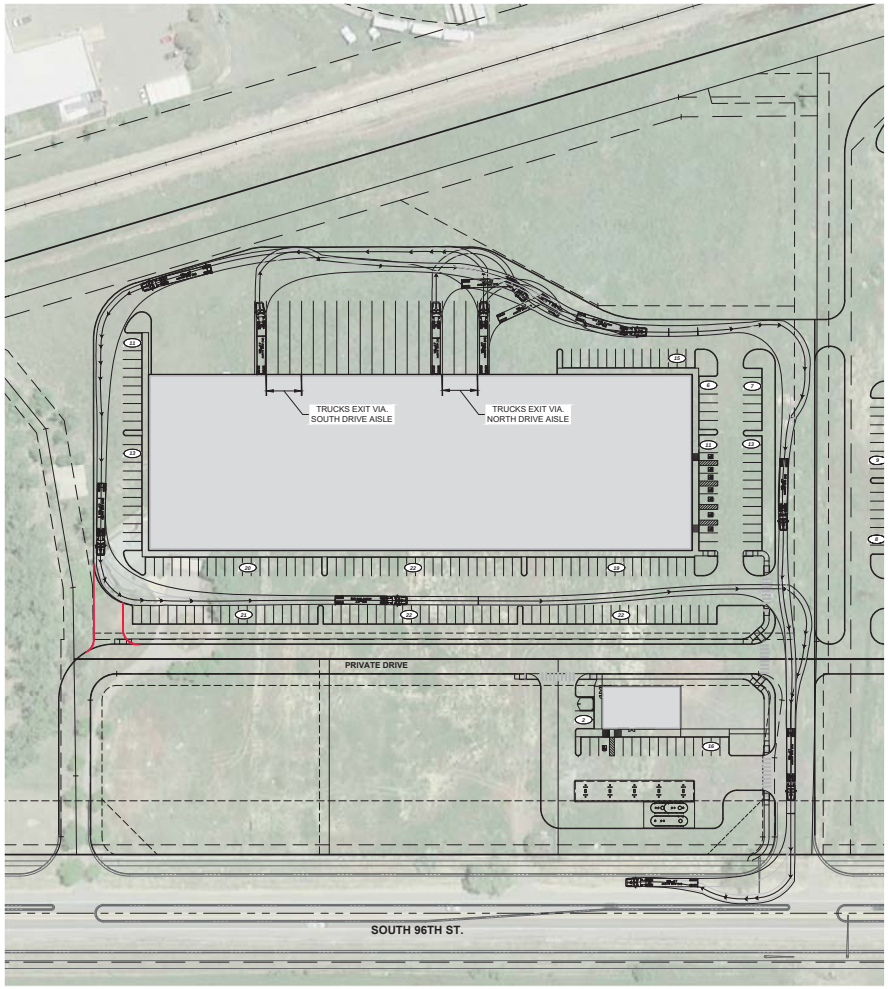
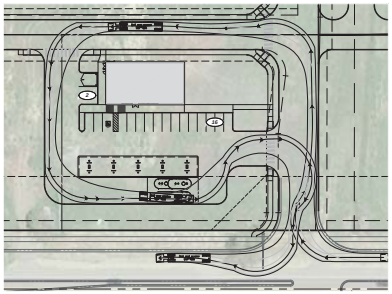


WB-67 TRUCK ROUTE
ENTERING INDUSTRIAL SITE



WB-67 TRUCK ROUTE
EXITING INDUSTRIAL SITE



WB-50 FUELING TRUCK ROUTE - COMMERCIAL SITE

N

0 60 120

1 INCH = 60 FT.

No.	REVISION	BY	DATE

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St. Suite 300
Denver, CO 80246
303-572-7997 www.ees-ui.com

UNITED PROPERTIES

CONCEPTUAL SITE PLAN
96TH & DILLION - COMMERCIAL DEVELOPMENT
96TH & DILLION, LOUISVILLE, COLORADO

TRUCK TURN EXHIBIT

PROJECT NO:	UPR011.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	01/08/20

EX-2

P:\UNITED PROPERTIES\CO LOUISVILLE - 96TH & DILLON\CAD\EXHIBITS\EX-3 - CSP & TRUCK TURN.DWG

© 2016, ALL RIGHTS RESERVED.

OVERALL DEVELOPMENT AREA

SCALE: 1" = 100'

N

0 100 200

1 INCH = 100 FT.

No.	REVISION	BY	DATE

EES ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St. Suite 300
Denver, CO 80246
303-572-7997 www.ees-ui.com

UNITED PROPERTIES

CONCEPTUAL SITE PLAN
96TH & DILLION - COMMERCIAL DEVELOPMENT
96TH & DILLION, LOUISVILLE, COLORADO

OVERALL DEVELOPMENT PLAN

PROJECT NO:	UPR011.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	02/27/20

EX-1

P:\UNITED PROPERTIES\CO LOUISVILLE - 96TH & DILLON\CAD\EXHIBITS\EX-6 - BUILDOUT EXHIBIT.DWG

UNITED PROPERTIES
CREATING DEEP ROOTS

96TH & DILLON - LOUISVILLE, CO

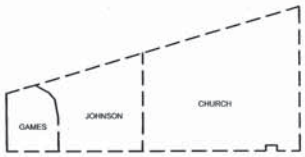
COLORADO TECHNOLOGY CENTER (CTC) ENTITLEMENT COMPARRISON

NO.	DEVELOPMENT	TYPE	PUD DATE	BLDG. SF	SITE SF	SITE AC	F.A.R.	PARKING RATIO PER 1,000	PARKING RATIO PER 1,000 WITH OFFICE	LANDSCAPE COVERAGE	FRONT SETBACK (PL To Bldg.)	REAR SETBACK (PL To Bldg.)	SIDE SETBACK (PL To Bldg.)	TRUCK COURT DEPTH	BLDG PARAPET HT. (Tallest Arch. Feature)	BLDG. DEPTH
1	1775 Cherry St.	Rear Load Industrial	1/2/2007	130,030	388,120	8.91	0.335	1.91	3.44	25.0%	87'-7"	111'-5"	69'-0"	103'-2"	31'-6"	154'-0"
2	1900 Cherry St.	Rear Load Industrial	8/7/2007	66,776	210,678	4.84	0.317	2.00	3.23	38.5%	98'-9"	121'-0"	20'-7"	104'-0"	32'-0"	151'-0"
3	1960 Cherry St.	Rear Load Industrial	8/2/2011	59,137	175,370	4.03	0.337	2.22	3.28	26.1%	87'-0"	105'-11"	30'-0"	100'-0"	33'-6"	150'-0"
4	S. 104th St. Between Dogwood St. & Cherry St.	2-Story R&D	7/17/2001	106,240	326,731	7.50	0.325	-	3.45	37.5%	117'-6"	70'-6"	149'-0"	-	32'-0"	-
5	NWC S. 104th St. & Dogwood St.	Rear Load Industrial	9/4/2007	63,476	246,397	6.68	0.257	2.84	-	28.6%	123'-5"	134'-8"	66'-6"	107'-4"	24'-10"	157'-4"
6	195 CTC Blvd.	Rear Load Industrial	1/2/2007	64,368	215,725	4.95	0.298	1.80	3.45	26.4%	148'-6"	109'-10"	30'-0"	102'-2"	34'-6"	149'-3"
7	1900 Taylor Ave.	Rear Load Industrial	12/3/2013	136,701	485,287	11.14	0.280	3.34	4.32	28.3%	169'-7"	192'-8"	30'-0"	172'-8"	35'-10"	205'-0"
8	2000 Taylor (Fed Ex BTS)	Rear Load Industrial	10/6/2015	120,581	481,301	11.05	0.250	3.47	4.38	27.7%	177'-2"	215'-0"	81'-0"	110'-0"	35'-10"	180'-0"
9	321 S. Taylor	Rear Load Industrial	9/2/1997	85,100	255,300	5.86	0.333	2.20	-	25.0%	98'-0"	132'-0"	63'-0"	109'-6"	31'-0"	140'-0"
10	633 CTC Blvd	Rear Load Industrial	1/19/2016	153,018	531,012	12.19	0.290	2.78	3.61	26.0%	170'-0"	120'-0"	80'-0"	110'-0"	37'-0"	180'-0"
11	1795 Dogwood St.	Rear Load Industrial	5/12/206	109,068	330,979	7.60	0.329	1.87	2.82	25.0%	Varies	64'-6"	81'-0"	119'-6"	32'-2"	157'-0"
12	700 Tech Court - Building A	Rear Load Industrial		136,610	414,454	9.51					79'-0"	92'-6"	105'-6"	127'-6"	38'-0"	165'-0"
13	725 Tech Court - Building B	Rear Load Industrial	11/15/2015	146,323	456,096	10.47	0.318	2.73	3.76	27.6%	143'-0"	77'-6"	104'-6"	127'-6"	38'-0"	192'-0"
14	600 Tech Court - Building C	Rear Load Industrial		113,280	373,563	8.58					87'-9"	135'-4"	99'-10"	124'-10"	38'-0"	160"-0"
	UP - Building 1 (Ascent Church)	Rear Load Industrial		100,080	397,839	9.13	0.252	2.09	-					130'-0"		180'-0"

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN

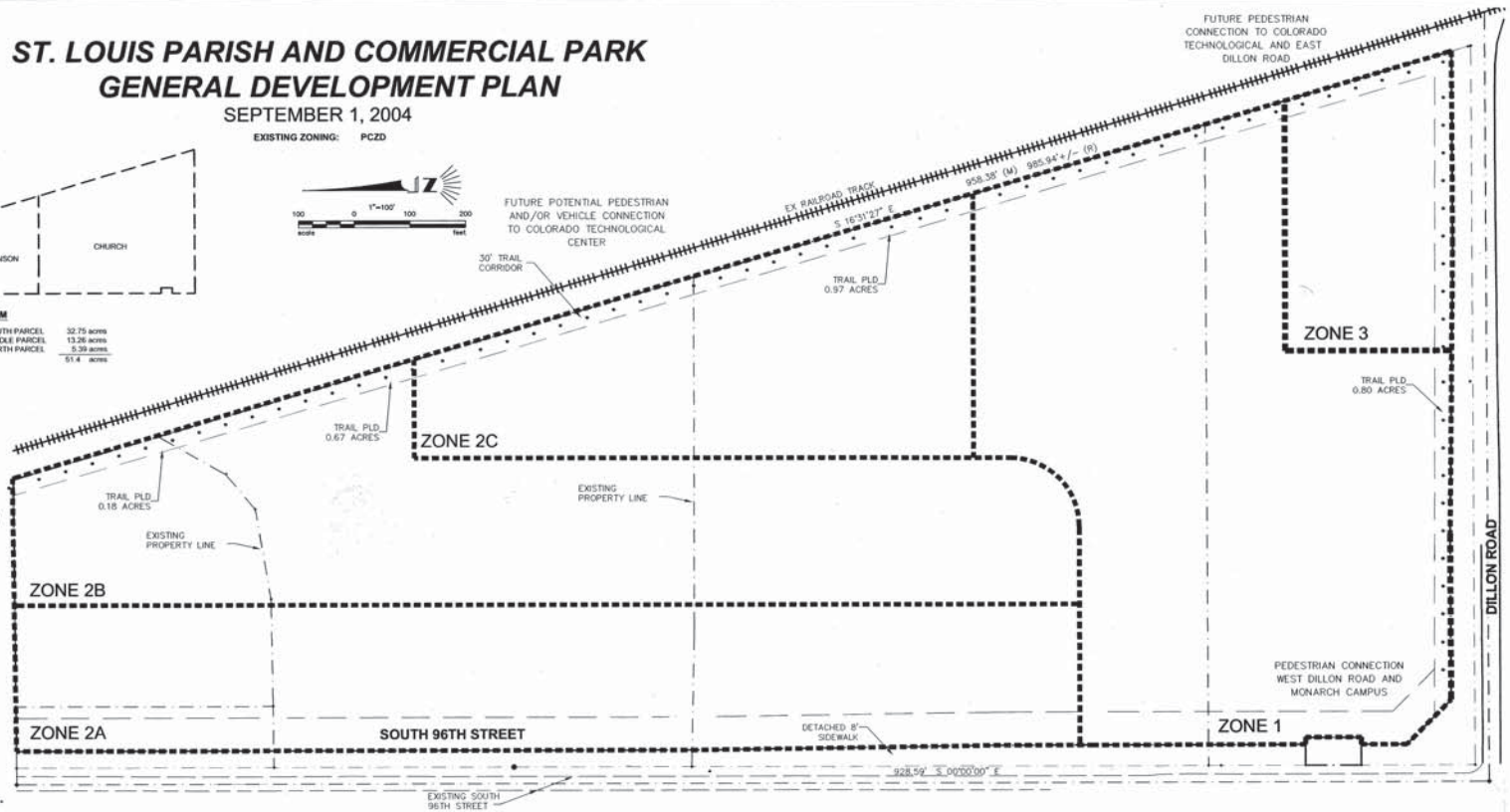
SEPTEMBER 1, 2004

EXISTING ZONING: PCZD



OWNERSHIP DIAGRAM

CHURCH	SOUTH PARCEL	32.75 acres
JOHNSON	MIDDLE PARCEL	13.26 acres
GAMES	NORTH PARCEL	5.39 acres
		51.4 acres



DEVELOPMENT CONCEPT AND GENERAL NOTES

• THE DEVELOPMENT CONCEPT IS TO ESTABLISH A CHURCH/SCHOOL CAMPUS AT THE INTERSECTION OF SOUTH 96TH STREET AND DILLON ROAD WITH THE REMAINDER OF THE PARCEL USED FOR RESIDENTIAL, OFFICE, RETAIL AND OTHER COMMERCIAL USES. THE CAMPUS WILL CONSIST OF A CHURCH AND SCHOOL. THE DEVELOPMENT IS INTENDED TO PROVIDE SUPPORT SERVICES TO THE INDUSTRIAL/EMPLOYMENT AREA LOCATED TO THE EAST, AND BE A TRANSITION BETWEEN THAT DEVELOPMENT AND THE OPEN SPACE TO THE WEST. • LANDSCAPE BUFFER, BUILDING HEIGHTS, FLOOR AREA RATIOS AND PARKING REQUIREMENTS SHALL ALL BE USED TO FACILITATE THE TRANSITION FROM RURAL/OPEN SPACE OF THE DEVELOPED PROPERTY.
• EXCEPT WHERE AMENDED BY THIS GENERAL DEVELOPMENT PLAN, DEVELOPMENT WILL BE SUBJECT TO THE CITY OF LOUISVILLE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES (CDDSG).
• DEVELOPMENT SHALL BE GOVERNED BY A GENERAL DEVELOPMENT PLAN AGREEMENT, EXECUTED BY ALL OWNERS, ADDRESSING THE PHASING OF DEVELOPMENT, RESPONSIBILITY FOR INFRASTRUCTURE DESIGN, CONSTRUCTION AND COST, AND ARCHITECTURAL DESIGN CRITERIA. THIS DEVELOPMENT AGREEMENT SHALL BE SUBMITTED TO, AND APPROVED BY, THE CITY OF LOUISVILLE IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION AND/OR PRELIMINARY PLAT PRIOR TO DEVELOPMENT OF ANY OF THE SUBJECT PROPERTY.
• RETAIL ESTABLISHMENT SHALL BE LIMITED TO 75,000 SQUARE FEET.

PERMITTED USES

ZONE ONE (approx. 16.2 acres)

1. CHURCH
2. SCHOOLS
3. ANCILLARY FACILITIES TYPICALLY AND COMMONLY ASSOCIATED WITH CHURCHES AND SCHOOLS INCLUDING A RECTORY, ADMINISTRATIVE OFFICES AND A CHILD CARE CENTER AS DETERMINED BY THE PLANNING COMMISSION AND CITY COUNCIL DURING THE PUD PROCESS.

ZONE TWO (approx. 31.8 acres)

1. CONTINUATION OF THE EXISTING RESIDENTIAL USES ON THE PROPERTY.
2. ALL USES IN ZONE ONE - **USE BY SPECIAL REVIEW USE**
3. PROFESSIONAL AND ADMINISTRATIVE OFFICES.
4. PROFESSIONAL MEDICAL OFFICES AND CLINICS.
5. FINANCIAL OFFICES AND BANKS.
6. CULTURAL FACILITIES SUCH AS MUSEUMS, THEATERS, AND ART GALLERIES - **USE BY SPECIAL REVIEW USE.**
7. PEDESTRIAN PLAZAS, PEDESTRIAN WAYS, INCLUSIVE OF OUTDOOR AMENITIES AS OUTDOOR ART EXHIBIT FACILITIES AND PUBLIC ART.
8. OUTDOOR SPECIALTY USES, INCLUSIVE OF SIDEWALK CAFES AND OUTDOOR MARKET PLACES. OUTDOOR FLEA MARKETS ARE AN EXCLUDED USE IN ZONES 2 AND 3.
9. INDOOR RECREATIONAL/FITNESS FACILITIES. INDOOR AND OUTDOOR TENNIS AND SOCCER FACILITIES SHALL BE A PERMITTED USE.
10. OUTDOOR RECREATIONAL/FITNESS FACILITIES - **USE BY SPECIAL REVIEW USE.**
11. OUTDOOR COMMERCIAL AMUSEMENT - **USE BY SPECIAL REVIEW USE.** TEMPORARY EVENTS WITH A DURATION OF TEN DAYS OR LESS IN ONE SEASON SHALL BE PROCESSED UNDER THE APPLICABLE TEMPORARY USE REVIEW STANDARDS AND CRITERIA.
12. RESTAURANTS AND CAFES.
13. FAST FOOD SERVICE IN CONJUNCTION WITH DRIVE THROUGH SERVICE FACILITIES - **USE BY SPECIAL REVIEW USE**
14. HOSPITALS - **USE BY SPECIAL REVIEW USE.**
15. ANIMAL HOSPITALS AND SMALL ANIMAL CLINICS - **USE BY SPECIAL REVIEW USE**
16. KENNELS FOR THE BOARDING OR BREEDING OF DOMESTIC ANIMALS OR LIVESTOCK ARE AN EXCLUDED USE IN ALL ZONES.
17. AUTO SERVICE AND FUELING STATIONS - **USE BY SPECIAL REVIEW USE**
18. AUTO SALES AND AUTO BODY SHOPS ARE EXCLUDED IN ALL ZONES.
19. ASSISTED LIVING AND SKILLED NURSING FACILITIES.
20. RESIDENTIAL USES INCLUDING INDEPENDENT AND SENIOR LIVING ARE EXCLUDED.
21. CHILDCARE CENTERS - **USE BY SPECIAL REVIEW USE.**
22. RETAIL - PERSONAL SERVICE SHOPS.
23. RETAIL - RETAIL ESTABLISHMENTS DEDICATING 30,000 SQUARE FEET OR GREATER TO A SINGLE USER IS AN EXCLUDED USE IN ZONE 2A.
24. RETAIL - RETAIL ESTABLISHMENTS DEDICATING 30,000 SQUARE FEET OR GREATER TO A SINGLE USER IS A **USE BY SPECIAL REVIEW USE IN ZONES 2B AND 2C.**

ZONE THREE (approx. 3.4 acres)

1. CHILD CARE CENTERS - **USE BY SPECIAL REVIEW USE**
2. ALL USES PERMITTED IN ZONE ONE.
3. ASSISTED LIVING AND SKILLED NURSING FACILITIES - **USE BY SPECIAL REVIEW USE.**
4. RESIDENTIAL USES, INCLUDING INDEPENDENT AND SENIOR LIVING ARE EXCLUDED.

HEIGHT, YARD AND BULK REQUIREMENTS

ZONE ONE
• HEIGHT TO BE MEASURED FROM FINAL FINISH GRADE
• ALL SETBACKS AND LOT COVERAGE TO CONFORM WITH CITY OF LOUISVILLE ZONING REGULATIONS
• PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS

ZONE TWO AND THREE
• COMMERCIAL DEVELOPMENT SHALL NOT EXCEED A FLOOR AREA RATIO OF 0.20, WITH THE FAR DISTRIBUTED ON SITE WITHIN SUBAREAS IDENTIFIED ON SHEET 2
• HEIGHT TO BE MEASURED FROM FINAL FINISH GRADE
• BUILDINGS ADJACENT TO, OR FRONTING TO SOUTH 96TH STREET SHALL NOT EXCEED TWENTY-FIVE (25) FEET IN HEIGHT AND ALL OTHER BUILDINGS SHALL CONFORM WITH THE CITY OF LOUISVILLE HEIGHT REGULATIONS.
• BUILDINGS ADJACENT TO, OR FRONTING ON SOUTH 96TH STREET SHALL BE LOCATED 50 AS TO PRIMARILY PLACE THE BUILDING BETWEEN SOUTH 96TH STREET AND THE PARKING LOT. PARKING LOTS EXTENDING BEYOND THE SHADOW OF THE BUILDING SHALL BE SHIELDED FROM SOUTH 96TH STREET USING LANDSCAPING AND BERMS THAT ARE A MINIMUM OF 30" ABOVE THE PARKING LOT LEVEL.
• PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS

SITE INFORMATION

OWNERSHIP
• CATHOLIC ARCHDIOCESE OF DENVER/ ST. LOUIS CATHOLIC CHURCH
• RICHARD AND MARY JOHNSON
• ADRIAN GAMES

DEDICATIONS
• ALL DEDICATIONS FOR SOUTH 96TH STREET AND DILLON ROAD RIGHTS-OF-WAY ARE COMPLETED PRIOR TO REZONING.
• PURSUANT TO COMPREHENSIVE PLAN POLICY, THE LAND DEDICATION REQUIRED BY THE SUBDIVISION REGULATIONS SHALL BE PRIMARILY USED FOR NEIGHBORHOOD PARKS. TRAIL LINKAGES AND BUFFERS TO SERVE THE SUBDIVISION. A TRAIL LINKAGE CORRIDOR SHALL BE PROVIDED ALONG THE EAST AND SOUTH BOUNDARIES TO THE PROPERTY, AND A LANDSCAPED BUFFER SHALL BE PROVIDED ALONG SOUTH 96TH STREET. THE FORM OF DEDICATION, RESPONSIBILITY FOR CONSTRUCTION AND RESPONSIBILITY FOR MAINTENANCE SHALL BE DETERMINED AT THE TIME OF SUBDIVISION.

ACCESS MANAGEMENT

THE ACCESS MOVEMENTS SHOWN ON THE PUD ARE SUBJECT TO CHANGE. IF, AT ANYTIME IN THE FUTURE, IT IS DETERMINED BY THE CITY THAT CHANGE IS APPROPRIATE TO ENHANCE TRAFFIC FLOW ON ONE OR MORE SURROUNDING STREETS, OR TO MITIGATE AN UNSAFE SITUATION, UPON NOTIFICATION FROM THE CITY, THE PROPERTY OWNER(S) SHALL MAKE SUCH PHYSICAL CHANGES, AT THEIR COST, AS MAY BE REQUIRED BY THE CITY. EACH PRESENT AND FUTURE PROPERTY OWNER SHALL ACKNOWLEDGE IN WRITING THE FOREGOING AUTHORITY OF THE CITY.

CITY COUNCIL
APPROVED THIS 21 DAY OF SEPTEMBER, 2004 BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, CO. RESOLUTION NO. 14 SERIES 2004

Signed on Copy at Boulder County

MAYOR CITY CLERK

PLANNING COMMISSION CERTIFICATE
APPROVED THIS 13 DAY OF JULY, 2004 BY THE PLANNING COMMISION OF THE CITY OF LOUISVILLE, CO. RESOLUTION NO. 14 SERIES 2004

CLERK AND RECORDER CERTIFICATE
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT ___O'CLOCK, ___M., THIS 5th DAY OF May, 2010 AND IS RECORDED IN PLAN FILE #_____ FILM NO._____ RECEPTION 3062044 FEES,_____ PAID_____

DEPUTY CLERK AND RECORDER

OWNERSHIP SIGNATURE BLOCK
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMNETS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 200

OWNER OWNER OWNER

Archbishop of Denver
for Charles J. Chaput, Archbishop
Archdiocese of Denver

NOTARY NOTARY NOTARY

TOTAL ACREAGE
• 51.4 ACRES

PREPARED BY:
JLB CONSULTANT
743 PEAR COURT
LOUISVILLE, COLORADO 80027
303.604.1634

GDP-1
SHEET 1 OF 2

JLB Project No. 1123
File: Rezone\1123development plan.dwg

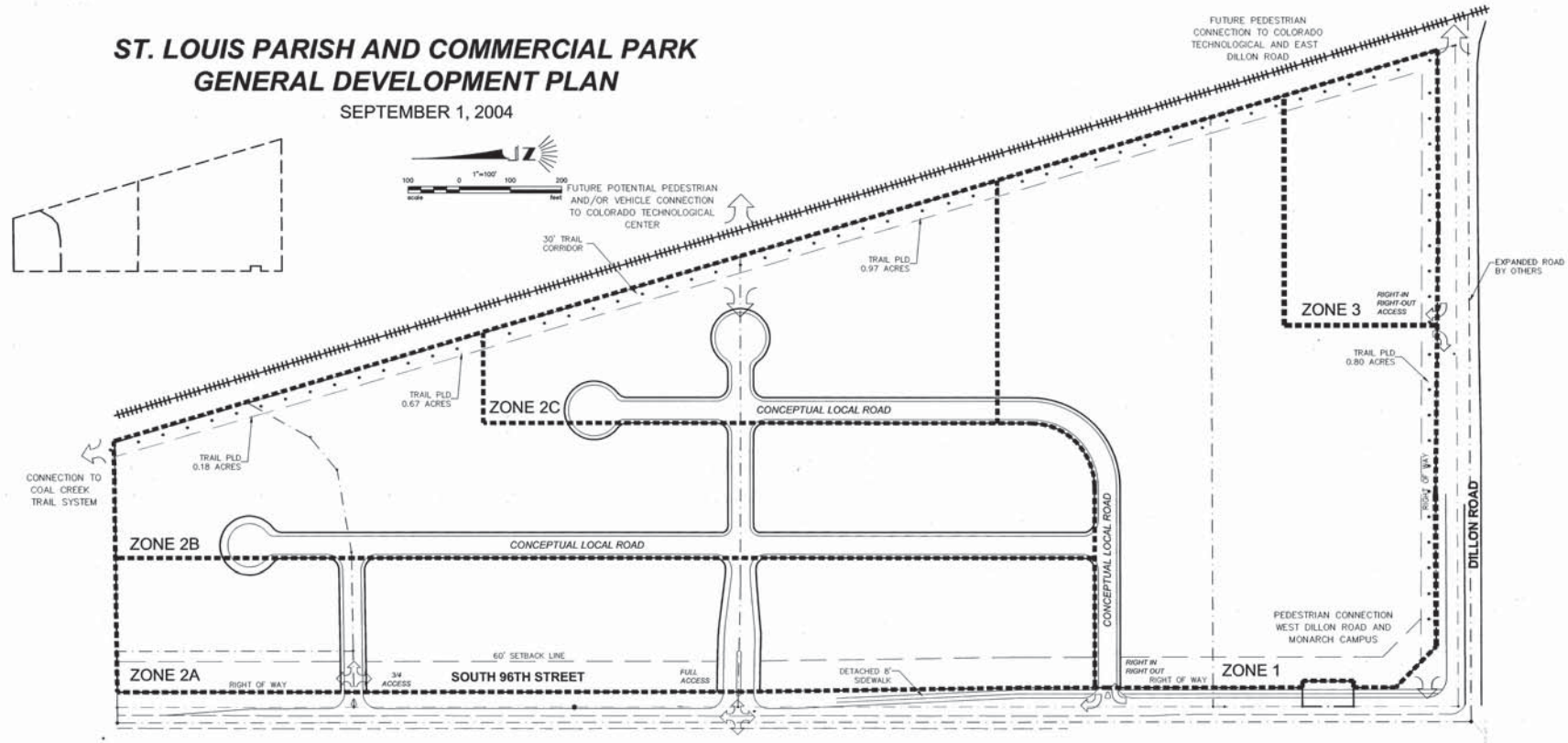
DRAWING NUMBER

St. Louis Parish & Commercial Park
1 of 2

316

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN

SEPTEMBER 1, 2004



COMMERCIAL DEVELOPMENT CHARACTERISTICS

ZONE 2A

FLOOR AREA RATIO:	0.17
SETBACKS:	60' FROM 96TH STREET, PER CODE OTHERWISE
PARKING:	BEHIND BUILDINGS; BERM AND/OR LANDSCAPE WHERE VISIBLE FROM 96TH
HEIGHT:	25' MAXIMUM FROM FINAL FINISH GRADE
ARCHITECTURE:	SINGLE STORY PITCHED ROOF
COVERAGE:	84,640 square feet

ZONE 2B

FLOOR AREA RATIO:	0.20
SETBACKS:	PER MUNICIPAL CODE
PARKING:	PER MUNICIPAL CODE
HEIGHT:	35' MAXIMUM FROM FINAL FINISH GRADE
ARCHITECTURE:	SUBJECT TO PUD GUIDELINES
COVERAGE:	111,252 square feet

ZONE 2C

FLOOR AREA RATIO:	0.245
SETBACKS:	PER MUNICIPAL CODE
PARKING:	PER MUNICIPAL CODE
HEIGHT:	35' MAXIMUM FROM FINAL FINISH GRADE
ARCHITECTURE:	SUBJECT TO PUD GUIDELINES
COVERAGE:	80,801 square feet

ZONE 3

FLOOR AREA RATIO:	0.20
SETBACKS:	PER MUNICIPAL CODE
PARKING:	PER MUNICIPAL
HEIGHT:	35' MAXIMUM FROM FINAL FINISH GRADE
ARCHITECTURE:	SUBJECT TO PUD GUIDELINES
COVERAGE:	29,838 square feet

TABLES

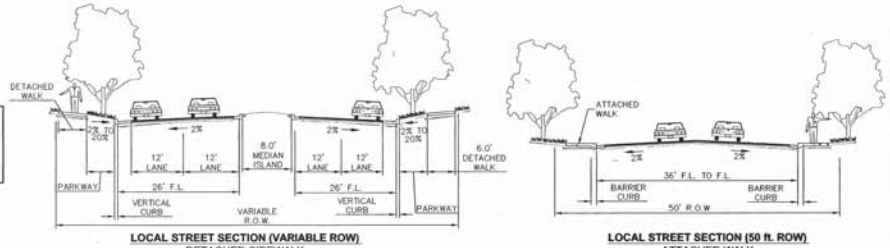
PUBLIC LAND DEDICATION

REQUIRED (51.4 ACRES @ 12%)	6.17 acres
PROPOSED TRAIL DEDICATION	2.62 acres
DEFICIT	3.55 acres

SUMMARY OF POTENTIAL DEVELOPMENT

SITE

ZONE 2A:	84,640	square feet	
ZONE 2B:	111,252	square feet	
ZONE 2C:	80,801	square feet	ZONE 1 (CHURCH) NOT INCLUDED
ZONE 3:	29,838	square feet	
TOTAL:	306,531	square feet	



LOCAL STREET SECTION (VARIABLE ROW)
DETACHED SIDEWALK

LOCAL STREET SECTION (50 ft. ROW)
ATTACHED WALK

CONCEPTUAL ROADWAY CROSS SECTIONS

PREPARED BY
JLB
745 PEAR COURT
LOUISVILLE, COLORADO 80027
303.604.1634

DC-1
SHEET 2 OF 2

JLB Project No. 1131
File: Rezone\1131development plan.dwg

DRAWING NUMBER

DRAWING NUMBER

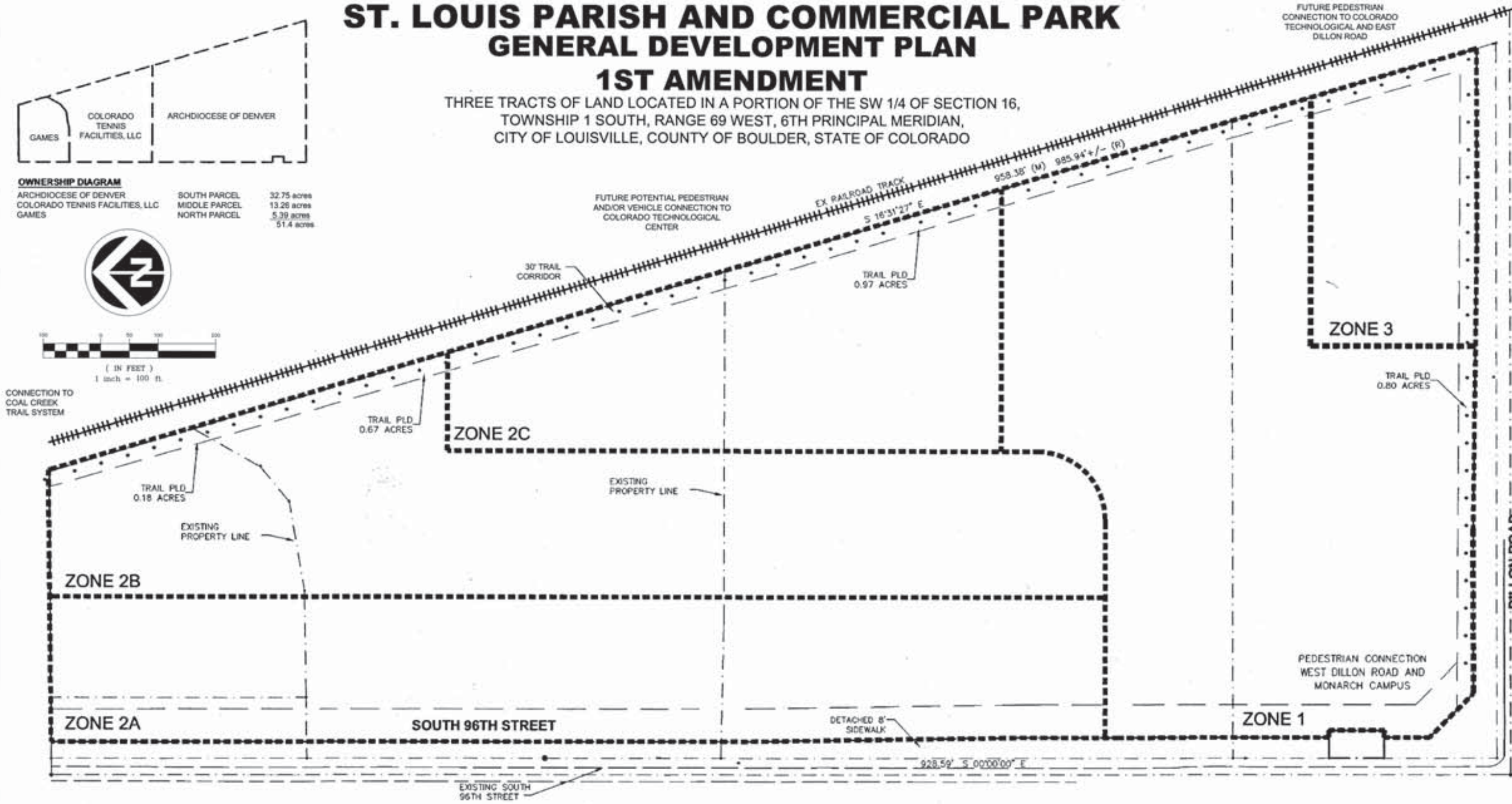
DRAWING NUMBER

St. Louis Parish & Commercial Park

03637627
Page: 1 of 2
01/24/2018 02:43 PM
Boulder County Clerk, CO
RF: $23.00 DF: $0.00

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
1ST AMENDMENT

THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



KEY MAP NTS

HEIGHT, YARD AND BULK REQUIREMENTS

ZONE ONE
- HEIGHT TO BE MEASURED FROM FINAL FINISH GRADE.
- ALL SETBACKS AND LOT COVERAGE TO CONFORM WITH CITY OF LOUISVILLE ZONING REGULATIONS.
- PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS.

ZONE TWO AND THREE
- COMMERCIAL DEVELOPMENT SHALL NOT EXCEED A FLOOR AREA RATIO OF 0.20 WITH THE FAR DISTRIBUTED ON SITE WITHIN SUBAREAS IDENTIFIED ON SHEET 2.
- HEIGHT TO BE MEASURED FROM FINAL FINISH GRADE.
- BUILDINGS ADJACENT TO, OR FRONTING TO SOUTH 96TH STREET SHALL NOT EXCEED TWENTY-FIVE (25) FEET IN HEIGHT AND ALL OTHER BUILDINGS SHALL CONFORM WITH THE CITY OF LOUISVILLE HEIGHT REGULATIONS.
- BUILDINGS ADJACENT TO, OR FRONTING TO SOUTH 96TH STREET SHALL BE LOCATED SO AS TO PRIMARILY PLACE THE BUILDING BETWEEN SOUTH 96TH STREET AND THE PARKING LOT. PARKING LOTS EXTENDING BEYOND THE SHADOW OF THE BUILDING SHALL BE SHIELDED FROM SOUTH 96TH STREET USING LANDSCAPING AND BERMS THAT ARE A MINIMUM OF 30" ABOVE THE PARKING LOT LEVEL.
- PARKING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE REGULATIONS.

SITE INFORMATION

OWNERSHIP
- CATHOLIC ARCHDIOCESE OF DENVER/ ST. LOUIS CATHOLIC CHURCH
- COLORADO TENNIS FACILITIES, LLC.
- ADRIAN GAMES

DEDICATIONS
- ALL DEDICATIONS FOR SOUTH 96TH STREET AND DILLON ROAD RIGHTS-OF-WAY ARE COMPLETED PRIOR TO REZONING.
- PURSUANT TO COMPREHENSIVE PLAN POLICY, THE LAND DEDICATION REQUIRED BY THE SUBDIVISION REGULATIONS SHALL BE PRIMARILY USED FOR NEIGHBORHOOD PARKS, TRAILS LINKAGES AND BUFFERS TO SERVE THE SUBDIVISION A TRAIL LINKAGE CORRIDOR SHALL BE PROVIDED ALONG THE EAST AND SOUTH BOUNDARIES TO THE PROPERTY, AND A LANDSCAPED BUFFER SHALL BE PROVIDED ALONG SOUTH 96TH STREET. THE FORM OF DEDICATION, RESPONSIBILITY FOR CONSTRUCTION AND RESPONSIBILITY FOR MAINTENANCE SHALL BE DETERMINED AT THE TIME OF SUBDIVISION.

ACCESS MANAGEMENT

THE ACCESS MOVEMENTS SHOWN ON THE PUD ARE SUBJECT TO CHANGE, IF, AT ANYTIME IN THE FUTURE, IT IS DETERMINED BY THE CITY THAT CHANGE IS APPROPRIATE TO ENHANCE TRAFFIC FLOW ON ONE OR MORE SURROUNDING STREETS, OR TO MITIGATE AN UNSAFE SITUATION, UPON NOTIFICATION FROM THE CITY, THE PROPERTY OWNER(S) SHALL MAKE SUCH PHYSICAL CHANGES, AT THEIR COST, AS MAY BE REQUIRED BY THE CITY. EACH PRESENT AND FUTURE PROPERTY OWNER SHALL ACKNOWLEDGE IN WRITING THE FOREGOING AUTHORITY OF THE CITY.

DEVELOPMENT CONCEPT AND GENERAL NOTES

- THE DEVELOPMENT CONCEPT IS TO ESTABLISH A RELIGIOUS INSTITUTION/SCHOOL CAMPUS AT THE INTERSECTION OF SOUTH 96TH STREET AND DILLON ROAD, A SECOND RELIGIOUS INSTITUTION CAMPUS WITHIN THE CENTRAL PORTION OF THE DEVELOPMENT, WITH THE REMAINDER OF THE PARCEL(S) USED FOR COMMERCIAL PURPOSES THAT ARE NOT IN CONFLICT WITH THE PRESENCE OF RELIGIOUS INSTITUTIONS AND A SCHOOL. THE DEVELOPMENT IS INTENDED TO PROVIDE SUPPORT SERVICES TO THE INDUSTRIAL/EMPLOYMENT AREA LOCATED TO THE EAST, AND BE A TRANSITION BETWEEN THAT DEVELOPMENT AND THE OPEN SPACE TO THE WEST. A LANDSCAPE BUFFER, BUILDING HEIGHTS, FLOOR AREA RATIOS AND PARKING REQUIREMENTS SHALL ALL BE USED TO FACILITATE THE TRANSITION FROM RURAL/OPEN SPACE TO THE DEVELOPED PROPERTY.
- EXCEPT WHERE AMENDED BY THIS GENERAL DEVELOPMENT PLAN, DEVELOPMENT WILL BE SUBJECT TO THE CITY OF LOUISVILLE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES (CDDSG).
- DEVELOPMENT SHALL BE GOVERNED BY A GENERAL DEVELOPMENT PLAN AGREEMENT, EXECUTED BY ALL OWNERS, ADDRESSING THE PHASING OF DEVELOPMENT; RESPONSIBILITY FOR INFRASTRUCTURE DESIGN, CONSTRUCTION AND COST; AND ARCHITECTURAL DESIGN CRITERIA. THIS DEVELOPMENT AGREEMENT SHALL BE SUBMITTED TO, AND APPROVED BY, THE CITY OF LOUISVILLE IN CONJUNCTION WITH THE DEVELOPMENT APPLICATION AND/OR PRELIMINARY PLAT PRIOR TO DEVELOPMENT OF ANY OF THE SUBJECT PROPERTY.
- RETAIL ESTABLISHMENTS SHALL BE LIMITED TO 70,000 SQUARE FEET.

CITY COUNCIL CERTIFICATE
APPROVED THIS 17th DAY OF October 2017 BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.
ORDINANCE ~~RESOLUTION~~ NO. 1748, SERIES 2017
MAYOR [signature] CITY CLERK [signature]

CITY OF LOUISVILLE COLORADO SEAL

PLANNING COMMISSION CERTIFICATE
RECOMMENDED APPROVAL THIS 14th DAY OF September, 2017 BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.
RESOLUTION NO. 21, SERIES 2017

BOULDER COUNTY CLERK AND RECORDER'S CERTIFICATE:
THIS GDP WAS RECORDED IN THE OFFICE OF THE BOULDER COUNTY CLERK AND RECORDER ON ______ DAY OF ______, 201__ UNDER RECEPTION NO. ______________

PERMITTED USES

ZONE ONE (approx. 16.2 acres)
1. RELIGIOUS INSTITUTIONS
2. SCHOOLS
3. ANCILLARY FACILITIES TYPICALLY AND COMMONLY ASSOCIATED WITH RELIGIOUS INSTITUTIONS AND SCHOOLS INCLUDING A RECTORY, ADMINISTRATIVE OFFICES, AND A CHILD CARE CENTER AS DETERMINED BY THE PLANNING COMMISSION AND CITY COUNCIL DURING THE PUD PROCESS.

ZONE TWO (approx. 31.8 acres)
1. CONTINUAL OF THE EXISTING RESIDENTIAL USES ON THE PROPERTY.
2. RELIGIOUS INSTITUTIONS USE BY RIGHT.
3. ALL USES IN ZONE ONE - USE BY SPECIAL REVIEW USE.
4. PROFESSIONAL AND ADMINISTRATIVE OFFICES.
5. PROFESSIONAL MEDICAL OFFICES AND CLINICS.
6. FINANCIAL OFFICES AND BANKS.
7. CULTURAL FACILITIES SUCH AS MUSEUMS, THEATERS, AND ART GALLERIES - USE BY SPECIAL REVIEW USE.
8. PEDESTRIAN PLAZAS, PEDESTRIAN WAYS, INCLUSIVE OF OUTDOOR AMENITIES AS OUTDOOR ART EXHIBITS FACILITIES AND PUBLIC ART.
9. OUTDOOR SPECIALTY USES, INCLUSIVE OF SIDEWALK CAFES AND OUTDOOR MARKET PLACES. OUTDOOR FLEA MARKETS ARE AN EXCLUDED USE IN ZONES 2 AND 3.
10. INDOOR RECREATIONAL/FITNESS FACILITIES. INDOOR AND OUTDOOR TENNIS AND SOCCER FACILITIES SHALL BE A PERMITTED USE.
11. OUTDOOR RECREATIONAL/FITNESS FACILITIES - USE BY SPECIAL REVIEW USE.
12. OUTDOOR COMMERCIAL AMUSEMENT - USE BY SPECIAL REVIEW USE. TEMPORARY EVENTS WITH DURATION OF TEN DAYS OR LESS IN ONE SEASON SHALL BE PROCESSED UNDER THE APPLICABLE TEMPORARY USE REVIEW STANDARDS AND CRITERIA.
13. RESTAURANTS AND CAFES.
14. FAST FOOD SERVICES IN CONJUNCTION WITH DRIVE THROUGH SERVICE SERVICE FACILITIES - USE BY SPECIAL REVIEW USE.
15. HOSPITALS - USE BY SPECIAL REVIEW USE.
16. ANIMAL HOSPITALS AND SMALL ANIMAL CLINICS - USE BY SPECIAL REVIEW USE.
17. KENNELS FOR THE BOARDING OR BREEDING OF DOMESTIC ANIMALS OR LIVESTOCK ARE AN EXCLUDED USE IN ALL ZONES.
18. AUTO SERVICE AND FUELING STATIONS - USE BY SPECIAL REVIEW USE.
19. AUTO SALES AND AUTO BODY SHOPS ARE EXCLUDED IN ALL ZONES.
20. ASSISTED LIVING AND SKILLED NURSING FACILITIES.
21. RESIDENTIAL USES INCLUDING INDEPENDENT AND SENIOR LIVING ARE EXCLUDED.
22. CHILDCARE CENTERS - USE BY SPECIAL REVIEW USE.
23. RETAIL - PERSONAL SERVICE SHOPS.
24. RETAIL - RETAIL ESTABLISHMENTS DEDICATING 30,000 SQUARE FEET OR GREATER TO A SINGLE USER IS AN EXCLUDED USE IN ZONE 2A.
25. RETAIL - RETAIL ESTABLISHMENTS DEDICATING 30,000 SQUARE FEET OR GREATER TO A SINGLE USER IS - USE BY SPECIAL REVIEW USE IN ZONE 2B AND 2C.

ZONE THREE (approx. 3.4 acres)
1. CHILD CARE CENTERS - USE BY SPECIAL REVIEW USE.
2. ALL USES PERMITTED IN ZONE ONE.
3. ASSISTED LIVING AND SKILLED NURSING FACILITIES - USE BY SPECIAL REVIEW USE.
4. RESIDENTIAL USES, INCLUDING INDEPENDENT AND SENIOR LIVING ARE EXCLUDED.

OWNERSHIP CERTIFICATE:
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS 22nd DAY OF Jan 2018. OWNER: COLORADO TENNIS FACILITIES, LLC
By: [signature]
~~OWNER~~ DUKE ALAN PALUCH, GENERAL MANAGER

STATE OF COLORADO
COUNTY OF Boulder
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS (DATE) BY JAN. 22, 2018
(NAME AND TITLE OF POSITION): DUKE PALUCH, AS GENERAL MANAGER OF COLORADO TENNIS FACILITIES, LLC.
[signature]
(NOTARY'S OFFICIAL SIGNATURE)
August 29, 2020
(COMMISSION EXPIRATION)
(NOTARY SEAL)
ERICA HYDRUSKO
Notary Public - State of Colorado
Notary ID 20164033080
My Commission Expires Aug 29, 2020

OWNERSHIP CERTIFICATE:
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS 23 DAY OF January 2018.
[signature]
OWNER - ADRIAN D. GAMES BY KURT BRAKHAGE, AS ATTORNEY-IN-FACT FOR ADRIAN D. GAMES

STATE OF COLORADO
COUNTY OF BOULDER
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS (DATE) BY JANUARY 23, 2018
(NAME AND TITLE OF POSITION): KURT BRAKHAGE, AS ATTORNEY-IN-FACT FOR ADRIAN D. GAMES
[signature]
(NOTARY'S OFFICIAL SIGNATURE)
JANUARY 12, 2020
(COMMISSION EXPIRATION)
(NOTARY SEAL)
MICHAEL D GAITONDE
Notary Public - State of Colorado
Notary ID 20164001278
My Commission Expires Jan 12, 2020

OWNERSHIP CERTIFICATE:
BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS THIS ____ DAY OF ________, 201__.
[signature]
OWNER - THE ARCHDIOCESE OF DENVER, A COLORADO CORPORATION SOLE, AS TRUSTEE AND FOR THE BENEFIT OF ST. LOUIS CATHOLIC PARISH
BY: VERY REVEREND RANDY DOLLINS, V.G. AS ATTORNEY-IN-FACT FOR SAMUEL JOSEPH AQUILA, ARCHBISHOP

STATE OF COLORADO
COUNTY OF Denver
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS (DATE) BY
(NAME AND TITLE OF POSITION): VERY REVEREND RANDY DOLLINS, V.G. AS ATTORNEY-IN-FACT FOR SAMUEL JOSEPH AQUILA, ARCHBISHOP
[signature]
(NOTARY'S OFFICIAL SIGNATURE)
12-17-2021
(COMMISSION EXPIRATION)
THERESA WHALEY
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 20094034960
MY COMMISSION EXPIRES DECEMBER 17, 2021

AMENDMENTS
- THIS FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.

ENGINEERING CONSULTANTS
Contact: Jason D. Margraf, PE
6505 S. Paris St., Suite B - Centennial, CO 80111-6500
(303) 368-5601 - FAX: (303) 368-5603
Email: Jmargraf@J3Engineering.net

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
1ST AMENDMENT

ASCENT COMMUNITY CHURCH
550 S McCaslin Blvd
Louisville, CO 80027
Tel: 303-518-8084
Contact: Jim Candy

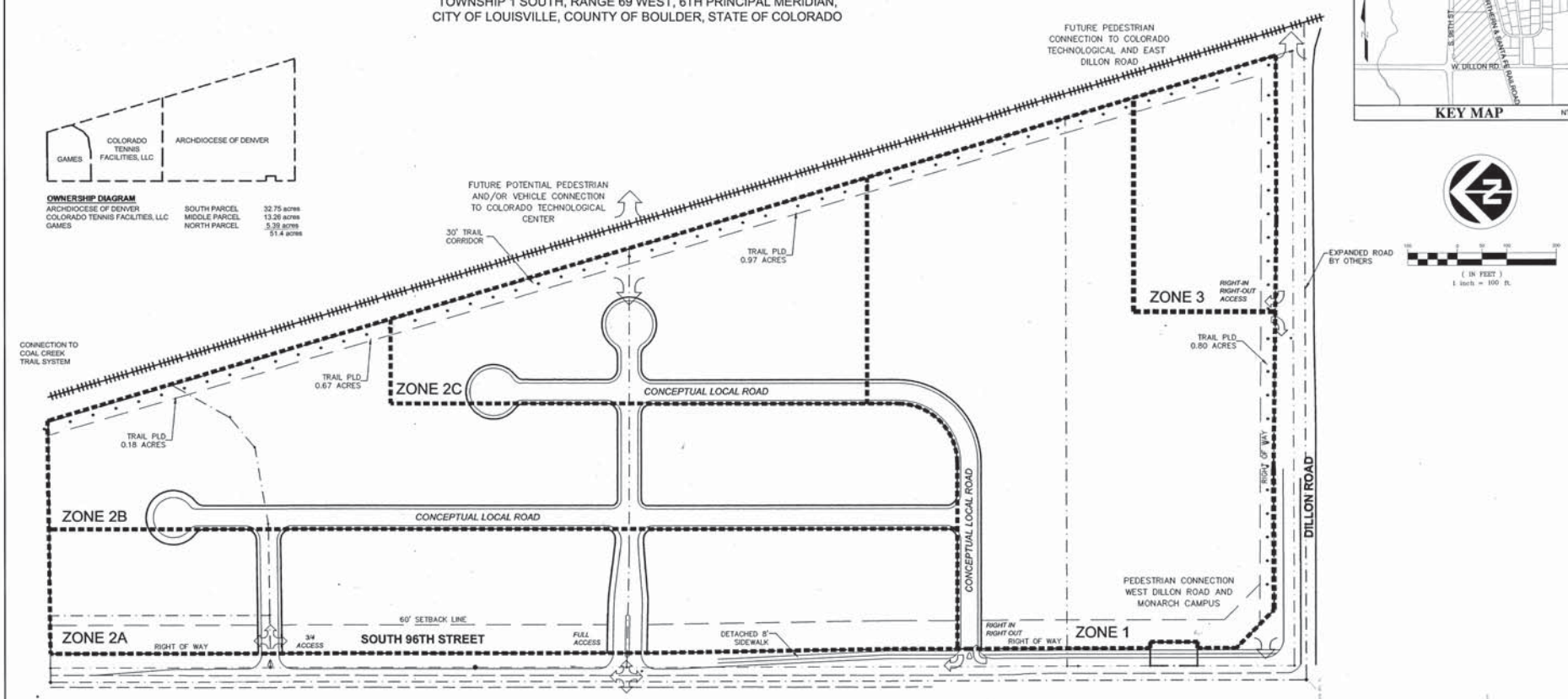
No.	Date	Description
3	09/06/2017	3RD SUBMITTAL
2	08/16/2017	2ND SUBMITTAL
1	06/08/2017	ORIGINAL ISSUE DATE

DOCUMENT AMENDMENTS

Project Number: 175001
Designed By: JDM Drawn By: CETB
Checked By: JDM
Sheet Number: 1 of 2

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
1ST AMENDMENT

THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16,
TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



OWNERSHIP DIAGRAM

ARCHDIOCESE OF DENVER	SOUTH PARCEL	32.75 acres
COLORADO TENNIS FACILITIES, LLC	MIDDLE PARCEL	13.26 acres
GAMES	NORTH PARCEL	5.39 acres
		51.4 acres

KEY MAP NTS

ENGINEERING CONSULTANTS
Contact: Jason D. Margraf, PE
6008 S. Pate St., Suite B – Centennial, CO 80111-6500
(303) 368-5021 – FAX (303) 368-5023
Email: jmargraf@ECengineering.com

ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
1ST AMENDMENT

ASCENT COMMUNITY CHURCH
550 S McCaslin Blvd
Louisville, CO 80027
Tel: 303-518-8084
Contact: Jim Candy

COMMERCIAL DEVELOPMENT CHARACTERISTICS

ZONE 2A

FLOOR AREA RATIO:	0.17
SETBACKS:	60' FROM 96TH STREET, PER CODE OTHERWISE
PARKING:	BEHIND BUILDINGS; BERM AND/OR LANDSCAPE WHERE VISIBLE FROM 96TH
HEIGHT:	25' MAXIMUM FROM FINAL FINISH GRADE
ARCHITECTURE:	SINGLE STORY PITCHED ROOF
COVERAGE:	84,640 square feet

ZONE 2B

FLOOR AREA RATIO:	0.20
SETBACKS:	PER MUNICIPAL CODE
PARKING:	PER MUNICIPAL CODE
HEIGHT	35' MAXIMUM FROM FINAL FINISH GRADE
ARCHITECTURE:	SUBJECT TO PUD GUIDELINES
COVERAGE:	111,252 square feet

ZONE 2C

FLOOR AREA RATIO:	0.245
SETBACKS:	PER MUNICIPAL CODE
PARKING:	PER MUNICIPAL CODE
HEIGHT	35' MAXIMUM FROM FINAL FINISH GRADE
ARCHITECTURE:	SUBJECT TO PUD GUIDELINES
COVERAGE:	80,801 square feet

ZONE 3

FLOOR AREA RATIO:	0.20
SETBACKS:	PER MUNICIPAL CODE
PARKING:	PER MUNICIPAL CODE
HEIGHT	35' MAXIMUM FROM FINAL FINISH GRADE
ARCHITECTURE:	SUBJECT TO PUD GUIDELINES
COVERAGE:	29,838 square feet

TABLES

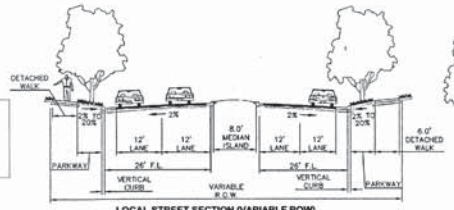
PUBLIC LAND DEDICATION

REQUIRED (51.4 ACRES @ 12%)	6.17 acres
PROPOSED TRAIL DEDICATION	2.62 acres
DEFICIT	3.55 acres

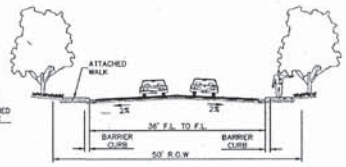
SUMMARY OF POTENTIAL DEVELOPMENT

SITE

ZONE 2A:	84,640	square feet	
ZONE 2B:	111,252	square feet	
ZONE 2C:	80,801	square feet	ZONE 1 (CHURCH) NOT INCLUDED
ZONE 3:	29,838	square feet	
TOTAL:	306,531	square feet	



LOCAL STREET SECTION (VARIABLE ROW)
DETACHED SIDEWALK



LOCAL STREET SECTION (50 ft. ROW)
ATTACHED WALK

CONCEPTUAL ROADWAY CROSS SECTIONS

AMENDMENTS

- THIS FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.

No.	Date	Description
3	09/06/2017	3RD SUBMITTAL
2	08/16/2017	2ND SUBMITTAL
1	06/08/2017	ORIGINAL ISSUE DATE

DOCUMENT AMENDMENTS

Project Number: 175001
Designed By: JDM
Drawn By: CETB
Checked By: JDM
Sheet Number: 2 of 2

Dear Planning Commission and City Council,

Thanks SO much for your service to Louisville! We are grateful for you guys and have always valued your partnership in continuing to make the City a great place to live.

I know many of you are new to your roles, and I thought it would be helpful to give background information on Ascent's role regarding the future of Louisville. As the owner of some important parcels (1326 96th St. and 550 McCaslin), Ascent takes our responsibility very seriously in helping improve Louisville's revenue sustainability and increasing residents' enjoyment of these properties. I am writing to explain Ascent's hopes for 550 McCaslin, the opportunities at 1326 96th St. and challenges we need your help with in order to overcome.

550 McCaslin

This property has been the home of our church for the past six years. When we signed the lease on this vacant big box warehouse, we assumed it would be a short-term solution. Ascent Church never considered buying this property until it became apparent that our ownership might actually help the City's economy by reactivating commercial sales tax in the area. Absent zoning that allows residential, no developer is willing to scrape the giant warehouse and start over. Obviously, a 10-year vacancy shows no other large big box store is going to move in and there is little to no financial sense to scrape the building and build smaller retail outlets. In fact, as you are aware, quite the opposite is happening as Kohl's shuttered their nearby location to open a new store in Lafayette. Unfortunately, this now leaves another large retail building sitting vacant on McCaslin.

Ascent sees an opportunity to catalyze and fuel redevelopment and attract new retail users to this area with our plan to utilize the less desirable parts of the building for our church and multi-use space, while the more appealing commercial areas can finally be reactivated. Our purchase makes commercial development financially viable, and we have a retail developer ready to move forward. We are already in the design phase for the complete overhaul of this building, and we are excited for this location to become a key gathering spot and commercial center for the community.

The retail developer has listened intently to the desires of residents, Staff and Council. I'm excited to report that the first drawings are back for the property and include an exciting mix of restaurants, retail, indoor and outdoor public gathering space and other uses. We're excited to start showing these concepts in the very near future. It was evident in the last election cycle how much Louisville's residents want to see movement forward at "Parcel O." We believe, in coordination and cooperation with the City, it's possible to commence construction as early as this fall.

1326 96th St.

Assuming 550 McCaslin would eventually be purchased by a commercial developer, Ascent purchased 1326 96th St. Ascent intended to make this property its permanent home until a) we saw the opportunity to create the win-win scenario described above on McCaslin and b) the challenges of the 96th St. property became too much for Ascent, not a developer by nature, to manage. We have spent considerable time and money investing in a plan for redevelopment of this property, and have worked diligently with staff and the two adjacent property owners to tee up this property for the future. However, after several years of exhaustive efforts to move this forward, we recognize the development challenges are beyond our abilities, but can be overcome by an experienced commercial developer.

As you know, Planning Commission and City Council have an upcoming vote on a GDP Amendment proposed by the potential buyer of this property. Passage of this amendment is critical to the future of both 1326 96th St. and 550 McCaslin.

Knowing the history of St. Louis Parish and Commercial Park (SLPCP) is important to inform the upcoming vote.

The GDP Hinders Development on a Single Property & Requires Considerable Infrastructure Improvements with the First Development

Nearly 20 years ago, City Council approved a rezoning of SLPCP expanding allowable uses to include commercial retail and office. In exchange for the increase in allowable uses, the property owners agreed to a system in which the plat and PUD require unified planning by all three owners. Because of this, no single property can be developed independently without full cooperation from adjoining property owners. The result explains the multiple failures by developers at this site.

The challenge lies in the fact that the probability of all three owners being ready to simultaneously develop is very remote. Unified development means infrastructure planning and costs for all 51+ acres ends up falling on one owner – namely, the one who is ready before the others. If adjacent property owners are not ready to develop at the same time, obtaining funding for the required infrastructure improvements are nearly impossible. The infrastructure requirements are very challenging and include an extremely long water line, boring sewer under the BNSF tracks and the conveyance of stormwater from open space to the west to the extreme southeast corner eventually piping under Dillon Road. Previous would-be developers and Ascent did not have the capital, capacity or expertise to manage these requirements single-handedly.

Retail is Not Viable Under Current GDP Requirements

In exchange for tying the properties together and creating this challenging infrastructure burden, retail zoning was permitted. The location, with very little residential density in proximity, will not support businesses that sell clothes, groceries, etc. Successful businesses on this site will offer products and services catering to people in transit. Ascent fielded many inquiries with the desire to build gas, coffee and convenience retail applications to capture the high traffic volume in the corridor.

All successful retail requires strong visibility (as some of the struggling areas of McCaslin have proven). *The SLCPC's 60-foot building setback is unacceptable to every potential buyer we talked to.* United Properties is requesting to minimally adjust the setback to 55 feet. All other potential retail buyers were unwilling to pursue the property unless the standard setback in Louisville's commercial guidelines (30 feet) were used. Please note, if a 60 foot setback is required, no retail developer will buy this property.

We feel this virtually imperceptible setback modification is a minimal request for the significant benefits that will come to fruition with the development of this site.

The development regulations set forth under the 2004 GDP are outdated and thus do not facilitate, catalyze, nor create a sustainable retail corridor. The required orientation of the parking, setback, etc. have a massive impact on the success of those businesses. Forcing these conditions, that are not retail-friendly, risks the failure of these businesses.

If the old 2004 GDP scenario is enforced, as is, Ascent, the Archdiocese and Adrian Games (land owners) are getting the worst of both scenarios. Not only are we forced to coordinate our development, the exchanged value of retail zoning is worthless. Having said that, we have spent hundreds of thousands of extra dollars (literally), legal work and thousands of personnel hours in an effort to spur development at this location. The answer is not to separate the properties at this point, it is to make the minimal adjustments our buyer, United Properties, is requesting and move things forward.

United Properties

We've been very impressed by this company and its willingness to put the tremendous amount of work in to complete this development. Alicia Rhymer and her team have worked very well with all three property owners and City staff and are willing to carry the financial infrastructure burden. This is a rare buyer with a great track record of successful development across the Front Range and beyond.

UP is asking for minor changes to the setback and parking orientation. They are offering an increased landscaping package that helps with the buffer to open space, and are willing to work with the City to choose one of many aesthetic design packages. Again, UP is willing to work with a setback that is much greater than any other retail zone in Louisville. City guidelines require a 30 foot setback and UP, in consideration of the open space buffer, is willing to work with 55 feet. Please consider this minimal request to finally launch development of this property forward.

If Retail is Not Enabled to Succeed, The City Will Not Receive Revenue From This Property

With United Property's current proposal, the City has an opportunity to capture significant tax revenue from this location. As the corridor grows, more traffic is using the area and Louisville will benefit greatly from capturing customers travelling past this site.

Our belief is that if United Properties' GDP Amendment is unsuccessful, the only viable buyers for the property are non-sales tax producing entities. The inquiries we receive from a retail perspective are very similar to United Properties' plans (gas, coffee, etc.). UP is the only buyer we encountered willing to go the extra mile with infrastructure and request minimal changes to the 2004 GDP.

If this GDP Amendment and subsequent Final PUD is not approved, the future of the property will not produce revenue for the City.

Other Effects

An additional reality of the 96th St. property is its relationship to 550 McCaslin. *Ascent needs the funds from the sale of 1326 96th St. in order to proceed with the re-development at 550 McCaslin.* We estimate that a loss of the United Properties sale will result in a minimum two-year delay. Honestly, it could be

much longer, because the viable buyers will be slim. In this scenario, the City will lose revenue at *both* 96th St. and 550 McCaslin. Revenue will not be the only loss. Residents will miss out on the planned gathering space, restaurants and retail planned at 550 as well as the dedicated trail space included in the 96th St. sale. Additionally, the 96th St. development will bring jobs to Louisville in both the retail and office/industrial realms. These are key long-awaited changes residents of Louisville are wanting to see take place.

We urge you to approve this GDP Amendment, with the proposed minor adjustments to the development standards and forthcoming Final Plat/PUD this summer for the St. Louis Parish and Commercial Park. Approval of these application will very positively impact the character of the City we love.

Best,

Jim Candy
Co-Pastor
Ascent Church

Lisa Ritchie

From: John Cartwright <john.c.cartwright@comcast.net>
Sent: Saturday, February 29, 2020 12:20 PM
To: Lisa Ritchie
Subject: United Property's proposed development at 96th Street

Dear Ms. Ritchie,

I am writing the Louisville Planning Commission and City Council in support of United Property's proposed development on 96th Street. I have read through the Narrative and, on the whole, believe that this project is in the best interests of the City of Louisville and its residents.

I have been a resident of Louisville since 1995 and very much appreciate our city and its small-town feel. However, I am becoming increasingly concerned about the imbalance between our retail and property tax base. United Property's proposal and its retail/industrial opportunities are appealing from that perspective. Also the various restrictions described in the Narrative seem to be precluding any productive use for this land and benefit to the City. In addition I appreciate the provision included in the proposal to expand the City's trail system.

Thank you for your time and for conveying my support for this proposal to the the Planning Commission and City Council.

Sincerely,

John Cartwright
120 W. Pine St.
Louisville, CO 80027

Lisa Ritchie

From: Leanne Hamlin <leanne.hamlin@yahoo.com>
Sent: Friday, February 28, 2020 9:14 AM
To: Lisa Ritchie
Subject: GDP Amendment

Lisa,
I am writing to voice my support of a revision of the 96th St & Dillon Road GDP and the United Properties development plan within that property.
My husband Dennis & I currently reside at 2356 Dogwood Circle and have been residents of Louisville since 1986. So obviously we love it here! I know Louisville is consistently ranked as one of the best places to live in America and we really believe that's true. However we are concerned about the population increasing without a similar surge in retail tax dollars. So we're definitely in favor of United Properties plan for industrial & retail in a portion of the property. We often drive down 96th on our way in/out of town so having retail along the way would be nice.
The other thing that's great about this proposal is the trail expansion. We try to walk as much as possible and love the all of the trails throughout the city. Additions to connect existing trails or add new ones are an added bonus.
We encourage the City to support the amendments needed to move forward.
Thank you,
Dennis & Leanne Hamlin

Lisa Ritchie

From: meekbrien <meekbrien@comcast.net>
Sent: Saturday, February 29, 2020 6:09 PM
To: Lisa Ritchie
Subject: United Property's proposed development at 96th

Dear Planning Commission and City Council,

We have been Louisville residents for the past 28+ years and love living here. We love the convenience of trails, parks, open space, shopping and restaurants that our city has to offer and were sad to see Kohl's leave.

Since we have lived here, we have seen many beneficial improvements made to the city and feel that the proposed development of the property located at 1326 96th Street would be one more enhancement that would benefit the residents of Louisville. Over the past several years, the traffic along 96th has increased with more people using this roadway for both work and pleasure. We feel that having the convenience of a gas station and other services in this area would not only benefit the residents of Louisville, but also the surrounding communities. Additionally, this will increase the cities retail tax dollars to allow for the continued improvement of our city and the quality of life in Louisville.

Thank you,
Deanna Meek-Brien
Terry Brien
835 W. Conifer Court
Louisville, CO 80027

Lisa Ritchie

From: Richard Morgan <richardmorgan644@gmail.com>
Sent: Friday, February 28, 2020 6:22 PM
To: Lisa Ritchie; Planning Commission; City Council
Subject: GDP Amendment for 1326 96th Street

Members of Planning Commission and City Council.

My name is Richard Morgan. My family and I reside at 644 W Pine Street, Louisville, and have for the past 20 years. I understand that the Planning Commission will be discussing a GDP Amendment for the parcel located at 1326 96th Street at its March 12 meeting. I am writing to express my support for this amendment.

The area around Dillon Road and 96th Street presents a tremendous opportunity for the City to convert developable land into a revenue generating asset for the City, and it adds much needed retail services to the southwest quadrant of our town. Tax revenue from retail sales and other construction activity along McCaslin has been in decline, affected primarily by Sam's Club and Kohl's departures, and perhaps soon, Lowe's. Amending the approved uses of 1326 96th Street to include industrial and retail is compatible with the Colorado Technology Center (CTC) and activates a portion of road that already carries a steady volume of vehicle traffic. CTC is quickly approaching complete build-out. New inventory will attract innovative companies and high quality jobs. Offering retail services along the east side of 96th Street provides added convenience to our residents that doesn't exist there today, and it does not adversely impact the view plane over the open space and mountain vistas to the west.

I also understand that the applicant is United Properties. UP is an experienced developer with completed industrial projects in Broomfield. UP is offering to dedicate some of this land to the City's trail system. I know UP to be a thoughtful developer that will listen to the needs of Louisville residents. Presently, its difficult for tenants of CTC and Louisville residents to access our incredible open space, let alone travel into Old Town without a vehicle, forcing pedestrians and cyclists to share a highway with a posted speed limit of 40 mph.

City Council's Economic Vitality Commission's Strategic Goal is "dedicated to producing reliable revenue to support City services which enhance our quality of life by fostering an economic environment that generates high quality jobs, innovative companies, and a diversity of businesses, employees, and customers." I submit that the subject GDP Amendment promotes Louisville's values by attracting companies, jobs and new sources of tax revenue, and provides retail convenience to our citizens. Thank you for considering the applicant's request to amend the GDP. This is a positive development for Louisville, and I support United Properties' request.

Thank you,
Richard Morgan

Richard Morgan
303.956.8188 (cell)
www.linkedin.com/in/morganrichardb

Lisa Ritchie

From: Kathrena Mountjoy <kathrena_mountjoy@hotmail.com>
Sent: Tuesday, February 25, 2020 10:10 AM
To: Lisa Ritchie
Subject: Retail on 96th

Dear Lisa!
We lived for many years raising our kids in south Louisville and now reside in Outlook In Steel Ranch. We love this development which the city allowed. We have run up and down 95th/96th for years and years watched the Dillion rd area lie more and more run down. We need a gas station in there for starters and other retail would be great for our beloved Louisville tax revenue esp since Kohl's left. Let's get retail under construction on hwy 42 / 96th😀
Thank you. K Mountjoy 1868 Kalel.
/
Sent from my iPhone

Lisa Ritchie

From: KEN and LEANNE <KANDLPRESLEY@msn.com>
Sent: Sunday, March 1, 2020 2:32 PM
To: Lisa Ritchie
Subject: United Property development proposal for 96th St and Dillon

To Louisville Planning Commission and City Council

My wife and I are writing to express our strong support for United Property's (UP), development proposal for property on 96th St north of Dillon as explained in their GDP Second Amendment narrative. I believe their requested changes, as explained in that narrative and associated documents, should be approved in their entirety.

In fact, we would even encourage the planning commission and city council to be proactive and open up one particular restriction further than UP has requested, this being the 60 ft setback requirement which UP has requested by relieved to only 55ft. Given the nature of other development along 96th St we believe a setback of 40 ft or less would in no way harm or impair the city's interests in controlling such setbacks and would lead to greater commercial success for the development which would benefit the city.

My wife and I have been Louisville residents for 12 years and are very familiar with the 96th street area that is the subject of the development proposal. We drive that corridor regularly. Based on our knowledge of the area we believe the combined uses which UP has planned for the property seem completely consistent with the nature of the area. They further seem consistent with how that area is steadily developing, in particular the nature of 96th street as a growing commuter corridor. Retail services such as gas stations, convenience marts, car washes, etc are severely lacking in the area and as the corridor further develops will be of great benefit to the people that travel through.

Locating industrial space back from the road and closer to the rail line is a very logical approach. The 40ft requested building height seems very reasonable given the nature of the Tech Center development.

In short, the UP plans seem well thought out and we believe will benefit the city and the people who use the 96th street corridor. We see significant benefits to the city from tax revenue, from the infrastructure that would enable development of the other two lots, from trail system expansion, and from the convenience of new retail in that area. Please approve the request and please consider being proactive in the interest of project success and further relieving the 60 ft setback requirement beyond the 55ft UP request.

Regards

Kenneth and Leanne Presley
809 Rock Rose Ct.
Louisville, CO

ITEM:	PUD-0256-2020
PLANNER:	Harry Brennan, Planner II
APPLICANT:	Jessica Gillespie, Emilia Construct LLC
EXISTING ZONING:	P-C
LOCATION:	1411-1413 Hecla Way
TOTAL SITE AREA:	.58 Acres
REQUEST:	Approval of Resolution 4, Series 2020 recommending approval of request for an amendment to the Napa Auto Parts Final Planned Unit Development for Louisville Plaza Filing No.2, Lot 4, First amendment, Lot 4B.

VICINITY MAP:

SUMMARY:
The owner, 6 Eyed Jack LLC, represented by Emilia Construct, requests approval of an amendment to the Napa Auto Parts Planned Unit Development (PUD) at 1411/1413 Hecla Way to allow construction of a new 2,500 sq. ft. commercial building and associated site improvements for a retail marijuana store.

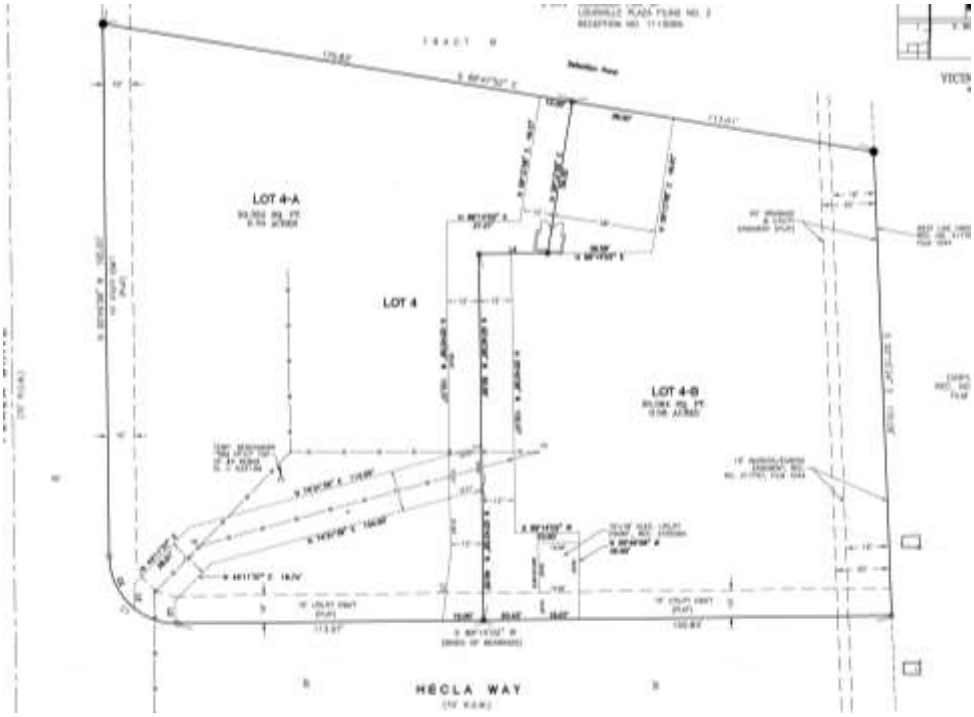
BACKGROUND:
This subject property has one street frontage on its south side, along Hecla Way. The lot is bordered on the north by privately undeveloped land used for drainage conveyance, to the west by Napa Auto Parts, and to the east by City-owned open space and trail corridor and the North End Residential Neighborhood.

The property is part of the Louisville Plaza GDP, which the City approved in 1994. The Louisville Plaza GDP establishes the permitted uses and zoning standards for 53 acres north of South Boulder Road and east of Highway 42. The property covered by the GDP is developed with a mix of commercial, office and senior residential development. The GDP identified the subject property for commercial/office uses and it is one of the last undeveloped parcels within the GDP area.

The City approved the Louisville Plaza Filing No.2 plat in 1991. In 2002, the City approved the Napa Auto Parts PUD. This PUD encompassed the entirety of Lot 4, but identified no work on the eastern half of the property. A subsequent amendment to the plat in 2003 divided Lot 4 into two properties: Lot 4A (Napa Auto Parts) and Lot 4B. Lot 4B is the subject of the current proposed PUD amendment.

In 2019, Ordinance No. 1769, Series 2019, updated Title 17 to clarify in which zone districts retail marijuana stores were allowed. The resolution included PCZD (PC) zones as districts where retail marijuana was an allowed use. The owner, 6 Eyed Jack LLC, received a license from the City to operate a retail marijuana store at this location in October, 2019.

Figure 1: First Amendment Lot 4, Louisville Plaza Filing No.2

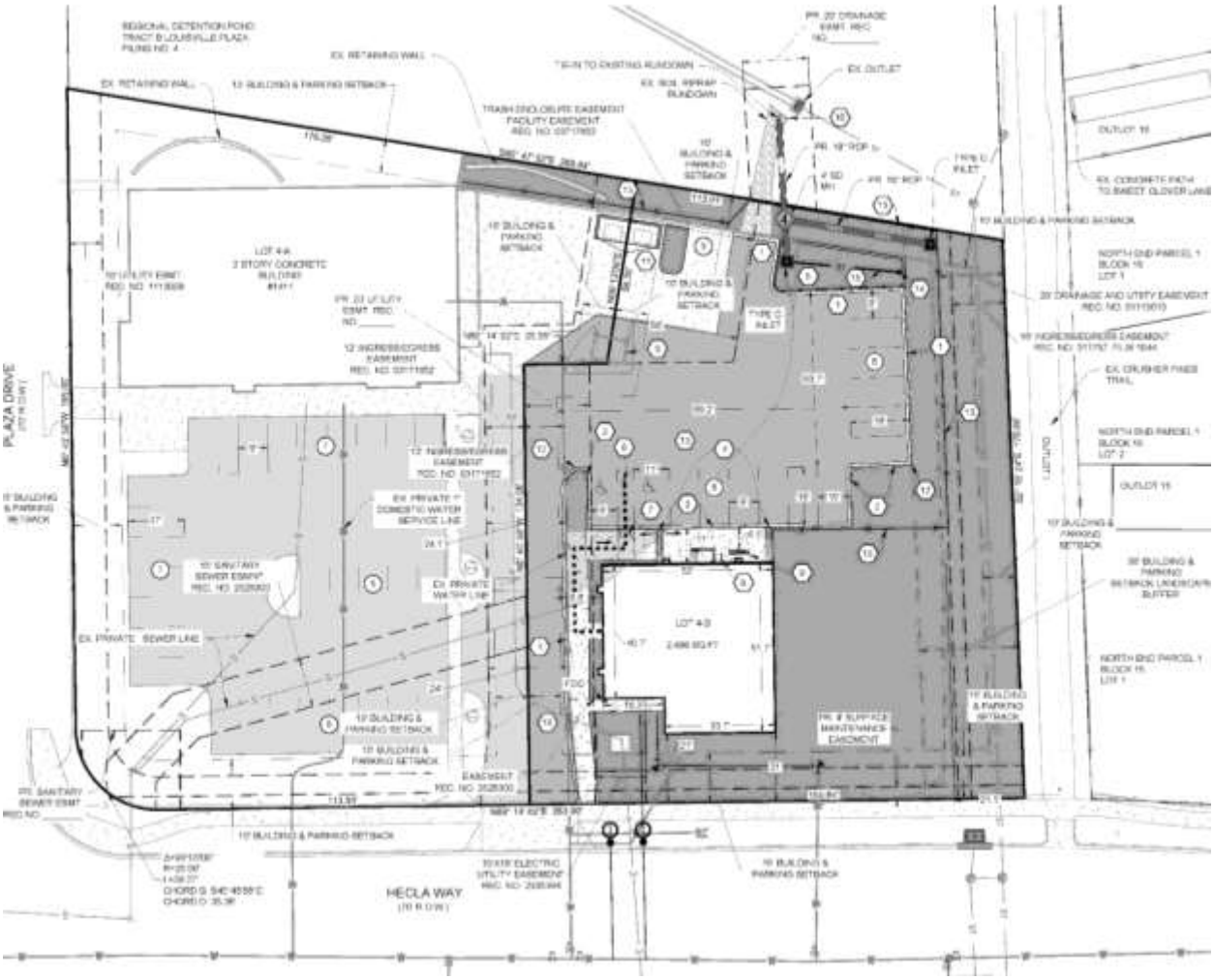


PROPOSAL:
Final PUD Amendment

Overview
The applicant proposes a one-story, roughly rectangular structure on the lot, with one ingress/egress location using the shared drive with Napa Auto Parts. The building is located along the southwest corner of the property. Parking and paved areas are located north of the building, towards the rear of the lot. The plans show landscaping around the edges of the property and the parking area, and there is a 30' landscaped buffer area on the eastern edge of the property nearest the residential neighborhood.

The building orients its façade to the west, but also includes windows and pedestrian entries on the north and south elevations. All elevations include architectural features such as window and entry fenestration, material changes, canopies, and changes in the roof plane.

Figure 2: PUD Site Plan



Site Planning
There is an existing sidewalk along Hecla Way, and the site plan includes a new pedestrian walkway into the site, and around to the north side of the building. The applicant proposes bicycle parking and a bench at the building's north entrance. The dumpster will be relocated to the rear of the site, where it will be shared with Napa Auto Parts.

The site plan accommodates drainage with a swale around the south and east side of the property, which will direct surface flow to a rain garden at the northeast corner of the property. Water will then be conveyed northwards into the shared drainage area which accommodates much of the runoff from the Louisville Plaza shopping center.

The landscaping plan meets the standards in the CDDSG, including trees adjacent to the sidewalk along Hecla Way, and shrub and tree planting along the edges of the property and the building itself. Landscaping around the trash enclosure and around an existing utility box in front of the building help screen those elements. In compliance with

the CDDSG requirement for a 30’ buffer between different land uses, the plan calls for a 30’ landscaped buffer along the eastern property line. Dense plantings (including evergreens) and a screen wall help to minimize potential impacts from headlights and noise on the nearby residences. In accordance with staff recommendations, the landscaping transitions into native seeding to match the existing landscape condition of the adjacent trail. Plantings frame building entrances and break-up parking lot rows.

The proposal includes a six-foot tall screen wall on the north, east and south sides of the property. The screen wall has a faux stone façade and columns at 15-foot intervals. The wall is intended to assist with the screening of the parking from the surrounding residential neighborhoods.

Figure 3: Screen Wall

The development provides 18 parking spaces, above the required 12 that are required at 4.5 spaces/1000 sf. The proposal locates the parking behind the building, on the north side. This helps screen the parking from Hecla Way. The parking lot includes three cobra-head lights with backlighting controls. There are two wall mounted lights on the west side of the building providing additional lighting for the shared driveway and pedestrian areas on this side of the building.

The building and parking areas meet all setback requirements in the CDDSG, including the required 30’ buffer on the east side of the property.

The applicant does not request any waivers from the CDDSG.

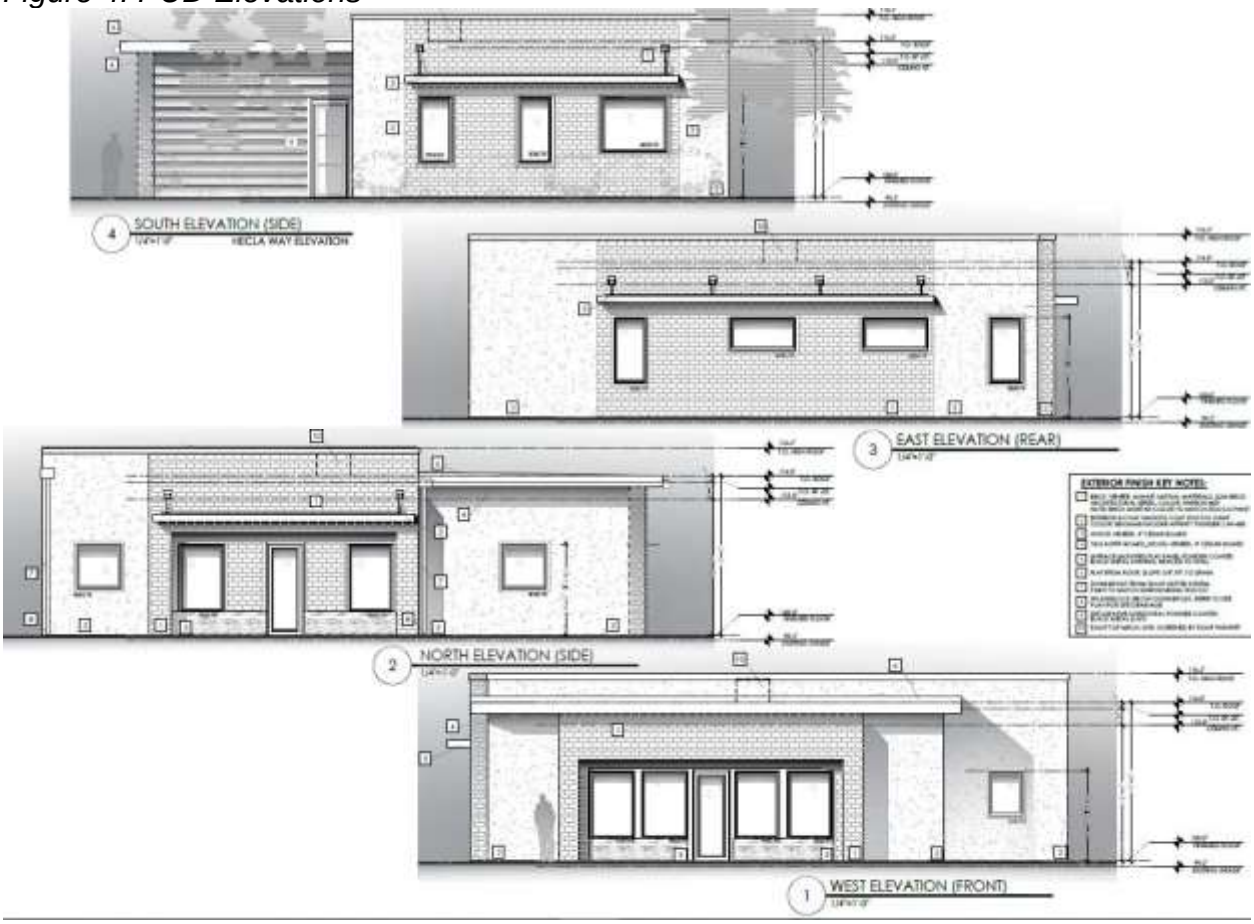
Emergency access meets the requirements.

Architectural Design
The building footprint is roughly 50’ by 50’. The east elevation of the building has the primary pedestrian entry, but the south and north elevations also include pedestrian entries and a high degree of articulation. These three elevations include material changes, change in the roof plane, transparency, canopies, and other architectural interest. The east elevation of the building provides no pedestrian entry, but still provides articulation with a canopy, windows, and material changes.

A notch in the southeast corner and changes in the roof height break up the overall mass of the building. The building roof is flat, but the roofline varies with changes in height. Windows are clustered around the entries and on the east elevation. Entry and window framing, reveal lines, and changes in material and color provide further articulation on the exterior of the building.

The building also includes canopies, and a horizontal architectural element (on the north elevation) to highlight building entries and create visual interest. Building materials and architectural treatments include the use of stucco, wood paneling, architectural metal accents, and brick veneer.

Figure 4: PUD Elevations



ANALYSIS:

Planned Unit Development
The PUD is subject to the CDDSG and the review criteria outlined in Section 17.28.120 of the Louisville Municipal Code.

CDDSG: 1. Site Planning
This application complies with the standards in this section, including all minimum setbacks and building and site orientation standards. The proposal includes a new pedestrian connection from Hecla Way. It also includes site amenities such as a bench and bike locks. The trash enclosure is located at the rear of the site, to minimize visibility from the public realm. The proposal meets the site standards for site grading and drainage in the CDDSG.

CDDSG: 2. Vehicular Circulation and Parking
Access is accommodated through the shared drive with Napa Auto Parts. The drive aisles can accommodate access for fire and service needs on the property. The parking lot meets design requirements, and locates spaces behind the building to minimize visibility from the public realm. Where parking spaces abut sidewalks, a sidewalk width of 11' is provided to accommodate vehicle overhang.

CDDSG: 3. Pedestrian and Bicycle Circulation
The applicant proposes pedestrian connections and bicycle parking consistent with the standards of the CDDSG. The application includes bicycle parking that is located on the north side of the building near a pedestrian entrance and a new pedestrian sidewalk with access from Hecla Way is provided. The layout of the parking lot minimizes pedestrian crossings to avoid pedestrian/vehicle conflicts.

CDDSG: 4. Architectural Design
The PUD properly locates entries and service areas. Building height is in character with the area, and at 17', is well below the maximum allowed height of 35'. The building incorporates architectural features to reduce the apparent massing of the building including material changes, roofline variation, framing of windows and doors, and canopies. The orientation of the building maximizes architectural interest from the public realm, with pedestrian entries highlighted by three-dimensional projections and material changes. The dumpster is located at the rear of the property, and is screened by an enclosure.

CDDSG: 5. Landscape Design
The application complies with standards in the CDDSG for perimeter landscaping adjacent to abutting property, parking lot landscaping, and loading and service area screening. The plan also accommodates the 30' landscaped buffer on the east side of the property to help minimize impacts on the adjacent residential neighborhood.

CDDSG: 6. Screen Walls and Fences
The application includes a 6' screen wall located in the landscaping buffer on the east side of the property. This wall is textured to provide visual interest, and is flanked by landscaping to soften its appearance. The wall, along with evergreen plantings, will help reduce the impact of headlights and noise on the residential neighborhood.

CDDSG: 8. Exterior Site Lighting
The application includes wall mounted and pole mounted full cut-off LED light fixtures that will reduce light glare and safely light the property. The light fixtures include back light controls.

Waiver Compliance with 17.28.110
No waivers are required for this PUD.

Compliance with 17.28.120
Section 17.28.120 of the Louisville Municipal Code lists 28 criteria for PUDs that must be satisfied or found not applicable in order to approve a PUD. Analysis and staff's recommended finding of each criterion is provided in the attached appendix.

STAFF RECOMMENDATION:
Staff recommends approval of Resolution 4, Series 2020 recommending approval of an amendment to the Final Planned Unit Development.

ATTACHMENTS:
1. Resolution No.4, Series 2020
2. Application Materials
3. Louisville Plaza General Development Plan
4. First Amendment Lot 4, Louisville Plaza Filing No.2
5. Final Planned Unit Development
6. Public Comments on the 2nd Submittal of the PUD
7. Public Comments on the 4th Submittal of the PUD

APPENDIX: PUD Criteria Analysis – Napa Auto Parts PUD 1st Amendment

Criteria 17.28.120 (A)	Finding	Narrative
1. An appropriate relationship to the surrounding area.	Compliant	The use is appropriate for the area and permitted in the PC zone district. The site and building design are compatible with other surrounding properties. The screen wall and 30 foot landscape buffer screens the development from the nearby residential units.
2. Circulation in terms of the internal street circulation system, designed for the type of traffic generated, safety, separation from living areas, convenience, access, and noise and exhaust control. Proper circulation in parking areas in terms of safety, convenience, separation and screening.	Compliant	The application provides for adequate and safe internal circulation. The City's engineering division and Fire District have reviewed the parking circulation and driveway locations and have no objections to the proposal.
3. Consideration and provision for low and moderate-income housing	Not applicable	The property is PC, and senior residential is allowed. No residential development is proposed.
4. Functional open space in terms of optimum preservation of natural features, including trees and drainage areas, recreation, views, density relief and convenience of function	Compliant	The PUD complies with landscape requirements in the CDDSG.
5. Variety in terms of housing types, densities, facilities and open space	Not applicable	The property is for commercial development. No residential development is proposed.
6. Privacy in terms of the needs of individuals, families and neighbors	Compliant	The PUD complies with site planning provisions in the CDDSG, assuring appropriate privacy of neighboring properties. A six foot solid screen wall is proposed along the north, east and south sides of the parking lot to buffer the parking from the surrounding residential neighborhood, and City open space and trail corridor.

7. Pedestrian and bicycle traffic in terms of safety, separation, convenience, access points of destination and attractiveness	Compliant	The PUD complies with pedestrian and bicycle requirements in the CDDSG, ensuring adequate pedestrian and bicycle access. There are direct sidewalk connections provided between the building and adjacent public street.
8. Building types in terms of appropriateness to density, site relationship and bulk	Compliant	The PUD complies with the site planning provisions and architectural standards in the CDDSG, and is compatible with surrounding development.
9. Building design in terms of orientation, spacing, materials, color, texture, storage, signs and lighting	Compliant	The PUD complies with the architectural design requirements in the CDDSG. The design incorporates sufficient articulation and building mass variation, as well as successful site organization.
10. Landscaping of total site in terms of purpose, such as screening, ornamental types used, and materials used, if any; and maintenance, suitability and effect on the neighborhood	Compliant	The PUD complies with landscape requirements in the CDDSG ensuring adequate screening and is compatible for the area.
11. Compliance with all applicable development design standards and guidelines and all applicable regulations pertaining to matters of state interest, as specified in chapter 17.32	Compliant	The PUD complies with all applicable development standards and guidelines.
12. None of the standards for annexation specified in chapter 16.32 have been violated	Not applicable	The property was not recently annexed.
13. Services including utilities, fire and police protection, and other such services are available or can be made available to adequately serve the development specified in the final development plan	Compliant	The Public Works Department and Louisville Fire District reviewed the PUD and it meets their requirements.

Criteria 17.28.120 (B)	Finding	Narrative
1. Development shall be in accordance with the adopted elements of the comprehensive development plan of the city, and in accordance with any adopted development design standards and guidelines.	Compliant	The PUD complies with the adopted elements of the comprehensive plan, and the adopted development design standards and guidelines.
2. No structures in a planned unit development shall encroach upon the floodplain. Existing bodies of water and existing stream courses shall not be channelized or altered in a planned unit development plan.	Compliant	The property is not located in a floodplain, nor are there any existing bodies of water in the area.
3. No occupied structure shall be located on ground showing severe subsidence potential without adequate design and study approved specifically by the city.	Compliant	There is no known subsidence on the property.
4. The proposal should utilize and preserve existing vegetation, land forms, waterways, and historical or archeological sites in the best manner possible. Steep slopes and important natural drainage systems shall not be disrupted. How the proposal meets this provision, including an inventory of how existing vegetation is included in the proposal, shall be set forth on the landscape plan submitted to the city.	Compliant	The PUD is appropriate for the context of the existing conditions of the property. The site is relatively flat and is within a developed commercial area. The site is adjacent to a City trail corridor and provides a setback and landscape buffer and screen wall.
5. Visual relief and variety of visual sitings shall be located within a development in the overall site plan. Such relief shall be accomplished by building placements, shortened or interrupted street vistas, visual access to open space and other methods of design.	Compliant	The PUD complies with site planning requirements in the CDDSG, ensuring proper building placement and access to open space.

6. Open space within the project shall be located in such a manner as to facilitate pedestrian use and to create an area that is usable and accessible to residents of surrounding developments.	Compliant	The PUD complies with requirements in the CDDSG.
7. Street design should minimize through traffic passing residential units. Suggested standards with respect to paving widths, housing setbacks and landscaping are set forth in public works standards of the city and applicable development design standards and guidelines. The system of streets, including parking lots, shall aid the order and aesthetic quality of the development.	Compliant	The PUD complies with requirements in the CDDSG, ensuring properly designed landscaping adjacent to public streets.
8. There shall exist an internal pedestrian circulation system separate from the vehicular system such that allows access to adjacent parcels as well as to parks, open space or recreation facilities within the development. Pedestrian links to trail systems of the city shall be provided.	Compliant	The PUD complies with bicycle and pedestrian requirements in the CDDSG, providing a separate pedestrian access from Hecla Drive, ensuring adequate pedestrian and bicycle access.
9. The project and development should attempt to incorporate features which reduce the demand for water usage.	Compliant	The PUD proposes appropriate use of water.
10. Landscape plans shall attempt to reduce heating and cooling demands of buildings through the selection and placement of landscape materials, paving, vegetation, earth forms, walls, fences, or other materials.	Compliant	The PUD complies with landscape requirements in the CDDSG, providing for shading of parking and pedestrian walkways.

11. Proposed developments shall be buffered from collector and arterial streets. Such buffering may be accomplished by earthen berms, landscaping, leafing patterns, and other materials. Entrance islands defining traffic patterns along with landscaping shall be incorporated into entrances to developments.	Compliant	The PUD complies with the requirements of the CDDSG and includes adequate landscaping and buffering from adjacent streets.
12. There shall be encouraged the siting of lot arrangement, building orientation and roof orientation in developments so as to obtain the maximum use of solar energy for heating.	Compliant	The PUD provides unshaded roof structures so that solar energy may be utilized in the future.
13. The overall PUD shall provide a variety of housing types.	Not applicable	Housing is not proposed.
14. Neighborhoods within a PUD shall provide a range of housing size.	Not applicable	Housing is not proposed.
15. Architectural design of buildings shall be compatible in design with the contours of the site, compatible with surrounding designs and neighborhoods, shall promote harmonious transitions and scale in character in areas of different planned uses, and shall contribute to a mix of styles within the city.	Compliant	The PUD proposes architecture that is compatible in design with the contours of the site, with surrounding designs and neighborhoods.

RESOLUTION NO. 4
SERIES 2020

A RESOLUTION RECOMMENDING APPROVAL OF A REQUEST FOR AN AMENDMENT TO THE NAPA AUTO PARTS FINAL PLANNED UNIT DEVELOPMENT FOR LOUISVILLE PLAZA FILING NO.2, LOT 4, FIRST AMENDMENT, LOT 4B AT 1413 HECLA WAY

WHEREAS, there has been submitted to the Louisville Planning Commission an application for an amendment to a Final Planned Unit Development to allow construction of an commercial building and associated site improvements.

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

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on June 11, 2020, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission staff report dated June 11, 2020; and

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of a request for an amendment to a Final Planned Unit Development to allow construction of a commercial building and associated site improvements.

PASSED AND ADOPTED this 11th day of June, 2020.

By: _____
Thomas Sullivan Rice, Vice Chair
Planning Commission

Attest: _____
Debra Williams, Secretary
Planning Commission

City of Louisville
COLORADO • SINCE 1878

Department of Planning and Building Safety

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: Emilia Construct LLC
Contact: Jessica Gillespie
Address: 26006 S. Josephine st
Denver CO 80210
Mailing Address:
Telephone: 720-434-3980
Fax:
Email: jessica@emiliaconstruct.com

OWNER INFORMATION

Firm: 6 eyed Jack LLC
Contact: Brandon E. Banks
Address: 1777 Wewatta St. Unit 1101
Denver CO 80202
Mailing Address:
Telephone: 773-220-5786
Fax:
Email: Brandonbanks0606@gmail.com

REPRESENTATIVE INFORMATION

Firm: NA
Contact:
Address:
Mailing Address:
Telephone:
Fax:
Email:

PROPERTY INFORMATION

Common Address: 1411 Hecla Way
Legal Description: Lot 4B Amend 4 Blk
Subdivision Louisville Plaza Filing 2
Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

- ☐ Annexation
- ☐ Zoning
- ☐ Preliminary Subdivision Plat
- ☐ Final Subdivision Plat
- ☐ Minor Subdivision Plat
- ☐ Preliminary Planned Unit Development (PUD)
- ☐ Final PUD
- ☐ Amended PUD
- ☐ Administrative PUD Amendment
- ☐ Special Review Use (SRU)
- ☐ SRU Amendment
- ☐ SRU Administrative Review
- ☐ Temporary Use Permit: _____
- ☐ CMRS Facility: _____
- ☐ Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

PROJECT INFORMATION

Summary: As submitted to the City, the Applicant intends to construct one new retail building on Lot 4-B. The building will be a one story retail marijuana store, approximately 2,500 square feet in size. The commercial building will be sited along the southern portion of Lot 4-B, with 20 parking spaces, two of which are designated as handicapped spaces, along the east and north sides of the lots.

Current zoning: P-C Proposed zoning: P-C

SIGNATURES & DATE

Applicant:
Print: Jessica Gillespie
Owner:
Print: Brandon Banks
Representative: NA
Print:

CITY STAFF USE ONLY

- ☐ Fee paid: _____
- ☐ Check number: _____
- ☐ Date Received: _____

6 eyed jack, llc 1777 wewatta street,
suite 1101 denver, co 80202

October 18,
2019

City of Louisville Planning
Department 749 Main Street
Louisville, CO 80027

Applicant s Written Statement – Amendment(s) to the existing Napa Auto Parts Planned Unit Development (PUD)

To Whom It May Concern:

The Applicant, 6 Eyed Jack LLC, hereby submits its written statement in connection with its request to amend the existing Napa Auto Parts PUD what is currently Lot 4-B. The address of Lot 4-B is 1411 Hecla Way, Louisville, CO, and the legal description as currently existing is Lot 4-B, First Amendment Lot 4, Louisville Plaza Filing 2, City of Louisville, County of Boulder, State of Colorado. Included with this statement is the proposed PUD map amendment for consideration. Also, please allow this letter to provide confirmation that the City may provide comments and questions to Jessica Gillespie, Emilia Construct, 2606 S Josephine St Denver CO 80210, Mobile: 720.434.3980; Email: jessica@emiliaconstruct.com. Ms. Gillespie is authorized on behalf of the Applicant to submit this letter and the PUD amendment documents which authorization shall remain in place until revoked by the Applicant in writing to the City.

As submitted to the City, the Applicant intends to construct one new retail building on Lot 4-B. The building will be a one story retail marijuana store, approximately 2,500 square feet in size. The commercial building will be sited along the southern portion of Lot 4-B, with 20 parking spaces, two of which are to be designated as handicapped spaces, along the east and north sides of the lots. The PUD amendment retains the commercial use of the property and includes the Napa Auto Parts store that currently exists on Lot 4-A as there are shared access and site amenities, including a 24' wide easement between Lot 4-A and 4-B. The owner of the Napa Auto Parts lot has concurred with the Applicant's request for the PUD Amendment.

The list of owners of abutting properties within 500 feet of the new proposed lots are:

LOT 4A, FIRST AMENDMENT LOT 4 LOUISVILLE PLAZA FLG 2 (the Napa Auto Parts Lot):
NEW BULL LLC 10164 EMPIRE DR LAFAYETTE, CO 80026

TRACT B, LOUISVILLE PLAZA FLG 2 (property to the north):

TKG LOUISVILLE COLORADO DEVELOPMENT LLC 211 N STADIUM BLVD SUITE 201 COLUMBIA MO 65203

NORTH END BLK 15 ROW HOUSE CONDOS (property immediately to the east):

Unit 1: RUGGIERO EMILIO PERNA 1451 HECLA WAY LOUISVILLE CO 80027

Unit 2: CHERNIKOFF LAURA R ET AL MCCLANAHAN MARSHA L ET AL CHERNIKOFF DAVID B ET AL 1459 HECLA WAY LOUISVILLE CO 80027

Unit 3: HENDERSON BRADY M & MONIQUE M 1467 HECLA WAY LOUISVILLE CO 80027

Unit 4: CHAMBERLIN WILLIAM H ET AL YUAN YUAN ET AL 1475 HECLA WAY LOUISVILLE, CO 80027

Unit 5: TURVEY TRUDY A 1483 HECLA WAY LOUISVILLE CO 80027

Unit 6: GINTCHIN TZVETANKA ATANASSOVA & LAZAR DIMITROV 491 HECLA WAY LOUISVILLE CO 80027

OUTLOTS 15 AND 16, NORTH END PARCEL 1 OT H & OT K RPLT (property immediately to the east):

NORTH END RESIDENTIAL MASTER

ASSOCIATION 5723 ARAPAHOE AVE STE B2
BOULDER, CO 80303

LOT 2, BLK 16, NORTH END PARCEL 1 OT H & OT K RPLT (property immediately to the east): CATHCART MARK S 1763 SWEET CLOVER LN LOUISVILLE CO 80027

LOT 1, BLK 16, NORTH END PARCEL 1 OT H & OT K RPLT (property immediately to the east):
HERNANDEZ MICHELLE MOORE ET AL HERNANDEZ ALEJANDRO EZEQUIEL ET AL 1775 SWEET CLOVER LN LOUISVILLE CO 80027

LOT 16 BLK 17 NORTH END PARCEL 1 OT H & OT K RPLT (property to the east and north): SCIOLINO ANTHONY J & GLORIA S 14 GREENPOINT TR PITTSFORD NY 14534-1088

LOT 16 BLK 17 NORTH END PARCEL 1 OT H & OT K RPLT (property to the east and north): JONES LESLIE A G & GREGORY A 1809 SWEET CLOVER LN LOUISVILLE CO 80027

The Applicant intends to commence its construction drawings after receipt of the first submittal review comments. A contractor has not yet been selected for the buildings, but we currently anticipate breaking ground in March, 2020.

Please do not hesitate to contact the undersigned with any questions or if you need additional information regarding the proposed development.

Best,

6 Eyed Jack, LLC

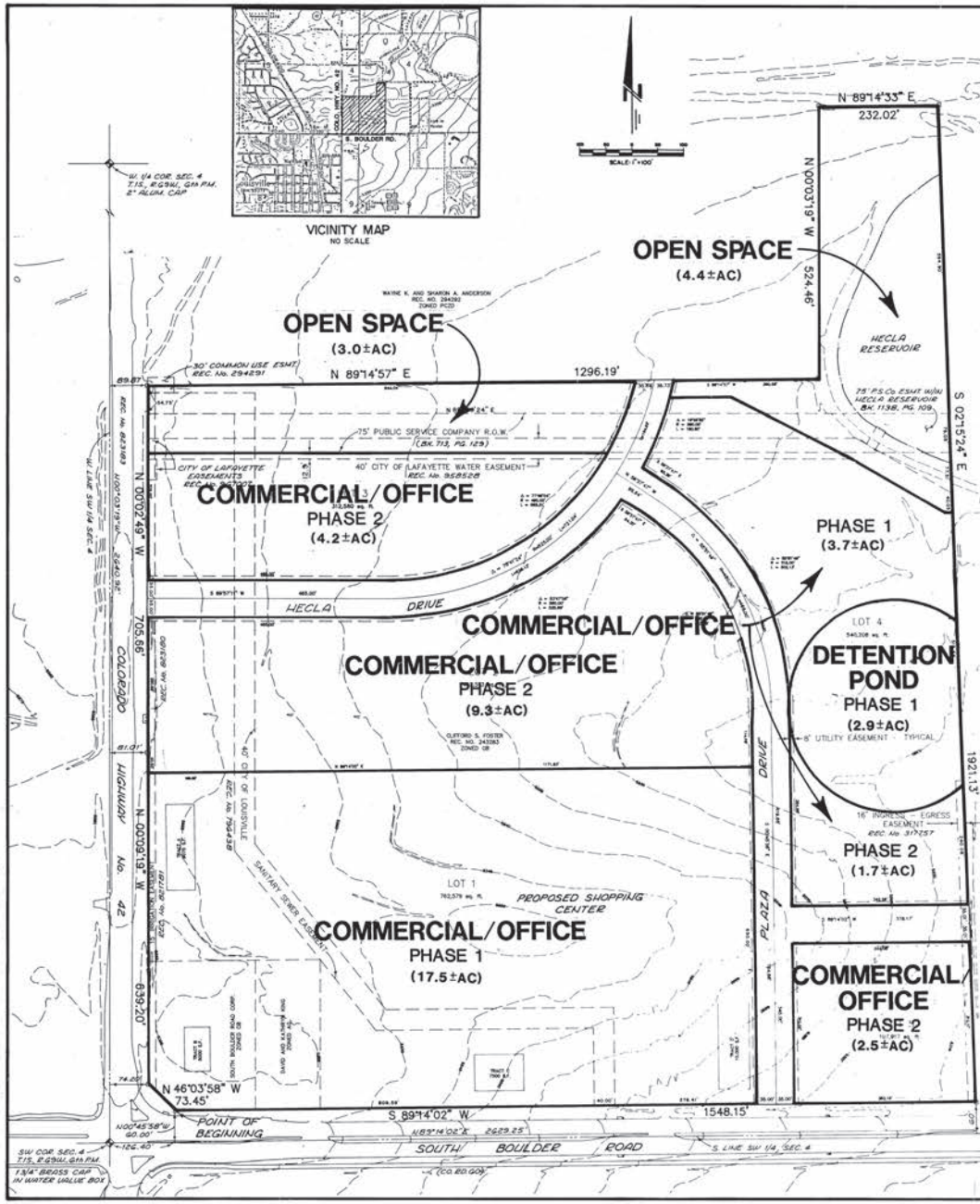
By: _____ Name: _____ Its: _____

cc: Jessica Emilia (via e-mail)

Brandon Banks Owner

GENERAL DEVELOPMENT PLAN
LOUISVILLE PLAZA

A PART OF THE SW 1/4 OF SECTION 4 T1S, R69W, 6th P.M.
CITY OF LOUISVILLE, BOULDER COUNTY, COLORADO



PERMITTED USE

COMMERCIAL AND OFFICE

USES PERMITTED:

1. ANY RETAIL TRADE OR SERVICE BUSINESS
2. PROFESSIONAL, BUSINESS AND ADMINISTRATIVE OFFICES
3. MOTELS AND HOTELS
4. CULTURAL FACILITIES, SUCH AS MUSEUMS, THEATERS, ART GALLERIES AND CHURCHES
5. PEDESTRIAN PLAZAS AND PEDESTRIAN WAYS, INCLUDING SUCH AMENITIES AS OUTDOOR ART EXHIBIT FACILITIES, STATUARY, FOUNTAINS AND LANDSCAPING FEATURES
6. OUTDOOR SPECIALTY USES, INCLUDING SIDEWALK CAFES AND OUTDOOR MARKETPLACES TO PROVIDE UNIQUE CONGREGATING PLACES FOR SALES AND SHOPPER INTERESTS
7. RECREATIONAL FACILITIES, BOTH INDOORS AND OUTDOORS, SUCH AS ICE SKATING AND ROLLER SKATING RINKS WHICH MAY BE DESIGNED AS INTEGRAL PARTS OF A CENTER
8. RESTAURANTS, BOTH INDOOR AND DRIVE-IN TYPES, FOOD-TO-GO FACILITIES, SIDEWALK CAFES
9. HOSPITALS AND MEDICAL CLINICS
10. TRANSPORTATION TERMINALS, PARKING LOTS AND PARKING BUILDINGS
11. ANIMAL HOSPITALS AND CLINICS
12. AUTOMOBILE SERVICE STATIONS, SUBJECT TO PRESCRIBED PERFORMANCE AND DEVELOPMENT STANDARDS
13. NURSING AND REST HOMES
14. SMALL AND LARGE CHILD CARE CENTERS
15. FINANCIAL OFFICES, INCLUDING BANKS AND SAVINGS AND LOANS
16. ACCESSORY STRUCTURES AND USES NECESSARY AND CUSTOMARILY INCIDENTAL TO THE USES LISTED IN THIS SECTION
17. GOVERNMENTAL AND PUBLIC FACILITIES
18. RESEARCH/OFFICE AND CORPORATE USES, AND FACILITIES FOR THE MANUFACTURING, FABRICATION, PROCESSING, OR ASSEMBLY OF SCIENTIFIC OR TECHNICAL PRODUCTS, OR OTHER PRODUCTS, IF SUCH USES ARE COMPATIBLE WITH SURROUNDING AREAS. IN ADDITION, SUCH FACILITIES SHALL BE COMPLETELY ENCLOSED AND ANY NOISE, SMOKE, DUST, ODOR, OR OTHER ENVIRONMENTAL CONTAMINATION PRODUCED BY SUCH FACILITIES, CONFINED TO THE LOT UPON WHICH SUCH FACILITIES ARE LOCATED AND CONTROLLED IN ACCORDANCE WITH ALL APPLICABLE CITY, STATE, OR FEDERAL REGULATIONS.
19. OTHER USES AS ESTABLISHED BY THE CITY COUNCIL AS FOUND TO BE SPECIFICALLY COMPATIBLE FOR COMMERCIAL AND OFFICE PLANNING AREAS.
20. TWO RESIDENTIAL UNITS. UPON CHANGE OF OWNERSHIP OR USE, THE TWO UNITS MAY BE CONVERTED TO SIT-DOWN RESTAURANTS.

LEGAL DESCRIPTION

A PART OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE SIXTH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, BOULDER COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER OF SECTION 4; THENCE N89°14'02"E ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 4, A DISTANCE OF 126.40 FEET; THENCE N00°45'58"W, A DISTANCE OF 60.00 FEET TO THE POINT OF INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY OF SOUTH BOULDER ROAD AND THE EASTERLY RIGHT-OF-WAY OF STATE HIGHWAY 42, SAID POINT BEING THE POINT OF BEGINNING; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY OF STATE HIGHWAY 42, THE FOLLOWING THREE (3) COURSES:

1. N46°03'58"W, A DISTANCE OF 73.45 FEET;
2. N00°09'19"W, A DISTANCE OF 639.20 FEET;
3. N00°02'49"W, A DISTANCE OF 705.66 FEET

TO THE SOUTHERLY LINE OF THAT TRACT OF LAND DESCRIBED IN A DEED RECORDED IN BOULDER COUNTY AS RECEPTION NO. 294291 FILM 1023; THENCE N89°14'57"E ALONG SAID SOUTHERLY LINE, A DISTANCE OF 1296.19 FEET; THENCE N00°03'19"W ALONG THE EASTERLY LINE OF SAID TRACT AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER OF SECTION 4, A DISTANCE OF 524.46 FEET TO A POINT 660.00 FEET SOUTH OF THE EAST-WEST CENTERLINE OF SAID SECTION 4; THENCE N89°14'33"E AND PARALLEL WITH THE EAST-WEST CENTERLINE OF SAID SECTION 4, A DISTANCE OF 232.02 FEET TO THE WEST LINE OF THAT TRACT OF LAND DESCRIBED IN A DEED RECORDED IN BOULDER COUNTY AS RECEPTION NO. 317757 FILM 1044; THENCE S02°15'24"E ALONG SAID WEST LINE, A DISTANCE OF 1921.13 FEET TO THE NORTHERLY RIGHT-OF-WAY OF SOUTH BOULDER ROAD; THENCE S89°14'02"W PARALLEL WITH AND 60.00 FEET NORTHERLY OF THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 4 AND ALONG THE NORTHERLY RIGHT-OF-WAY OF SOUTH BOULDER ROAD, A DISTANCE OF 1548.15 FEET TO THE POINT OF BEGINNING CONTAINING 2,304,602 SQUARE FEET OR 53.364 ACRES, MORE OR LESS.

OWNERS

OWNER: SOUTH BOULDER ROAD CORPORATION

ROBERT B. BRISNEHAN, JR.

STATE OF COLORADO)
COUNTY OF Boulder)

THE ABOVE FOREGOING INSTRUMENT WAS EXECUTED BEFORE ME THIS 14th DAY OF June 1991, BY ROBERT B. BRISNEHAN, JR., REPRESENTATIVE FOR SOUTH BOULDER ROAD CORPORATION.

WITNESS MY HAND AND OFFICIAL SEAL. MY COMMISSION EXPIRES: 12/6/94

NOTARY PUBLIC

OWNER: LOUISVILLE PLAZA, INC.

BY: PETER M. CUDLIP, VICE PRESIDENT

STATE OF COLORADO)
COUNTY OF Denver)

THE ABOVE FOREGOING INSTRUMENT WAS EXECUTED BEFORE ME THIS 11th DAY OF June, 1991, BY PETER M. CUDLIP, VICE PRESIDENT, OF LOUISVILLE PLAZA, INC.

WITNESS MY HAND AND OFFICIAL SEAL. MY COMMISSION EXPIRES: June

NOTARY PUBLIC

NOTARY PUBLIC BONNIE SUPAN STATE OF COLORADO

PLANNING COMMISSION CERTIFICATE

APPROVED THIS 11th DAY OF September, 1990 BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. 21 SERIES 1990.

CHAIRMAN SECRETARY

CITY COUNCIL CERTIFICATE

APPROVED THIS 6th DAY OF November, 1990 BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. 1035 SERIES 1990.

MAYOR CITY CLERK

CLERK AND RECORDER CERTIFICATE

COUNTY OF BOULDER)
) SS.
STATE OF COLORADO)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 9:25 O'CLOCK, A.M., THIS 1st DAY OF July, 1991, AND IS DULY RECORDED IN PLAN FILE P-26 F-1 #22 FEE $10.00, PAID _____, FILM NO. 1080, RECEPTION NO. 1115011.

RECORDER DEPUTY

Colorado Land Consultants, Inc.
Planning/Engineering/Land Surveying
8480 E. Orchard Road
Suite 2000
Englewood, Colorado 80111
(303) 770-5600
FAX (303) 770-2349

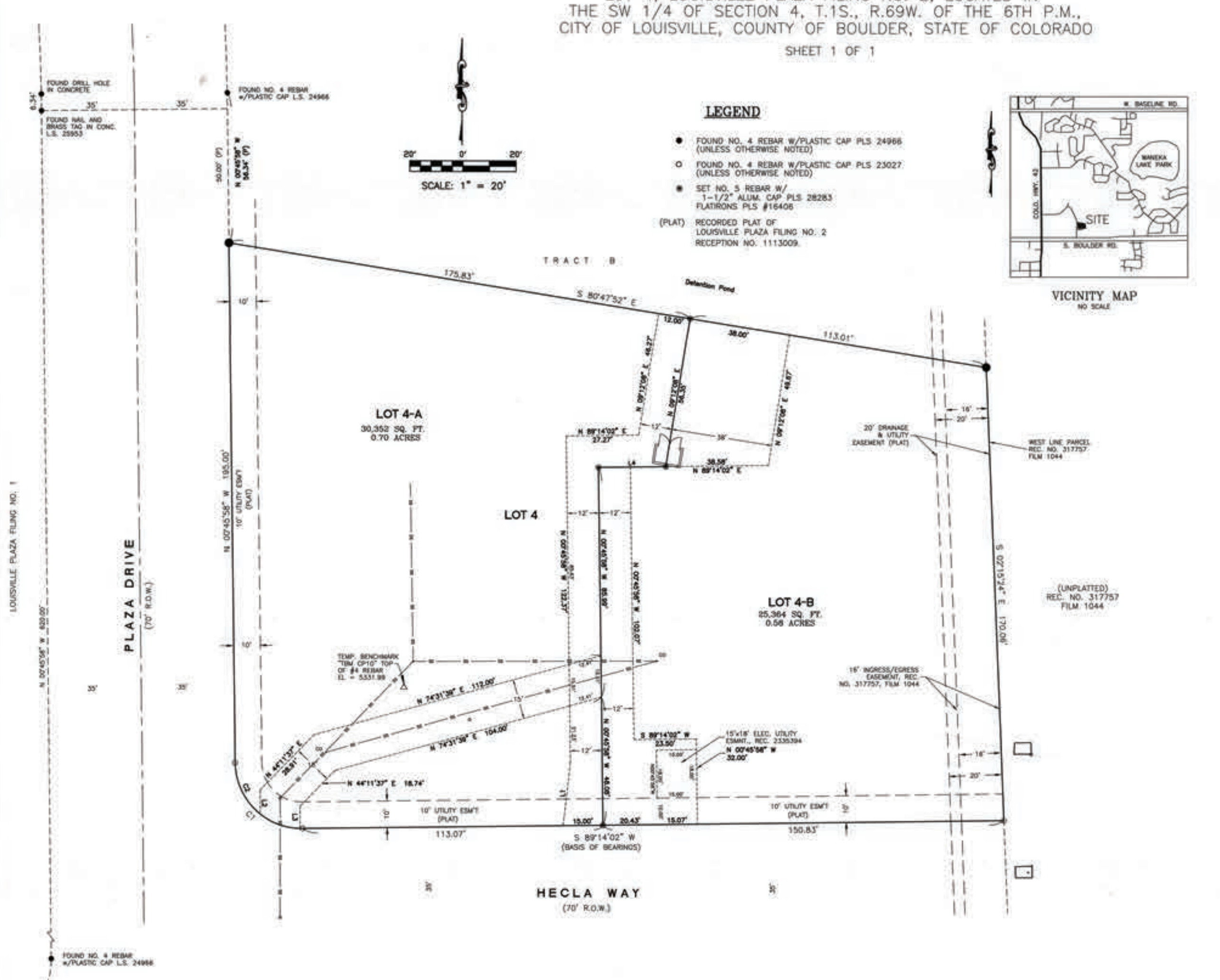
JOB No. 524
JULY, 1990

P 26 F 1 #22

LOUISVILLE PLAZA
GENERAL DEVELOPMENT PLAN
11/90
DRAWING NUMBER
PLAN-HOLD CORPORATION • IRVINE, CALIFORNIA
9011130011 07/01/91 09:23 AM REAL ESTATE RECORDS
F1680 CHARLOTTE HOUSTON BOULDER CNTY CO RECORDER

FIRST AMENDMENT LOT 4, LOUISVILLE PLAZA FILING NO. 2

LOT 4, LOUISVILLE PLAZA FILING NO. 2, LOCATED IN
THE SW 1/4 OF SECTION 4, T.1S., R.69W. OF THE 6TH P.M.,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



LINE	BEARING	DISTANCE
L1	N 08°26'52" E	23.89'
L2	N 00°04'53" W	8.08'
L3	N 00°04'53" W	8.40'
L4	N 89°14'02" E	25.35'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE	TANGENT
C1	25.00'	39.27'	35.36'	N 45°45'58" W	90°00'00"	25.00'
C2	25.00'	22.17'	21.45'	N 28°10'18" W	50°48'40"	11.87'

BASIS OF BEARING:

THE SOUTH LINE OF LOT 4, LOUISVILLE PLAZA FILING NO. 2, ASSUMED TO BEAR SOUTH 89°14'02" WEST AS MONUMENTED AND SHOWN HEREON.

DEDICATION:

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING THE OWNER OF LOT 4, LOUISVILLE PLAZA FILING NO. 2, A PART OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, BOULDER COUNTY, COLORADO AND BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 4;
THENCE S 89°14'02" W ON THE SOUTH LINE OF SAID LOT 4 A DISTANCE OF 263.90 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 25.00 FEET, A DELTA OF 90°00'00" AND THE CHORD OF SAID CURVE BEARS N 45°45'58" W A DISTANCE OF 35.36 FEET;
THENCE ON THE ARC OF SAID CURVE A DISTANCE OF 39.27 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF PLAZA DRIVE;
THENCE N 00°45'58" W ON SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 195.00 FEET;
THENCE S 80°47'52" E A DISTANCE OF 288.84 FEET TO THE WEST LINE OF A TRACT OF LAND DESCRIBED IN DEED RECORDED IN BOULDER COUNTY, COLORADO AT RECEPTION NO. 317757, FILM 1044;
THENCE S 02°15'24" E ON SAID WEST LINE A DISTANCE OF 170.06 FEET TO THE POINT OF BEGINNING.

CONTAINS 55,716 SQUARE FEET OR 1.279 ACRES, MORE OR LESS.

HAS LAID OUT, SUBDIVIDED AND PLATTED SAID LAND AS PER DRAWING HEREON CONTAINED UNDER THE NAME AND STYLE OF "FIRST AMENDMENT LOT 4, LOUISVILLE PLAZA FILING NO. 2" A SUBDIVISION OF A PART OF THE CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF LOUISVILLE AND THE PUBLIC, THE INGRESS-EGRESS AND FIRE LANE EASEMENTS AS SHOWN ON THE ACCOMPANYING PLAT FOR VEHICULAR, PEDESTRIAN AND EMERGENCY ACCESS, AS SHOWN ON THE ACCOMPANYING PLAT FOR THE PUBLIC USE THEREOF FOREVER AND DOES FURTHER DEDICATE TO THE USE OF THE CITY OF LOUISVILLE AND ALL MUNICIPALLY OWNED AND/OR FRANCHISED UTILITIES AND SERVICES THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS EASEMENTS AND RIGHT-OF-WAYS FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT FOR ALL SERVICES, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, TELEPHONE AND ELECTRIC LINES, WORKS, POLES AND UNDERGROUND CABLES, GAS PIPELINES, WATER PIPELINES, SANITARY SEWER LINES, STREET LIGHTS, CULVERTS, HYDRANTS, DRAINAGE DITCHES AND DRAINS AND ALL APPURTENANCES THERETO, IT BEING EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTING AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, STORM SEWERS AND DRAINS, STREET LIGHTING, GRADING AND LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SIDEWALKS AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER OR ARRANGEMENTS MADE BY THE SUBDIVIDER THEREOF WHICH ARE APPROVED BY THE CITY OF LOUISVILLE, COLORADO, AND SUCH SUMS SHALL NOT BE PAID BY THE CITY OF LOUISVILLE, COLORADO, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE CITY OF LOUISVILLE, COLORADO, SHALL BECOME THE SOLE PROPERTY OF SAID CITY OF LOUISVILLE, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTER AND PAVEMENT AND ITEMS OWNED BY MUNICIPALLY FRANCHISED UTILITIES AND/OR U.S. WEST COMMUNICATIONS, INC. WHICH WHEN CONSTRUCTED OR INSTALLED, SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL NOT BECOME THE PROPERTY OF THE CITY OF LOUISVILLE, COLORADO.

WITNESS MY HAND AND SEAL THIS 28th DAY OF July, 20 03

OWNER: [signature]
ROBERT P. MAYHOFFER
MEMBER, NEW BULL L.L.C.

[signature]
NOTARY:

Juliet Wagner, Notary Public
State of Colorado
My Commission Expires 4/15/2007

CITY COUNCIL CERTIFICATE:

APPROVED THIS 1st DAY OF July, 20 03, BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. 17, SERIES 2003

Tom Davidson — MAYOR
Nancy Varra — CITY CLERK

CITY OF LOUISVILLE COLORADO SEAL

PLANNING COMMISSION CERTIFICATE:

RECOMMENDED APPROVED THIS 10th DAY OF June, 20 03 BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. 17, SERIES 2003

[signature] — CHAIRMAN
[signature] — SECRETARY

CERTIFICATE OF SURVEY:

I, JOHN B. GUYTON, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT OF "FIRST AMENDMENT LOT 4, LOUISVILLE PLAZA FILING NO. 2" WAS PREPARED UNDER MY SUPERVISION AND IS BASED ON A SURVEY MADE APRIL 8, 2003, AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS IN COMPLIANCE WITH C.R.S. 38-50 THROUGH 38-53 C.R.S. SUBDIVISION OF LAND.

[signature] [seal: 16406] 7/28/03
JOHN B. GUYTON
COLORADO P.L.S. #16406
PRESIDENT FLATIRONS SURVEYING, INC.

NOTES:

1) THIS SURVEY DOES NOT CONSTITUTE A "TITLE SEARCH" BY FLATIRONS SURVEYING, INC. OF THE PROPERTY SHOWN AND DESCRIBED HEREON TO DETERMINE OWNERSHIP OF THIS TRACT OF LAND, COMPATIBILITY OF THIS DESCRIPTION WITH THOSE OF ADJACENT TRACTS OF LAND OR RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES OF RECORD AFFECTING THIS TRACT OF LAND.

2) FIRST AMERICAN HERITAGE TITLE COMPANY COMMITMENT NO. KC82801801-5, DATED DECEMBER 21, 2001 AT 7:29 A.M. WAS ENTIRELY RELIED UPON FOR EASEMENTS, RIGHTS-OF-WAY AND ENCUMBRANCES AFFECTING THIS PROPERTY.

3) NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

4) THE PROPERTY MAY BE SUBJECT TO THE FOLLOWING SCHEDULE B SECTION 2 EXCEPTIONS; COMMITMENT NO. KC82801801-5.

a) EXCEPTIONS, RESERVATIONS AND CONDITIONS PERTAINING TO THE OIL, GAS AND OTHER MINERALS OF EVERY KIND IN OR BETWEEN SAID PREMISES CONVEYED AND THE EASEMENTS AND RIGHTS CONNECTED THEREWITH, AS SAME APPEARS IN THE DEEDS RECORDED APRIL 16, 1919 IN BOOK 425 AT PAGES 542 AND 543 AND RECORDED IN BOOK 445 AT PAGE 531 AND RECORDED IN BOOK 806 AT PAGE 322.

b) THE EFFECT OF THE GENERAL DEVELOPMENT PLAN FOR LOUISVILLE PLAZA RECORDED JULY 1, 1991 AT RECEPTION NO. 1113011.

c) AN OIL AND GAS LEASE, FROM F.S. DIGRAPPA, JOHN H. BRUNEL AND ROBERT C. ROEHRS AS LESSOR(S) TO ROMAC EXPLORATION COMPANY, INC. AS LESSEE(S) DATED JUNE 25, 1996, RECORDED JULY 8, 1996 AT RECEPTION NO. 01623456, AND ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
AFFIRMATIVE PROTECTION AGAINST ITEM NUMBER 13, OF SCHEDULE B, SECTION 2 WILL BE AFFORDED THE PURCHASER BY MEANS OF ENDORSEMENT 100.31.

d) AN OIL AND GAS LEASE, FROM THE ROCKY MOUNTAIN FUEL COMPANY, A DELAWARE CORPORATION AS LESSOR(S) TO MARTIN EXPLORATION MANAGEMENT CORPORATION AS LESSEE(S) DATED APRIL 13, 1981, RECORDED MAY 13, 1981 AT RECEPTION NO. 445889, AND ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
AFFIRMATIVE PROTECTION AGAINST ITEM NUMBER 14, OF SCHEDULE B, SECTION 2 WILL BE AFFORDED THE PURCHASER BY MEANS OF ENDORSEMENT 100.31.

e) ORDINANCE NO. 902 AMENDING ZONING TO CB-COMMERCIAL BUSINESS RECORDED SEPTEMBER 2, 1986 AT RECEPTION NO. 00785484.

f) TERMS, CONDITIONS, PROVISIONS, AGREEMENTS AND OBLIGATIONS SPECIFIED UNDER THE DETENTION POND AGREEMENT BY AND BETWEEN SOUTH BOULDER ROAD CORP., A COLORADO CORPORATION AND LOUISVILLE PLAZA, INC., A COLORADO CORPORATION RECORDED JULY 1, 1991 AT RECEPTION NO. 01113013.

g) TERMS, CONDITIONS, PROVISIONS, AGREEMENTS AND OBLIGATIONS CONTAINED IN THE DEVELOPMENT AGREEMENT RECORDED APRIL 30, 2001 AT RECEPTION NO. 2143294.

CLERK AND RECORDER'S CERTIFICATE:

(COUNTY OF BOULDER
STATE OF COLORADO)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 3:44 O'CLOCK, P.M. THIS 17 TH DAY OF NOVEMBER 20 03 AND IS RECORDED IN PLAN FILE P-59 F-8 #2 FEE $11.00 PAID FILM NO. RECEPTION #2528300

LINDA N. SALAS — RECORDER
[signature] — DEPUTY

DRAWN BY: RAYMOND COLE	Flatirons Surveying, Inc. 5717 ARAPAHOE ROAD BOULDER, CO 80303 PHONE: (303) 443-7001 FAX: (303) 443-9830 www.flatsurv.com
DATE: JULY 28, 2003	
FSI JOB NO. 03-43,312	

DRAWING NUMBER

DRAWING NUMBER

DRAWING NUMBER

Louisville Plaza Filing #2
Lot 4 Subdivision
Amendment
Page 1 of 1

NAPA AUTO PARTS PUD 1ST AMENDMENT

LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B

1413 HECLA WAY

LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

LEGAL DESCRIPTION

LOT 4-B, FIRST AMENDMENT, LOT 4 LOUISVILLE PLAZA FILING NO. 2

OWNERSHIP SIGNATURE BLOCK

BY SIGNING THIS PUD, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH IN THIS PUD. WITNESS MY/OUR HAND(S) SEAL(S) THIS ___ DAY OF _____, 20___.

_____
OWNER NAME AND SIGNATURE

_____
NOTARY NAME (PRINT)

_____
NOTARY SIGNATURE
MY COMMISSION

EXPIRES _____

PLANNING COMMISSION CERTIFICATE

APPROVED THIS ___ DAY OF _____, 20___ BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.
RESOLUTION NO. _____, SERIES _____

CITY COUNCIL CERTIFICATE

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

_____
MAYOR SIGNATURE

_____
CITY CLERK SIGNATURE

CLERK AND RECORDER CERTIFICATE
(COUNTY OF BOULDER, STATE OF COLORADO)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT _____ O'CLOCK, ____. M., THIS DAY OF _____ , 20___, AND IS RECORDED IN PLAN FILE _____ . FEE _____PAID. _____ FILM NO. _____ RECEPTION.

_____
CLERK & RECORDER

_____
DEPUTY

VICINITY MAP
SCALE 1" = 2000'

Sheet List Table	
Sheet Number	Sheet Title
01	COVER SHEET
02	CIVIL SITE PLAN
03	UTILITY PLAN
04	GRADING AND DRAINAGE PLAN
05	EMERGENCY VEHICLE TRACKING
06	LANDSCAPE PLAN
07	LANDSCAPE DETAILS
08	LANDSCAPE DETAILS
09	ARCHITECTURAL ELEVATIONS
10	ARCHITECTURAL FLOOR PLAN
11	PHOTOMETRIC PLAN

GENERAL NOTES FOR SITE IMPROVEMENTS & LAYOUT

1.) BASE MAPPING: BASE MAPPING BASED UPON: IMPROVEMENT SURVEY PLAT OF LOT 4-B, FIRST AMENDMENT LOT 4, LOUISVILLE PLAZA FILING NO. 2 LOCATED IN THE SW 1/4 OF SECTION 4, T.1S., R.69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO., DATED SEPTEMBER 4, 2019, PREPARED BY:

FALCON SURVEYING INC.,
9940 WEST 25TH AVENUE
LAKEWOOD, CO 80125
303-202-1560

2.) BENCHMARK: BENCHMARK: FOUND 1 1/2" ALUMINUM CAP, AT GRADE, LOCATED IN THE ASPHALT APPROXIMATELY 16.5' NORTH OF THE NORTH FLOWLINE OF HECLA WAY AND 152' EAST OF THE EAST FLOWLINE OF PLAZA DRIVE.
POSITION DERIVED FROM THE GPS VRS NETWORK.
NAVD 88 ELEVATION = 5333.02

3.) BASIS OF BEARINGS: BASIS OF BEARINGS: THE GPS DERIVED WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN AS EVIDENCED BY THE SOUTHWEST CORNER OF SECTION 4, BEING A FOUND 2 1/2" ALUMINUM CAP 2.2 FEET BELOW GRADE IN A RANGE BOX IN THE INTERSECTION OF COURTESY ROAD AND EAST SOUTH BOULDER ROAD, FROM WHENCE THE WEST QUARTER CORNER OF SECTION 4, BEING A FOUND 2 1/2" ALUMINUM CAP 0.6 FEET BELOW GRADE IN A RANGE BOX IN THE INTERSECTION OF PASCHAL DRIVE AND COURTESY ROAD, BEARS NORTH 00°05'34" WEST A DISTANCE OF 2640.99 FEET WITH ALL DISTANCES HEREIN RELATIVE THERETO.

ZONING INFORMATION	
CURRENT ZONING:	PLANNED COMMUNITY COMMERCIAL, SUBJECT TO THE LOUISVILLE PLAZA GENERAL DEVELOPMENT PLAN AND THE CDDSG
REQUIRED SETBACKS	
BUILDING LOTS	LF
STREET	15
SIDE (EAST)	10
SIDE (WEST)	10
REAR	10
PARKING SETBACK	
STREET	15
SIDE (EAST)	10
SIDE (WEST)	10
REAR	10
MAX. BUILDING HEIGHT	35

SITE AREA BREAKDOWN		
LOT 4-B:		
BUILDING COVERAGE	SF:	%
BUILDING A	2,498	9.85%
PARKING & DRIVES	9,462	37.31%
SIDEWALKS	1,168	5%
LANDSCAPE	12,235	48.24%
TOTAL	25,363	100.00%
TOTAL BUILDING AREA:	2,498	
PARKING SPACES	REQUIRED	PROVIDED
(4.5 SPACES/1000 SF)		
PARKING:	12	16
HANDICAP PARKING:	1	2
TOTAL PARKING:	13	18
BICYCLE PARKING		
1 BIKE SPACE/10 AUTO SPACES	2	2
1 RACK @ 2 BIKES PER RACK = 1 RACK	1	1

PURPOSE AND INTENT:
TO CONSTRUCT A COMMERCIAL BUILDING ON LOT 4-B ON HECLA WAY.THE BUILDING WILL BE A 1 STORY RETAIL MARIJUANA STORE. APPROXIMATELY 2,600 SQUARE FEET IN SIZE. THE COMMERCIAL BUILDING WILL BE SITED ALONG THE SOUTHERN PORTION OF THE PROPERTY, WITH PARKING ALONG THE EAST AND NORTH SIDES.THE PROPOSAL MAKES USE OF AN EXISTING SHARED ACCESS DRIVE WITH THE ADJACENT PROPERTY, NAPA AUTO PARTS.

CONTACTS:

OWNER/DEVELOPER	ARCHITECT	CIVIL ENGINEER	LAND SURVEYOR
6 EYED JACK LLC.	KSA ARCHITECTURE, LLC	ACTION CIVIL ENGINEERING	FALCON SURVEYING INC.
1777 WEWATTA ST. #1101	4900 W. 29TH AVE.	9777 PYRAMID CT. SUITE 225	9940 WEST 25TH AVENUE
DENVER, CO 80202	DENVER, CO 80212	ENGLEWOOD, COLORADO 80112	LAKEWOOD, COLORADO 80215
PHONE: (720) 434-3980	PHONE: (303) 630-9514	720-260-0433	(303) 202 1560
CONTACT: JESSICA GILLESPIE	CONTACT: JAMES KEAVNEY	CONTACT: TROY DENNING P.E.	WWW.FALCONSURVEYING.COM

Know what's below. Call before you dig.

#	DATE	REVISION DESCRIPTION
1	10/2/919	SUBMITTED TO LOUISVILLE
2	1/22/20	SUBMITTED TO LOUISVILLE
3	03/03/20	SUBMITTED TO LOUISVILLE
4	05/07/20	SUBMITTED TO LOUISVILLE
5	06/02/20	PHOTOMETRIC COMMENTS

DRN: TWD
CHK:
DSG: TWD

NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2 SECOND AMENDMENT LOT 4

COVER SHEET

ACTION CIVIL ENGINEERING
9777 PYRAMID CT. SUITE 225
ENGLEWOOD, CO 80112 720.260.0433
tdenning@actioncivileng.com

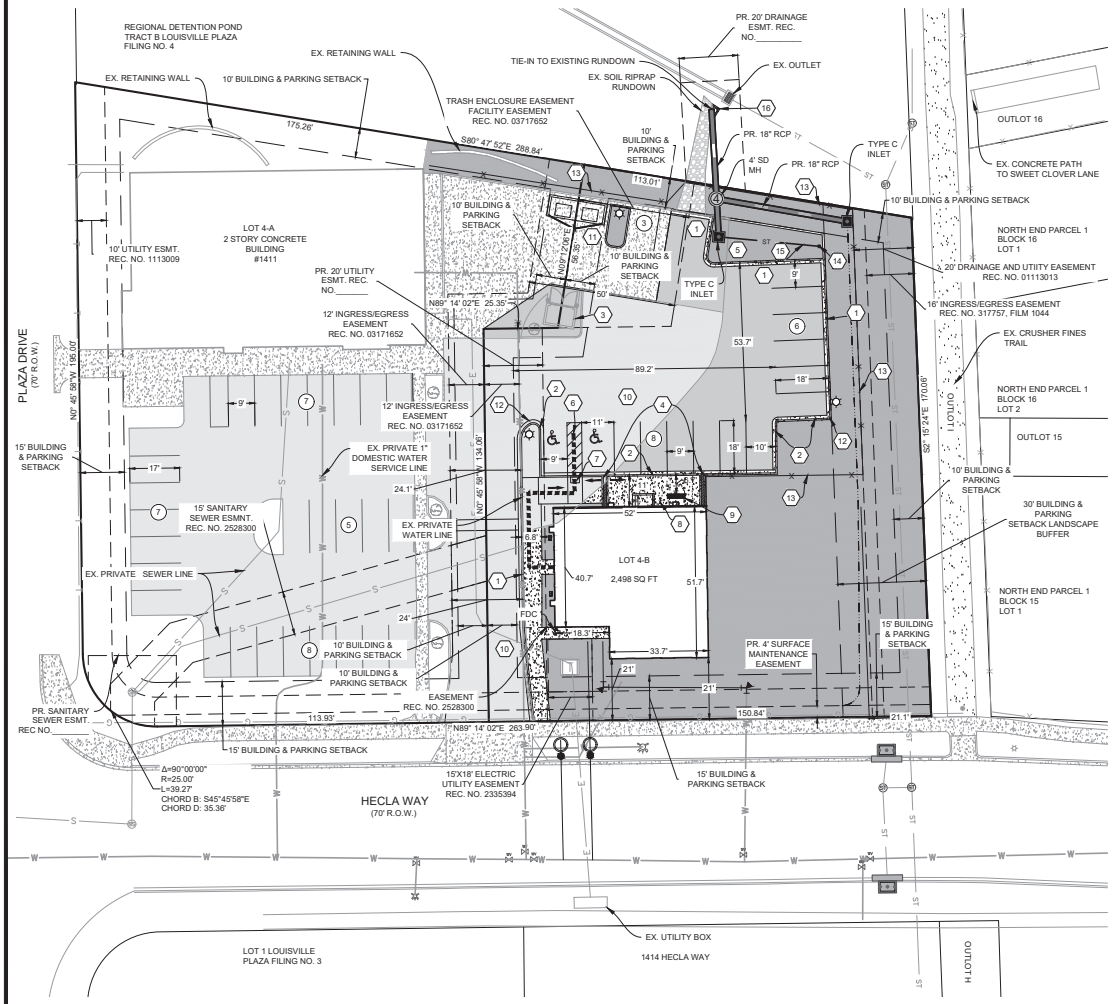
JOB NO. 1910
SCALE ---
DATE 6/4/2020
SHEETS 11
SHEET 01

NAPA AUTO PARTS PUD 1ST AMENDMENT

LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B

1413 HECLA WAY

LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

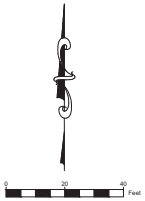


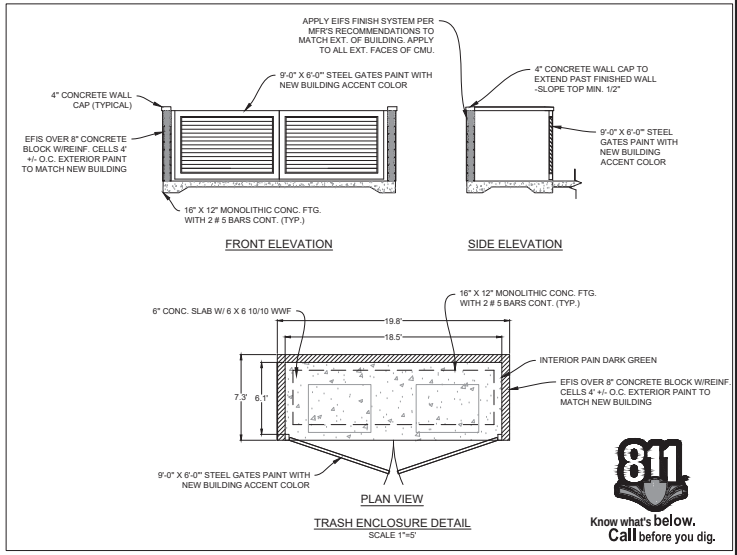
LEGEND:

- PROPERTY LINE
- CENTERLINE
- EXISTING CONTOUR
- EXISTING FENCE LINE
- EXISTING ELECTRIC LINE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATER LINE
- PROPOSED TYPE 'C' STORM INLET
- EXISTING STORM INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING TRANSFORMER
- STORM WATER FLOW DIRECTION
- EXISTING CONCRETE
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED LANDSCAPE
- PROPOSED CONTOUR
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED EASEMENT LINE
- PROPOSED SETBACK LINE
- PROPOSED SANITARY SEWER
- PROPOSED ACCESSIBLE ROUTE
- PROPOSED FENCE
- PROPOSED DRAINAGE SWALE
- EXISTING SECTION LINE
- PROPOSED STREET LIGHT
- PROPOSED STREET SIGN
- TOW — TOP OF WALL
- BOW — BOTTOM OF WALL
- U.E. — UTILITY EASEMENT
- ESMT. — EASEMENT
- EX. — EXISTING
- PR. — PROPOSED
- FG — FINISHED GRADE
- FL — FLOWLINE
- R.O.W./ROW — RIGHT-OF-WAY
- FDC — FIRE DEPARTMENT CONNECTION
- STRIPED PARKING ISLAND
- NUMBER OF PARKING SPACES

LABEL LEGEND

1. 6" CATCH CURB
2. 6" SPILL CURB
3. TRASH ENCLOSURE TO BE REMOVED
4. ROOF DRAIN & 12" SIDEWALK CHASE
5. PR. RAIN GARDEN
6. ADA ROUTE
7. CURB RAMP
8. PROPOSED 2 SPACE BIKE RACK
9. PROPOSED BENCH
10. EXISTING ASPHALT TO BE REMOVED
11. PROPOSED TRASH ENCLOSURE LOCATION
12. TRANSITION FROM 6" CATCH CURB TO 6" SPILL CURB
13. 6FT SCREENING FENCE SEE DETAIL ON SHEET 07
14. SOLID 4" CLEANOUT W/ WATER TIGHT CAP
15. UNDERDRAIN SLOTTED 4" PIPE PER TABLE B-1 OF UDFCD CRITERIA MANUAL VOLUME 3
16. SOIL RIPRAP D50 = 6" & DEPTH = 12"





TRASH ENCLOSURE DETAIL
SCALE 1"=5'

811 Know what's below. Call before you dig.

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1	10/2/019	SUBMITTED TO LOUISVILLE
2	1/22/20	SUBMITTED TO LOUISVILLE
3	03/03/20	SUBMITTED TO LOUISVILLE
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5	06/0/20	PHOTOMETRIC COMMENTS

DRN: TWD
CHK:
DSG: TWD

NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4

CIVIL SITE PLAN

ACTION CIVIL ENGINEERING
9777 PYRAMID CT, SUITE 225
ENGLEWOOD, CO 801 12 720.260.0433
tdenning@actioncivileng.com

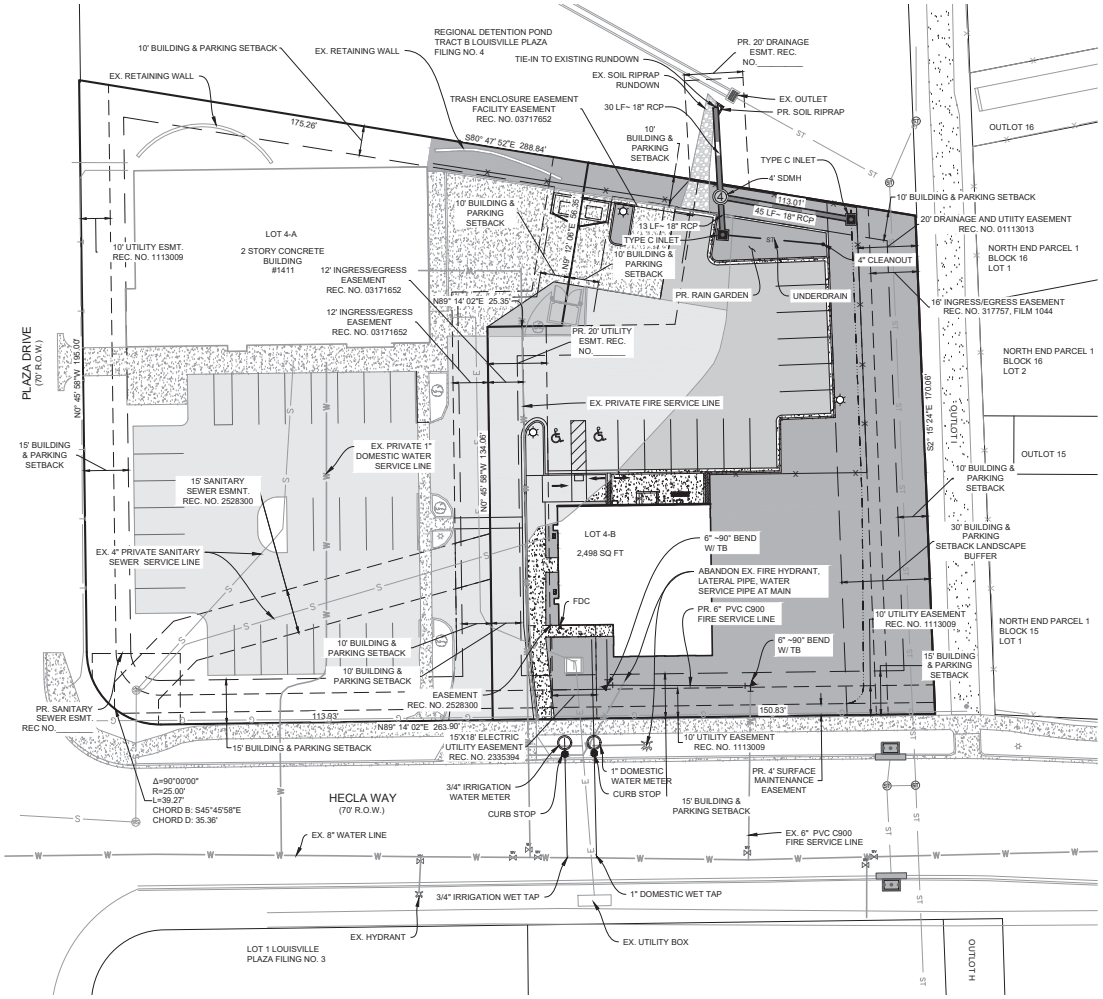
JOB NO. 1910
SCALE ---
DATE 6/4/2020
SHEETS 11
SHEET 02

NAPA AUTO PARTS PUD 1ST AMENDMENT

LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B

1413 HECLA WAY

LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



LEGEND:

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X	EXISTING FENCE LINE
E	EXISTING ELECTRIC LINE
G	EXISTING GAS LINE
S	EXISTING SANITARY SEWER
ST	EXISTING STORM SEWER
W	EXISTING WATER LINE
	PROPOSED TYPE 'C' STORM INLET
	EXISTING STORM INLET
ST	EXISTING STORM MANHOLE
SS	EXISTING SANITARY MANHOLE
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
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	STORM WATER FLOW DIRECTION
	EXISTING CONCRETE
	EXISTING ASPHALT
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	PROPOSED CONCRETE
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5530	PROPOSED CONTOUR
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X	PROPOSED FENCE
	PROPOSED DRAINAGE SWALE
	EXISTING SECTION LINE
	PROPOSED STREET LIGHT
	PROPOSED STREET SIGN
TOW	TOP OF WALL
BOW	BOTTOM OF WALL
U.E.	UTILITY EASEMENT
ESMT.	EASEMENT
EX.	EXISTING
PR.	PROPOSED
FG	FINISHED GRADE
FL	FLOWLINE
R.O.W./ROW	RIGHT-OF-WAY
FDC	FIRE DEPARTMENT CONNECTION
	STRIPED PARKING ISLAND
1	NUMBER OF PARKING SPACES

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CHK:
DSG: TWD

NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2 SECOND AMENDMENT LOT 4

UTILITY PLAN

ACTION CIVIL ENGINEERING
9777 PYRAMID CT, SUITE 225
ENGLEWOOD, CO 80112 720.260.0433
tdenning@actioncivileng.com

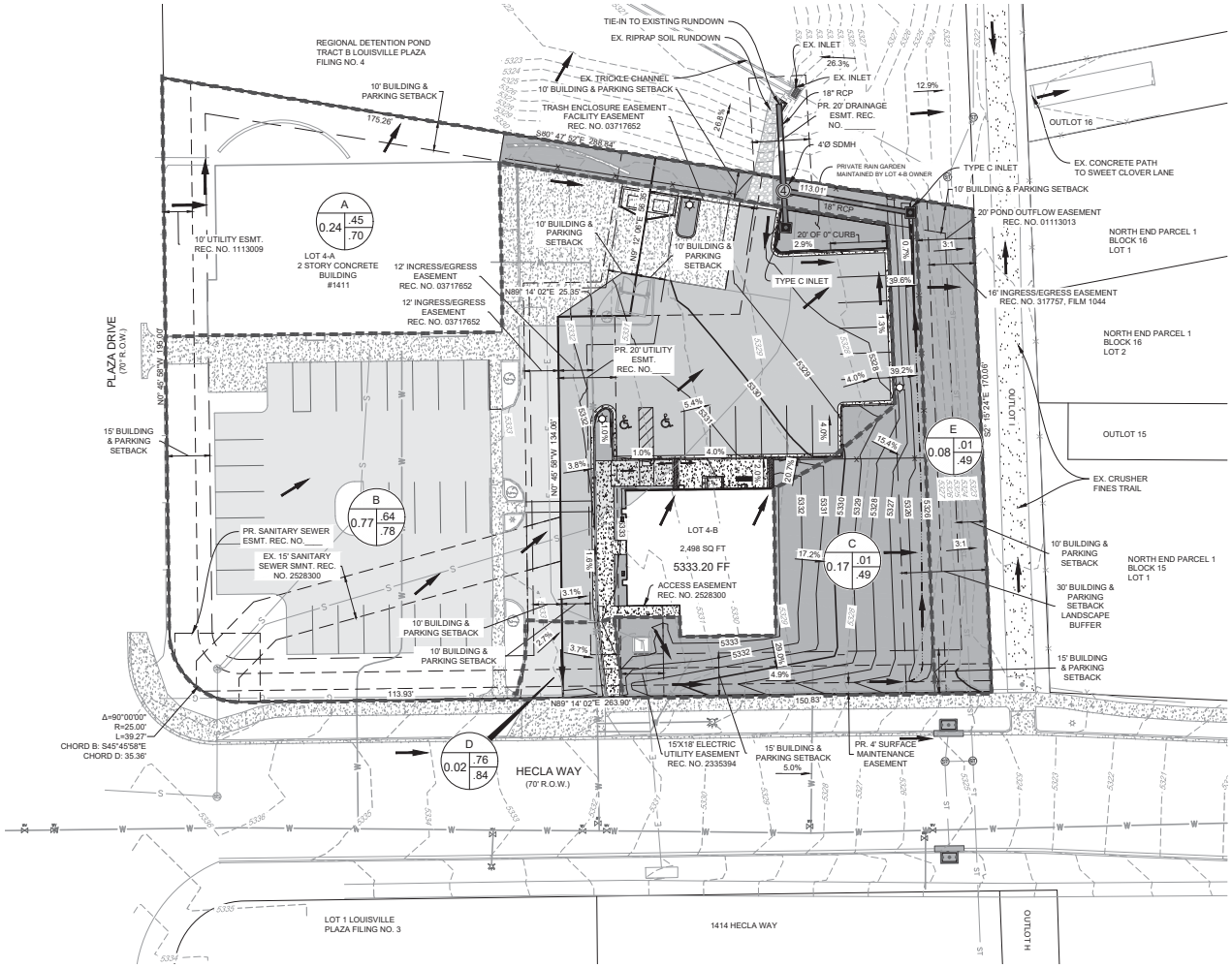
JOB NO. 1910
SCALE ---
DATE 6/4/2020
SHEETS 11
SHEET 03

NAPA AUTO PARTS PUD 1ST AMENDMENT

LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B

1413 HECLA WAY

LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



LEGEND:

- PROPERTY LINE
- CENTERLINE
- EXISTING CONTOUR
- EXISTING FENCE LINE
- EXISTING ELECTRIC LINE
- EXISTING GAS LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATER LINE
- PROPOSED TYPE 'C' STORM INLET
- EXISTING STORM INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING TRANSFORMER
- STORM WATER FLOW DIRECTION
- EXISTING CONCRETE
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED LANDSCAPE
- PROPOSED CONTOUR
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED EASEMENT LINE
- PROPOSED SETBACK LINE
- PROPOSED SANITARY SEWER
- PROPOSED ACCESSIBLE ROUTE
- PROPOSED FENCE
- PROPOSED DRAINAGE SWALE
- EXISTING SECTION LINE
- PROPOSED STREET LIGHT
- PROPOSED STREET SIGN
- TOW — TOP OF WALL
- BOW — BOTTOM OF WALL
- U.E. — UTILITY EASEMENT
- ESMT. — EASEMENT
- EX. — EXISTING
- PR. — PROPOSED
- FG — FINISHED GRADE
- FL — FLOWLINE
- R.O.W./ROW — RIGHT-OF-WAY
- FDC — FIRE DEPARTMENT CONNECTION
- STRIPED PARKING ISLAND
- NUMBER OF PARKING SPACES

DRAINAGE LEGEND

- BASIN — BASIN NAME
- AREA — 5 yr C VALUE / 100 yr C VALUE
- BASIN ACREAGE
- BASIN BOUNDARY LINE

Know what's below. Call before you dig.

0 20 40 Feet

#	DATE	REVISION DESCRIPTION
1	10/2/2019	SUBMITTED TO LOUISVILLE
2	1/22/20	SUBMITTED TO LOUISVILLE
3	03/03/20	SUBMITTED TO LOUISVILLE
4	05/07/20	SUBMITTED TO LOUISVILLE
5	06/02/20	PHOTOMETRIC COMMENTS

DRN: TWD
CHK:
DSG: TWD

NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4

GRADING AND DRAINAGE PLAN

ACTION CIVIL ENGINEERING
9777 PYRAMID CT, SUITE 225
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tdenning@actioncivileng.com

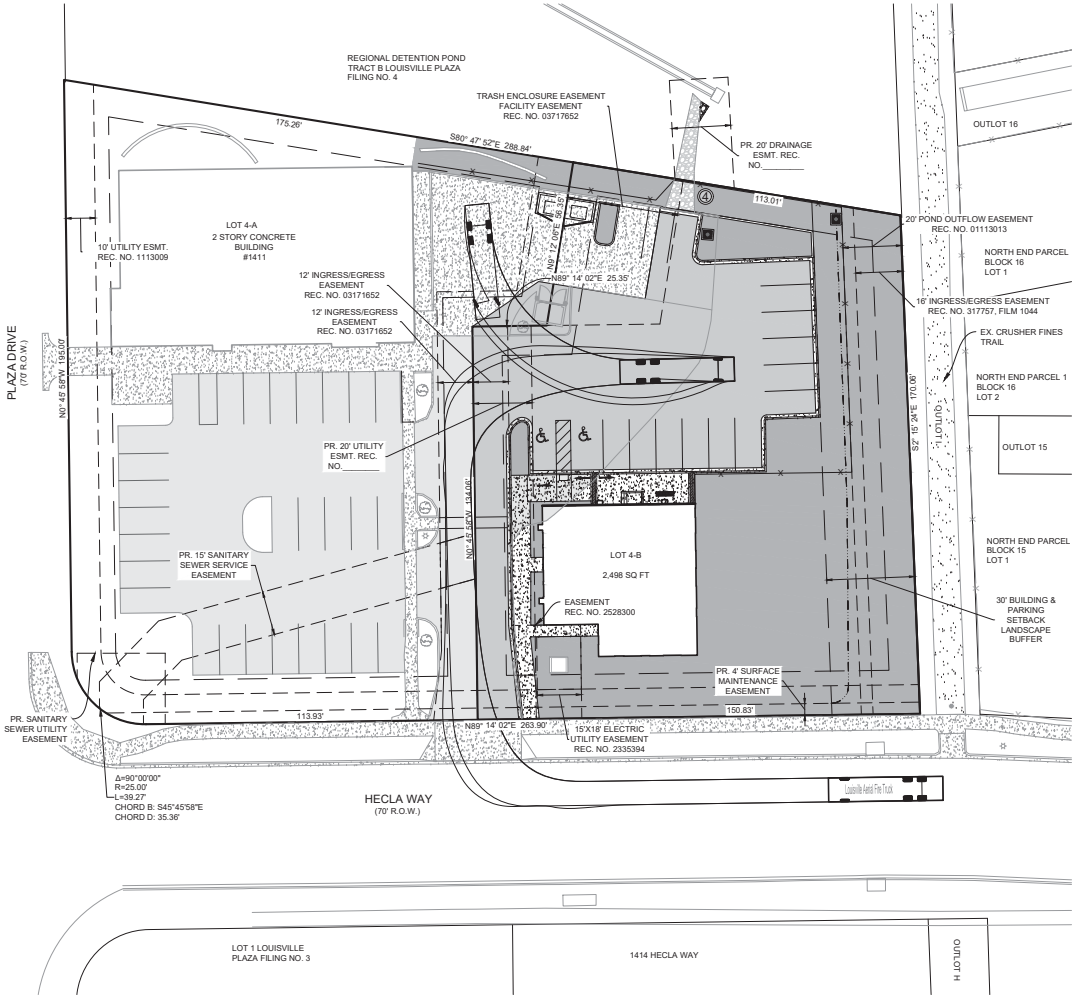
JOB NO. 1910
SCALE ---
DATE 6/4/2020
SHEETS 11
SHEET 04

NAPA AUTO PARTS PUD 1ST AMENDMENT

LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B

1413 HECLA WAY

LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



LEGEND:

	PROPERTY LINE
	CENTERLINE
5530	EXISTING CONTOUR
X	EXISTING FENCE LINE
E	EXISTING ELECTRIC LINE
G	EXISTING GAS LINE
S	EXISTING SANITARY SEWER
ST	EXISTING STORM SEWER
W	EXISTING WATER LINE
	PROPOSED TYPE 'C' STORM INLET
	EXISTING STORM INLET
ST	EXISTING STORM MANHOLE
SS	EXISTING SANITARY MANHOLE
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
T	EXISTING TRANSFORMER
	STORM WATER FLOW DIRECTION
	EXISTING CONCRETE
	EXISTING ASPHALT
	PROPOSED ASPHALT
	PROPOSED CONCRETE
	PROPOSED LANDSCAPE
5530	PROPOSED CONTOUR
S	PROPOSED SANITARY SEWER
	PROPOSED STORM SEWER
	PROPOSED EASEMENT LINE
	PROPOSED SETBACK LINE
S	PROPOSED SANITARY SEWER
	PROPOSED ACCESSIBLE ROUTE
X	PROPOSED FENCE
	PROPOSED DRAINAGE SWALE
	EXISTING SECTION LINE
	PROPOSED STREET LIGHT
	PROPOSED STREET SIGN
TOW	TOP OF WALL
BOW	BOTTOM OF WALL
U.E.	UTILITY EASEMENT
ESMT.	EASEMENT
EX.	EXISTING
PR.	PROPOSED
FG	FINISHED GRADE
FL	FLOWLINE
R.O.W./ROW	RIGHT-OF-WAY
FDC	FIRE DEPARTMENT CONNECTION
	STRIPED PARKING ISLAND
1	NUMBER OF PARKING SPACES

811 Know what's below. Call before you dig.

0 20 40 Feet

#	DATE	REVISION DESCRIPTION
1	10/2/919	SUBMITTED TO LOUISVILLE
2	1/22/20	SUBMITTED TO LOUISVILLE
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4	05/07/20	SUBMITTED TO LOUISVILLE
5	06/02/20	PHOTOMETRIC COMMENTS

DRN TWD

CHK

DSG TWD

NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4

EMERGENCY VEHICLE TRACKING

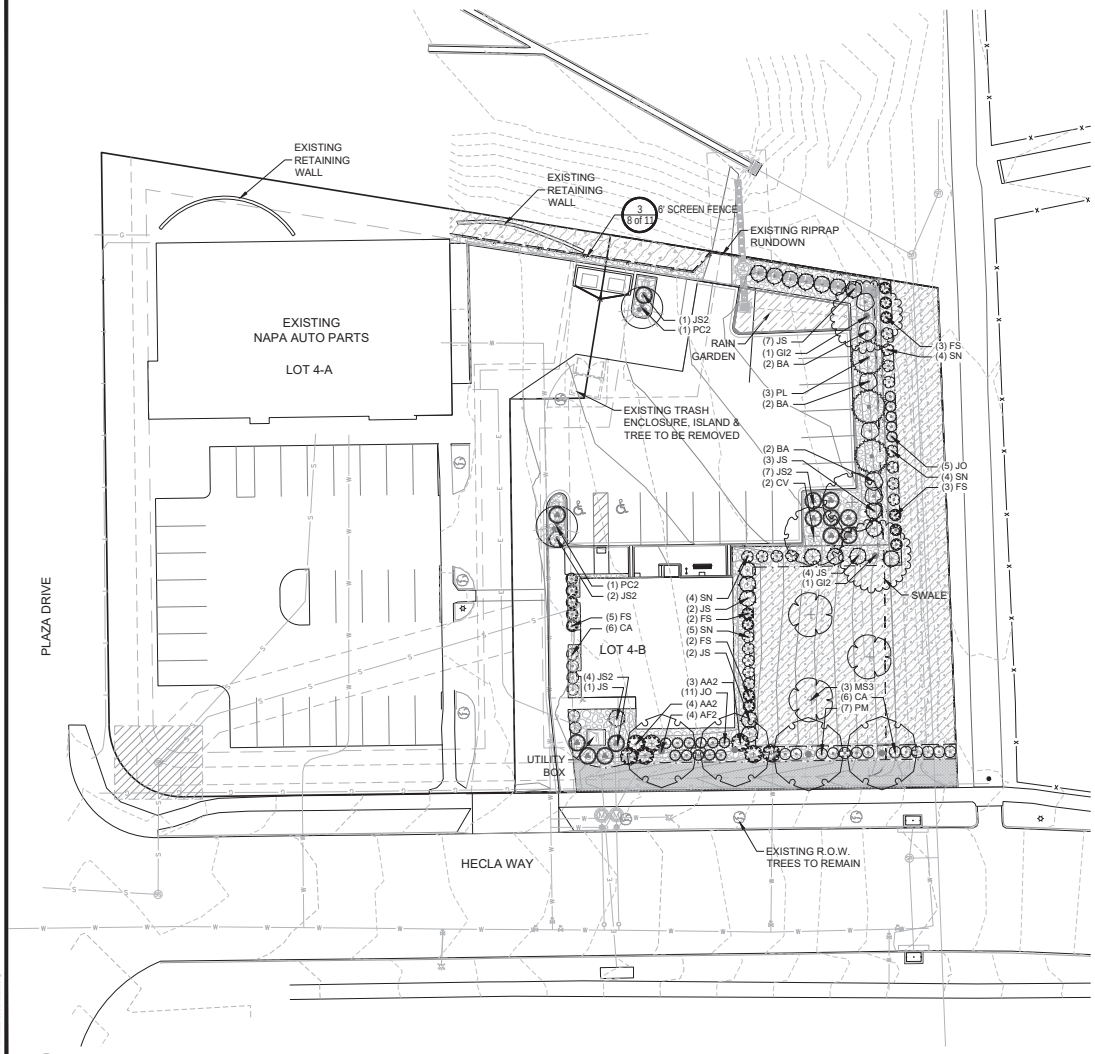
ACTION CIVIL ENGINEERING
9777 PYRAMID CT, SUITE 225
ENGLEWOOD, CO 80112 720.260.0433
tdenning@actioncivileng.com

JOB NO. 1910

SCALE ---

DATE 6/4/2020

SHEETS 11 SHEET 05



LEGEND

- CANOPY TREE
- EVERGREEN TREE
- ORNAMENTAL TREE
- DECIDUOUS SHRUBS
- EVERGREEN SHRUBS
- SOD
- NATIVE SEED
- RAIN GARDEN SEED MIX
- ROCK MULCH
- STEEL EDGER
- SCREEN FENCE

City of Louisville Landscape Requirements					
Parkway Landscape Standards	**Requirement**	**Total Linear Feet**	**Required Trees**	**Provided Trees**	
ROW Tree Requirement	1 tree per 40 feet	150	4	Existing Trees to Remain	
	Requirement	Total Linear Feet	Required Shrubs	Provided Shrubs	
ROW Shrub Requirement	1 shrub per 5 feet	150	30	Existing Sod to Remain	
	Requirement	**Total Stores**	**Required Trees**	**Provided Trees**	
Internal Tree Requirement	1 tree per 40 feet	150	4	4	
	Requirement	**Total Linear Feet**	**Required Shrubs**	**Provided Shrubs**	
Internal Shrub Requirement	1 shrub per 5 feet	150	30	32	
Perimeter Landscape Standards	**Requirement**	**Provided**			
Buffer Width Requirement	30-feet wide	30'			
	Requirement	**Total Linear Feet**	**Required Trees**	**Provided Trees**	
Buffer Tree Requirement	1 tree per 20 feet	170	9	9	
	Requirement	**Total Linear Feet**	**Required Linear Feet**	**Provided Shrubs**	Total Percentage
Buffer Shrub Requirement	min 50% hedge screen	170	85	31	73%
Parking Lot Landscape Standards	**Requirement**	**Total Parking Stalls**	**Required Trees**	**Provided Trees**	
Tree Requirement	1 tree per 8 stalls	18	3	3	
	Requirement	**Total Islands**	**Required Shrubs**	**Provided Shrubs**	
Landscape Island Shrub Requirement	8 shrubs per island or groundcover	2	16	18	
Building Site Landscape Standards	**Requirement**	**Total Perimeter Planting Area**	**Required Planting Area**	**Provided Planting Area**	Total Percentage
Landscape Planting Area Requirement	6' strip adjacent to building planted min 25%	1,390	348	1,123	81%
	Requirement	**Site Area**	**Required Landscape Area**	**Provided Landscape Area**	Total Percentage
Overall Landscape Area Requirement	30% of entire site	25,363	7,609	12,619	50%

1 LANDSCAPE PLAN
Scale: 1"=20'

NORTH

0 10' 20' 40'
SCALE: 1"=20'-0"

#	DATE	REVISION DESCRIPTION
1	10/26/19	SUBMITTED TO LOUISVILLE
2	1/22/20	SUBMITTED TO LOUISVILLE
3	2/26/20	SUBMITTED TO LOUISVILLE

DRN
CHK AML
DSG PMS

Landscape Architecture
people creating spaces
pcs group inc.
www.pcsgroupco.com
p.o. box 18287
denver, co 80218
t 303.531.4905 . f 303.531.4908

NAPA AUTO PARTS PUD FILING 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4

LANDSCAPE PLAN

ACTION CIVIL ENGINEERING
9777 PYRAMID CT. SUITE 225
ENGLEWOOD, CO 80112 720.260.0433
tdenning@actioncivileng.com

JOB NO. 1910
SCALE 1"=20'-0"
DATE 05/08/2020
SHEETS 11
SHEET 06

PLANT SCHEDULE

DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	ROOT	CALIPER/HT.
AF2	4	ACER RUBRUM `FRANK JR.`	REDPOINTE MAPLE	B & B	2.5"CAL
CV	2	CRATAEGUS VIRIDIS `WINTER KING`	`WINTER KING` HAWTHORN	B & B	2"CAL
GI2	2	GLEDITSIA TRIACANTHOS INERMIS `SUNBURST`	SUNBURST COMMON HONEYLOCUST	B & B	2.5"CAL

EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	ROOT	CALIPER/HT.
PL	3	PINUS LEUCODERMIS	BOSNIAN PINE	B & B	6` HT

ORNAMENTAL TREES	QTY	BOTANICAL NAME	COMMON NAME	ROOT	CALIPER/HT.
MS3	3	MALUS X `SPRING SNOW`	SPRING SNOW CRAB APPLE	B & B	2"CAL
PC2	2	PYRUS CALLERYANA `CHANTICLEER`	CHANTICLEER PEAR	B & B	2"CAL

DECIDUOUS SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE
AA2	7	AMELANCHIER ALNIFOLIA `REGENT`	SASKATOON SERVICEBERRY	5 GAL
BA	6	BERBERIS THUNBERGII `ATROPURPUREA`	RED LEAF BARBERRY	5 GAL
CA	12	CORNUS SERICEA `ARTIC FIRE`	ARTIC FIRE DOGWOOD	3 GAL
FS	15	FORSYTHIA X `SUNRISE`	SUNRISE FORSYTHIA	5 GAL
SN	17	SPIRAEA NIPPONICA `SNOWMOUND`	SNOWMOUND SPIREA	5 GAL

EVERGREEN SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE
JS2	14	JUNIPERUS SABINA `SCANDIA`	SCANDIA JUNIPER	5 GAL
JO	16	JUNIPERUS X MEDIA `OLD GOLD`	OLD GOLD JUNIPER	5 GAL
JS	19	JUNIPERUS X MEDIA `SEA GREEN`	SEA GREEN JUNIPER	5 GAL
PM	7	PINUS MUGO PALOUSE	PALOUSE MUGO PINE	5 GAL

GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME
	1,223 SF	FESCUE/BLUEGRASS BLEND 90/10	SOD
	4,626 SF	GRAY 2" ANGULAR ROCK MULCH	MULCH, ROCK
	6,347 SF	LOW GROW SEED MIX	SEED
	451 SF	RAIN GARDEN SEED MIX	SEED

RAIN GARDEN SEED MIX

COMMON NAME	SCIENTIFIC NAME	VARIETY	PLS[2] LBS PER ACRE	OUNCES PER ACRE
SAND BLUESTEM	ANDROPOGON HALLII	GARDEN	3.5	
SIDEOATS GRAMA	BOUTELOUA CURTIPENDULA	BUTTE	3	
PRAIRIE SANDREED	CALAMOVILFALONGIFOLIA	GOSHEN	3	
INDIAN RICEGRASS	ORYZOPSIS HYMENOIDES	PALOMA	3	
SWITCHGRASS	PANICUM VIRGATUM	BLACKWE	4	
WESTERN WHEAT GRASS	PASCOPYRUM SMITHII	ARBA	3	
LITTLE BLUESTEM	SCHIZACHYRIUM SCOPARIUM	PATURA	3	
ALKALI SACATON	SPOROBOLUS AIROIDES		3	
SAND DROPSEED	SPOROBOLUS CRYPTANDRUS		3	
PASTURE SAGE[1]	ARTEMISIA FRIGIDA			2
BLUE ASTER[1]	ASTER LAEVIS			4
BLANKET FLOWER[1]	GAILLARIDA ARISTATA			8
PRAIRIE CONEFLOWER[1]	RATIBIDA COLUMNIFERA			4
PURPLE PRAIRECLOVER[1]	DALEA PURPUREA			4
		SUBTOTALS	27.5	22
	TOTAL LBS PER ACRE		28.9	

[1] WILDFLOWER SEED (OPTIONAL)
[2] PLS = PURE LIVE SEED

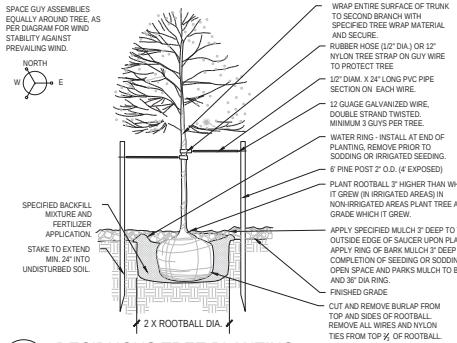
LOW GROW SEED MIX

COMMON NAME	SCIENTIFIC NAME	LBS PER ACRE
EPHRAIM CRESTED WHEATGRASS	AGROPYRON CRISTATUM	7.5
SHEEP FESCUE	FESTUCA OVINA	6.25
PERENNIAL RYE	LOLIUM PERENNE	5
CHEWINGS FESCUE	FESTUCA RUBRA SUBSP. COMMUTATA	3.75
CANADA BLUEGRASS	POA COMPRESSA	2.5
	TOTAL LBS PER ACRE	25

GENERAL LANDSCAPE NOTES

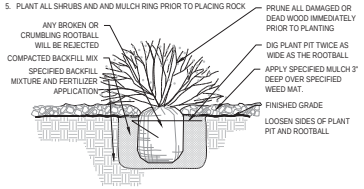
1. THE BASE OF DECIDUOUS TREES SHALL BE PLANTED NO CLOSER THAN 5' FROM WET UTILITIES. THE BASE OF EVERGREEN TREES SHALL BE PLANTED NO CLOSER THAN 10' FROM ALL WET UTILITIES. DECIDUOUS TREES SHALL BE PLANTED NO CLOSER THAN 5' FROM BACK OF WALKS / CURBS. SHRUBS SHALL BE PLANTED NO CLOSER THEN 3' FROM BACK OF WALKS / CURBS.
2. WITHIN STREET INTERSECTION SIGHT DISTANCE TRIANGLES, PLANT MATERIAL SHALL NOT EXCEED 30" IN HEIGHT, UNLESS SAID MATERIALS ARE GREATER THAN 80% TRANSPARENT.
3. STREET TREES SHALL BE LIMBED UP TO 8' IN HEIGHT. PRUNING SHALL OCCUR IN THE APPROPRIATE MANNER AT THE NURSERY. SUBSTANTIAL PRUNING AFTER DELIVER TO THE SITE WILL NOT BE ALLOWED.
4. MECHANICAL DEVICES SHALL BE SCREENED WITH LANDSCAPE MATERIAL AND/ OR WALLS FROM PUBLIC RIGHT OF WAY AND PARKS/ OPEN SPACE AREAS.
5. ALL WORK SHALL CONFORM TO THE CITY OF LOUISVILLE CODES. CONTRACTOR SHALL VERIFY LOCATION OF ALL UNDERGROUND UTILITIES, LINES AND STRUCTURES PRIOR TO EXCAVATION OR TRENCHING. DAMAGE TO THESE UTILITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER, OWNER'S REPRESENTATIVE, OR LANDSCAPE ARCHITECT.
6. PLANT QUANTITIES TO BE BASED ON CONTRACTOR'S ESTIMATE ACCORDING TO PLANS, WHICH ARE SUBJECT TO APPROVAL BY LANDSCAPE ARCHITECT.
7. GRAPHIC SYMBOLS PRESIDE OVER WRITTEN PLANT QUANTITIES.
8. ALL TREE AND SHRUB LOCATIONS ON PRIVATE PROPERTY SHALL BE STAKED BY THE CONTRACTOR AND APPROVED BY THE OWNER, OWNER'S REPRESENTATIVE, OR LANDSCAPE ARCHITECT.
9. PLANT SUBSTITUTIONS WILL NOT BE PERMITTED WITHOUT APPROVAL BY THE OWNER, OWNER'S REPRESENTATIVE, OR LANDSCAPE ARCHITECT.
10. WINTER PROTECTION AND WATERING OF TREES SHALL BE PROVIDED TO MAINTAIN THE HEALTH AND SURVIVAL OF PLANT MATERIAL.
11. WOOD MULCH TO BE SHREDDED BARK MULCH TO A DEPTH OF 3 INCHES MINIMUM WITHOUT LANDSCAPE FABRIC.
12. ROCK MULCH TO BE 1"-2" ANGULAR MOUNTAIN GRANITE TO DEPTH OF 3 INCHES MINIMUM WITH LANDSCAPE FABRIC.
13. ALL TREE RINGS TO BE MULCHED WITH WOOD MULCH TO A DEPTH OF 4 INCHES MINIMUM WITH NO LANDSCAPE FABRIC.
14. FOR TREES IN SOD OR NATIVE GRASS, ALLOW A 3' DIAMETER BED WITHOUT SOD AROUND ROOT COLLAR. APPLY 4" DEPTH OF WOOD MULCH OVER 3' DIAMETER BED FOLLOWING SOD INSTALLATION.
15. SOD TO BE A FESCUE/BLUEGRASS BLEND "COLORADO BLUE" FROM GREEN VALLEY TURF COMPANY.
16. NATIVE SEED TO BE "LOW GROW MIX" FROM ARKANSAS VALLEY SEED INC. CONTAINING 30% EPHRAIM CRESTED WHEATGRASS, 25% SHEEP FESCUE, 20% PERENNIAL RYE, 15% CHEWINGS FESCUE AND 10% CANADA BLUEGRASS. PHONE: 877.907.3337.
17. FOR NEW SEEDING OF LOW GROW MIX, BROADCAST AT 20-25LBS./ACRE OR DRILLED AT 15-20LBS. /ACRE. FOR OVER-SEEDING OF LOW GROW MIX, BROADCAST AT 10-15LBS./ACRE OR DRILLED AT 5-10LBS./ACRE.
18. THE CITY STANDARD DETAILS AND MANUFACTURE DETAILS DEPICTED IN THESE DRAWINGS SHOULD BE USED AS REFERENCE. THE CONTRACTOR IS RESPONSIBLE FOR ACQUIRING ALL PERTINENT CONSTRUCTION & INSTALLATION INFORMATION AT TIME OF CONSTRUCTION.
19. ALL SHRUB AND SOD AREAS SHALL RECEIVED THE FOLLOWING SOIL AMENDMENTS PER 1000 S.F.: 4 CUBIC YARDS "SUPREME ORGANICS" COMPOST (50% COW MANURE, 50% WOOD FINES) OR APPROVED EQUAL, PLUS 15 LBS. OF 20-10-5 COMMERCIAL FERTILIZER. ROT-TILL TO A MINIMUM DEPTH OF 6".
20. PLANTS SHALL BE INSTALLED IMMEDIATELY UPON DELIVERY TO SITE. IF THIS IS NOT POSSIBLE, PLANTS SHALL BE HEELED IN AND WATERED TO PREVENT DEHYDRATION.
21. PLANTING PITS SHALL BE EXCAVATED TO A MINIMUM OF TWICE THE WIDTH OF THE ROOTBALL. DO NOT DISTURB SOIL AT THE BOTTOM OF PIT BUT SCARIFY SIDES TO PREVENT GLAZING.
22. PLANTS SHOULD BE THOROUGHLY WATERED IMMEDIATELY AFTER PLANTING, ALLOWING WATER TO SOAK DOWN AND FILL REMAINDER OF HOLE WITH LOOSE SOIL. WITHOUT FURTHER PACKING, A MOUND OF SOIL SHALL BE FORMED AROUND THE EDGE OF EACH TREE PIT TO FORM A SHALLOW SAUCER.
23. ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC POP-UP IRRIGATION SYSTEM. ALL SHRUB BEDS AND TREES TO BE IRRIGATED WITH AUTOMATIC DRIP (TRICKLE) IRRIGATION SYSTEM, OR ACCEPTABLE ALTERNATIVE. THE IRRIGATION SYSTEM IS TO BE ADJUSTED TO MEET THE WATER REQUIREMENTS OF THE INDIVIDUAL PLANT MATERIAL. WHEN NATIVE SEED BECOMES ESTABLISHED IRRIGATION TO THOSE AREAS COULD BE TURNED OFF AND / OR USED DURING DROUGHT PERIODS TO ENSURE THE HEALTH OF NATIVE SEED.
24. AFTER PLANT INSTALLATION, ALL PLANT MATERIAL SHALL BE PLACED WITH THEIR ROOT COLLARS SLIGHTLY HIGHER THAN FINISH GRADE. (3" HIGHER FOR TREES.)
25. ALL LANDSCAPE SHOWN ON THESE PLANS SHALL BE MAINTAINED IN A NEAT AND ADEQUATE MANNER. REQUIRED MAINTENANCE ACTIVITIES SHALL INCLUDE, BUT NOT BE LIMITED TO TRIMMING OF HEDGES, ADEQUATE IRRIGATION, REPLACEMENT OF DEAD, DISEASED OR UNSIGHTLY LANDSCAPING, REMOVAL OF WEEDS FROM PLANTING AREAS, AND APPROPRIATE PRUNING OF PLANT MATERIALS.
26. A QUALIFIED LANDSCAPE CONTRACTOR SHALL BE EMPLOYED TO PERFORM PERIODIC INSPECTION AND MAINTENANCE OF LANDSCAPED AREAS AS DESCRIBED IN NOTE 25.
27. THE CONTRACTOR SHALL STAKE OUT ALL KEY AREAS INCLUDING BUT NOT LIMITED TO SIDE WALKS, STEEL EDGING, PLANT BEDS, TREE AND SHRUB LOCATIONS AND OBTAIN APPROVAL BY THE LANDSCAPE ARCHITECT OR OWNER (MAKING MODIFICATIONS AS MAY BE REQUIRED AT NO ADDITIONAL COST), PRIOR TO PROCEEDING WITH THE CONSTRUCTION.
28. SOIL BACKFILL MIXTURE FOR ALL PERENNIAL BEDS SHALL BE 1/3 COW MANURE, 1/3 IMPORTED TOPSOIL, AND 1/3 ON-SITE SOIL.
29. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND BASE HIS BID ON ACTUAL ON-SITE CONDITIONS AND MEASUREMENTS. ANY DISCREPANCIES, ERRORS OR OMISSIONS ON THE CONSTRUCTION DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE CONTRACTOR. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ALL REVISIONS DUE TO FAILURE TO GIVE SUCH NOTICE.
30. THE CONTRACTOR SHALL RESTORE ANY AND ALL DAMAGE DUE TO HIS CONSTRUCTION OPERATIONS TO THEIR ORIGINAL STATE AT HIS EXPENSE.
31. LANDSCAPE EDGER TO BE "PERFEDGE" FROM COYOTE LANDSCAPE PRODUCTS. STEEL EDGER IS TO BE USED WHEREVER THERE IS A CHANGE IN SURFACING TYPE - SEE PLANT LEGEND.
32. ANY LANDSCAPE MATERIALS DAMAGED DURING CITY OF LOUISVILLE OPERATION, MAINTENANCE, OR REPAIR OF THE STORM SEWER LOCATED WITHIN THE 20' DRAINAGE & UTILITY EASEMENT SHALL BE REPAIRED BY AND AT THE EXPENSE OF THE PROPERTY OWNER.
33. ANY FENCING DAMAGED DURING CITY OF LOUISVILLE OPERATION, MAINTENANCE, OR REPAIR OF THE STORM SEWER LOCATED WITHIN THE 20' DRAINAGE & UTILITY EASEMENT SHALL BE REPAIRED BY AND AT THE EXPESE OF THE PROPERTY OWNER.

NOTES:
1. ANY BROKEN OR CRUMBLING ROOTBALLS WILL BE REJECTED.
2. REMOVING THE CONTAINERS WILL NOT BE AN EXCUSE FOR DAMAGED ROOTBALLS.
3. STREET TREES ARE TO BE LIMBED UP TO 8'. PRUNING SHALL OCCUR IN THE APPROPRIATE MANNER AT THE NURSERY. SUBSTANTIAL PRUNING WILL NOT BE ALLOWED ON-SITE.



1 DECIDUOUS TREE PLANTING
Scale: NTS

NOTES:
1. ANY BROKEN OR CRUMBLING ROOTBALLS WILL BE REJECTED. REMOVING THE CONTAINERS WILL NOT BE AN EXCUSE FOR DAMAGED ROOTBALLS
2. HOLD GRADE 1" BELOW EDGE OF WALK OR CURB.
3. ALL JUNIPER PLANTS SHOULD BE PLANTED SO TOP OF ROOT MASS OCCURS AT FINISH GRADE OF MULCH LAYER
4. SHRUBS PLANTED WITHIN THE DRAIN STRIP OR SCREE AREAS SHALL HAVE A 12" DIAMETER RING OF MULCH AT THE BASE OF EACH SHRUB
5. PLANT ALL SHRUBS AND AND MULCH RING PRIOR TO PLACING ROCK



2 SHRUB PLANTING
Scale: NTS

#	DATE	REVISION DESCRIPTION
1	10/26/19	SUBMITTED TO LOUISVILLE
2	1/22/20	SUBMITTED TO LOUISVILLE
3	2/26/20	SUBMITTED TO LOUISVILLE

DRN
CHK AML
DSG PMS

Landscape Architecture
people creating spaces
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denver, co 80218
t 303.531.4905 . f 303.531.4908

NAPA AUTO PARTS PUD FILING 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4

LANDSCAPE DETAILS

ACTION CIVIL ENGINEERING
9777 PYRAMID CT., SUITE 225
ENGLEWOOD, CO 80112 720.260.0433
tdenning@actioncivileng.com

JOB NO. 1910
SCALE
DATE 05/08/2020
SHEETS 11 SHEET 07

Wainwright 6' Contour Bench
MODEL: RCPWC6
COLOR: MAHOGANY / TEXTURED PEWTER
INSTALL PER MANUFACTURER'S SPECS.
OR APPROVED EQUAL.

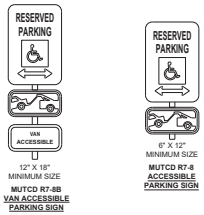
CONTACT: ANOVA
PHONE: 808-231-1327
WWW.ANOVAFURNISHINGS.COM

1 6' BENCH
Scale: NTS

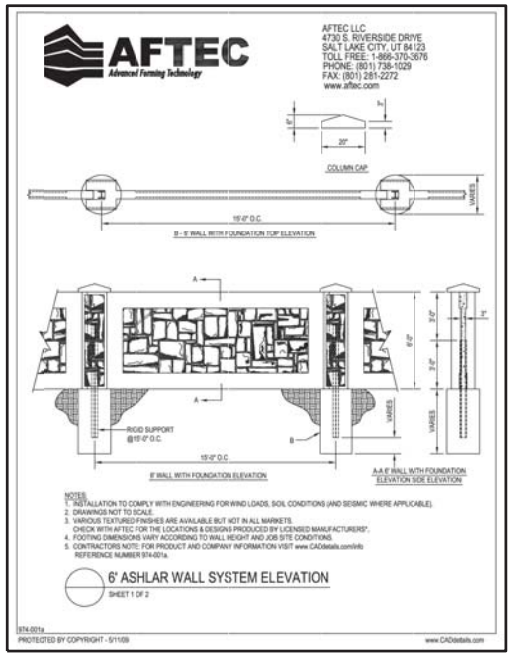
U-Bike Rack
MODEL: LBIR2PSURF
COLOR: BLACK
INSTALL PER MANUFACTURER'S SPECS.
OR APPROVED EQUAL.

CONTACT: ANOVA
PHONE: 808-231-1327
WWW.ANOVAFURNISHINGS.COM

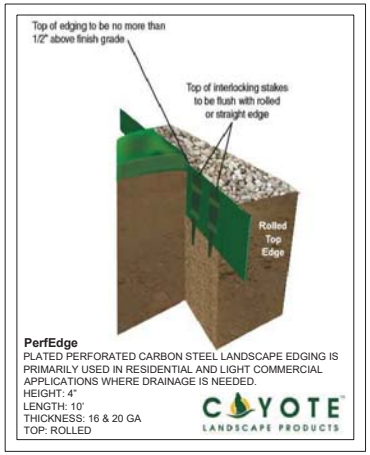
2 BICYCLE RACK
Scale: NTS



3 ADA PARKING SIGNAGE
Scale: NTS



4 6' SCREEN WALL
Scale: NTS



5 PERFORATED STEEL EDGER
Scale: NTS

#	DATE	REVISION DESCRIPTION
1	10/26/19	SUBMITTED TO LOUISVILLE
2	1/22/20	SUBMITTED TO LOUISVILLE
3	2/26/20	SUBMITTED TO LOUISVILLE

DRN
CHK AML
DSG PMS

Landscape Architecture
people creating spaces
pcs group inc.
www.pcsgroupco.com
p.o. box 18287
denver, co 80218
t 303.531.4905 : f 303.531.4908

NAPA AUTO PARTS PUD FILING 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4

LANDSCAPE DETAILS

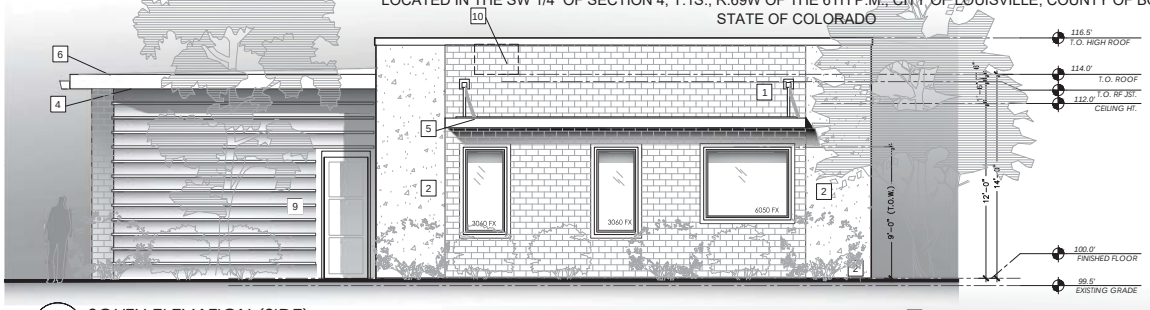
ACTION CIVIL ENGINEERING
9777 PYRAMID CT, SUITE 225
ENGLEWOOD, CO 80112 720.260.0433
tdemming@actioncivileng.com

JOB NO. 1910
SCALE
DATE 05/08/2020
SHEETS 11 SHEET 08

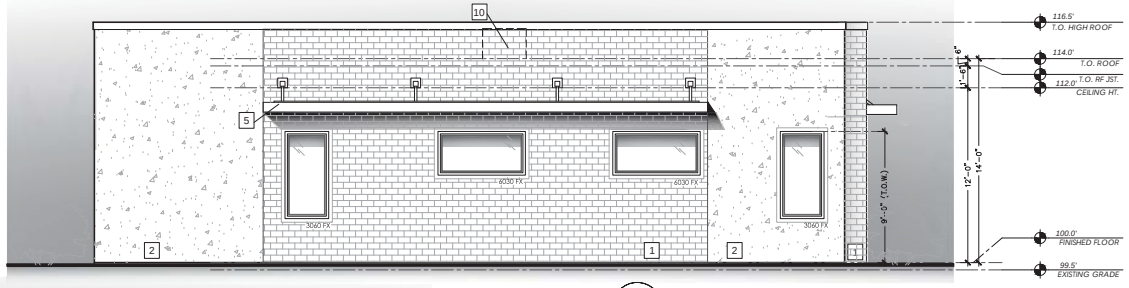
NAPA AUTO PARTS PUD AMENDMENT 1

LOT 4-B, LOUISVILLE PLAZA FILING NO. 2 SECOND AMENDMENT LOT 4

LOCATED IN THE SW 1/4 OF SECTION 4, T.1S., R.69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



4 SOUTH ELEVATION (SIDE)
1/4"=1'-0"
HECLA WAY ELEVATION



3 EAST ELEVATION (REAR)
1/4"=1'-0"

2 NORTH ELEVATION (SIDE)
1/4"=1'-0"

EXTERIOR FINISH KEY NOTES:

1. BRICK VENEER, MANUF: MUTUAL MATERIALS, SLIM BRICK ARCHITECTURAL SERIES, COLOR: HARBOR MIST
   NOTE: BRICK MORTAR COLOR TO MATCH STUCCO PAINT
2. EXTERIOR 3-COAT SMOOTH COAT STUCCO, PAINT COLOR: BENJAMIN MOORE AFFINITY THUNDER / AF-685
3. WOOD VENEER, 4" CEDAR BOARD
4. T&G SOFIT BOARD_WOOD VENEER, 4" CEDAR BOARD
5. SURFACE MOUNTED FLAT PANEL POWDER COATED BLACK METAL AWNING, BRACED TO WALL
6. FLAT EPDM ROOF, SLOPE 1/4" /FT. TO DRAIN
7. DOWNSPOUT FROM ROOF GUTTER SYSTEM, PAINT TO MATCH SURROUNDING STUCCO
8. SPLASHBLOCK BELOW DOWNSPOUT, REFER TO SITE PLAN FOR SITE DRAINAGE
9. DECORATIVE HORIZONTAL POWDER COATED BLACK METAL SLATS
10. ROOF TOP MECH. UNIT, SCREENED BY ROOF PARAPET

1 WEST ELEVATION (FRONT)
1/4"=1'-0"

#	DATE	REVISION DESCRIPTION

DRN
CHK
DSG

KSA ARCHITECTURE LLC

NAPA AUTO PARTS PUD AMENDMENT
1411 HECLA WAY, LOUISVILLE, CO

ARCHITECTURAL ELEVATIONS
DISPENSARY BUILDING

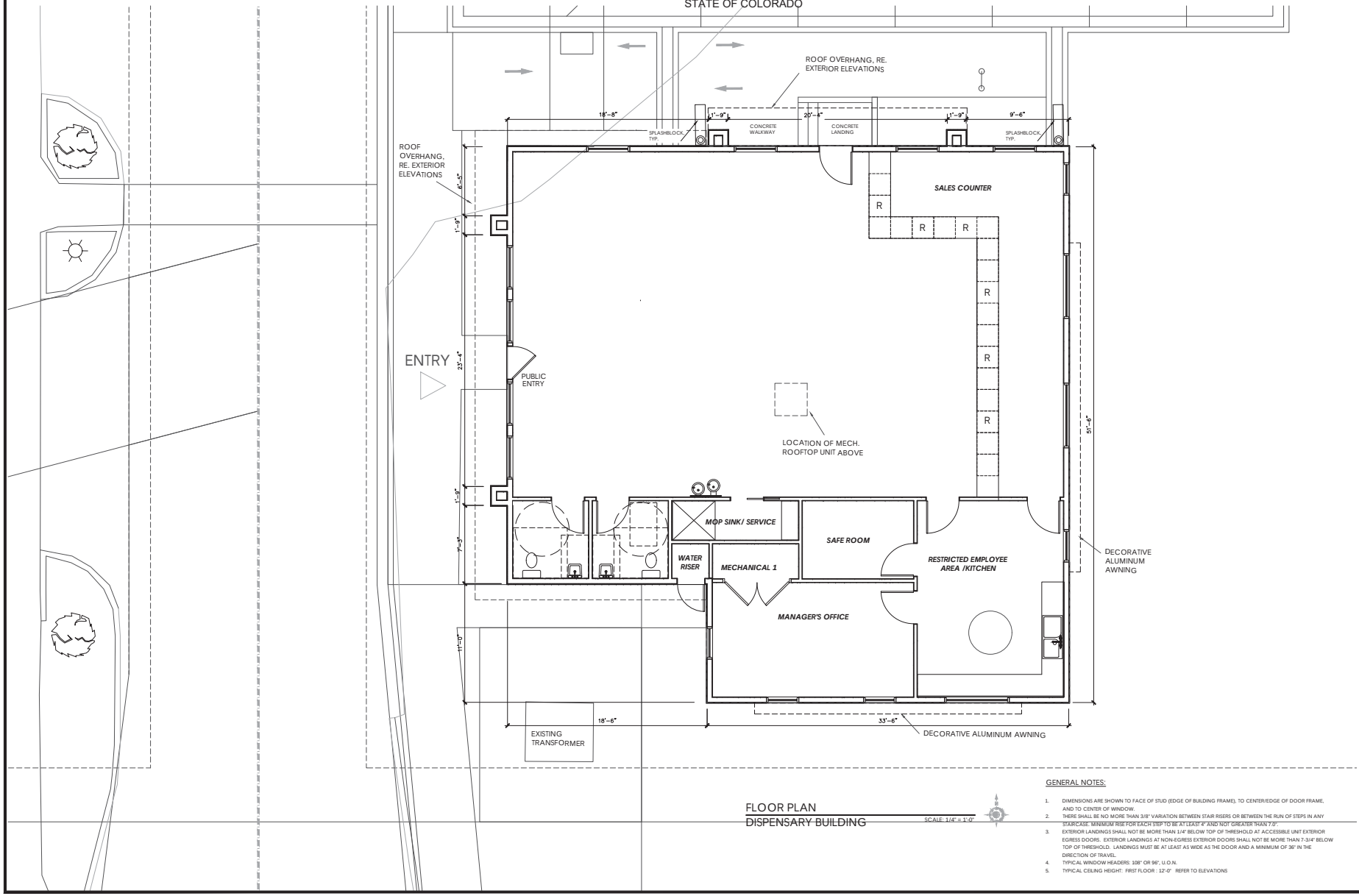
ACTION CIVIL ENGINEERING
9800 PYRAMID CT, SUITE 400
ENGLEWOOD, CO 80112 720.895.1363
tdenning@actioncivileng.com

JOB NO.
SCALE
DATE
SHEETS 11 SHEET 09

NAPA AUTO PARTS PUD AMENDMENT 1

LOT 4-B, LOUISVILLE PLAZA FILING NO. 2 SECOND AMENDMENT LOT 4

LOCATED IN THE SW 1/4 OF SECTION 4, T.1S., R.69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



FLOOR PLAN
DISPENSARY BUILDING

SCALE: 1/4" = 1'-0"

GENERAL NOTES:

1. DIMENSIONS ARE SHOWN TO FACE OF STUD (EDGE OF BUILDING FRAME), TO CENTER/EDGE OF DOOR FRAME, AND TO CENTER OF WINDOW.
2. THERE SHALL BE NO MORE THAN 3/8" VARIATION BETWEEN STAIR RISERS OR BETWEEN THE RUN OF STEPS IN ANY STAIRCASE. MINIMUM RISE FOR EACH STEP TO BE AT LEAST 4" AND NOT GREATER THAN 7.0".
3. EXTERIOR LANDINGS SHALL NOT BE MORE THAN 1/4" BELOW TOP OF THRESHOLD AT ACCESSIBLE UNIT EXTERIOR EGRESS DOORS. EXTERIOR LANDINGS AT NON-EGRESS EXTERIOR DOORS SHALL NOT BE MORE THAN 7-3/4" BELOW TOP OF THRESHOLD. LANDINGS MUST BE AT LEAST AS WIDE AS THE DOOR AND A MINIMUM OF 36" IN THE DIRECTION OF TRAVEL.
4. TYPICAL WINDOW HEADERS: 108" OR 96", U.O.N.
5. TYPICAL CEILING HEIGHT: FIRST FLOOR : 12'-0" REFER TO ELEVATIONS

REVISION DESCRIPTION
DATE
#
DRN
CHK
DSG

KSA ARCHITECTURE LLC

NAPA AUTO PARTS PUD AMENDMENT
1411 HECLA WAY, LOUISVILLE, CO

ARCHITECTURAL FLOOR PLANS
DISPENSARY & RETAIL BUILDINGS

ACTION CIVIL ENGINEERING
9800 PYRAMID CT, SUITE 400
ENGLEWOOD, CO 80112 720.895.1363
tdenning@actioncivileng.com

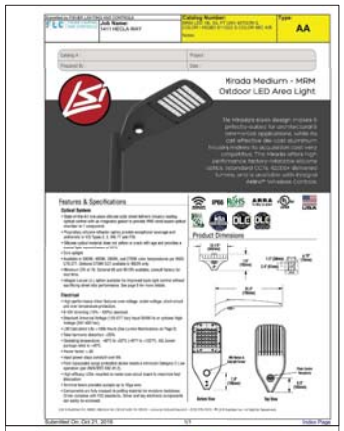
JOB NO.
SCALE
DATE
SHEETS 11
SHEET 10

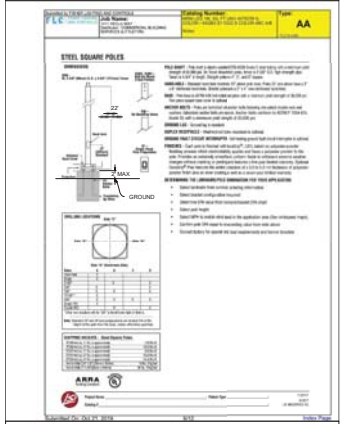
Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Description	Total Watts	Lum. Lumens
	3	AA	SINGLE	MRM-LED-12L-SIL-FT-40-70CRI-IL	282	8510
	2	WW	SINGLE	XWM-3-LED-04-40	76	4571

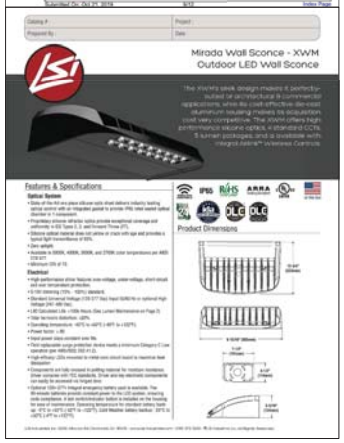
Calculation Summary								
Label	Calctype	Units	Avg	Max	Min	Avg/Min	Max/Min
Grounds_Planar	Illuminance	FC	0.95	9.3	0.0	N.A.	N.A.

Know what's **below.**
Call before you dig.

0 20 40 Feet







NOTES:
1. POLE HEIGHT = 24'
2. BASE HEIGHT ABOVE GROUND = 2'

#	DATE	REVISION DESCRIPTION
1	10/25/19	SUBMITTED TO LOUISVILLE
2	12/2/20	SUBMITTED TO LOUISVILLE
3	03/03/20	SUBMITTED TO LOUISVILLE
4	05/07/20	SUBMITTED TO LOUISVILLE
5	06/02/20	PHOTOMETRIC COMMENTS

DRN TWD
CHK
DSG TWD

NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4

PHOTOMETRIC PLAN

ACTION CIVIL ENGINEERING
9777 PYRAMID CT, SUITE 225
ENGLEWOOD, CO 80112 720.260.0433
tdenning@actioncivileng.com

JOB NO. 1910
SCALE ---
DATE 6/4/2020
SHEETS 11 SHEET 11

From: ruth
To: Planning
Subject: 1411 Hecla Plan
Date: Thursday, February 20, 2020 10:27:35 AM

My name is Edward Jones and I live at 1502 White Violet Way, Louisville Colorado.
I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.
Thank you.

Sent from my iPad

From:	William Kirby
To:	Planning
Subject:	1411 Hecla PUD Amendment Application
Date:	Thursday, February 20, 2020 8:02:18 PM

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail, including the fencing, parking and trash receptacles. Please recommend denial of the application as it is currently proposed.

William and Kathryn Kirby

From:	Peter Go
To:	Planning
Subject:	1411 Hecla PUD Amendment
Date:	Thursday, February 20, 2020 9:08:21 AM

To: Louisville Planning Commission
Subject: 1411 Hecla Way PUD application

My name is Peter Go and I live at 1804 Lakespur Ln, Louisville Colorado (North End Phase 2).

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the character of the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
Peter

From: Nick Boyer
To: Planning
Subject: 1411 Hecla Way - Marijuana Dispensary
Date: Saturday, February 22, 2020 9:12:45 AM

To whom it concerns,

I understand that a dispensary is planned for this location between Napa Auto-Parts and the North End Phase II neighborhood. I am not concerned with the dispensary as a business, but I do request that the property be compatible with its surroundings. The plans show a 6-ft. vinyl fence and and unacceptable trash bin location.

They/we can do better.

Please consider this input prior to acceptance of this application.

Thank you,

Nick Boyer
1323 Snowberry Lane
Louisville (North End)
303-902-5161

From: Kari Wheeler
To: Planning
Subject: 1411 Hecla Way concern
Date: Thursday, February 20, 2020 9:55:24 AM

Hi,

My name is Kari Wheeler. My family and I live at 1915 Lakespur Lane in Louisville, Colorado.

We are very concerned about the revised application for 1411 Hecla Way. It does not keep with the local area and properties adjacent to the open space trail.

Please recommend denial of the application as it is currently proposed.

Thank you,

Kari Wheeler

--
Kari Wheeler, BSN, RN, IBCLC, LCCE
Lactation Consultant | Childbirth Educator
303-880-4534 | hello@kariwheeler.com
www.kariwheeler.com
Boulder County, Colorado

From:	Larry Clark
To:	Planning
Subject:	1411 Hecla Way Development Plan
Date:	Friday, February 21, 2020 3:40:25 PM

---

to: planning@louisvilleco.gov
Subject: 1411 Hecla Way PUD application

My name is Larry Clark and I live at 1821 Blue Star Ln, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping at all with the local area, and properties adjacent to the open space trail.

There are many families with young children in this neighborhood and the proposed business is incongruent there. Certainly, there are other locations where this business would better fit in. Please recommend denial of the application as it is currently proposed.

Strongly opposed,
Larry Clark

Via IPhone

From: bobbelknap@comcast.net
To: Planning
Subject: 1411 hecla way development
Date: Thursday, February 20, 2020 8:59:21 AM

I am a home owner on sweet clover lane that backs to the trail and close by the planned marijuana retail shop.

I strenuously object to the cities failure to require even minimal mitigation steps to the developers plans for this site. The vinyl fencing would never be allowed in housing just a few feet away. I see no landscaping mitigation proposed. The location of trash cans, parking, and lighting will make living next to this development undesirable to say the least.

I request the planning commission reject the developers plans unless and until proper mitigation steps are taken.

Regards,
Bob belknap
1825 sweet clover ln

Sent from my iPhone

From:	Julie & Michael Merrick
To:	Planning
Subject:	1411 Hecla Way PUD Amendment
Date:	Thursday, February 20, 2020 10:40:16 AM

My name is Julie Merrick. My husband, Michael Merrick, and I live at 2250 E Hecla Way Unit B in Louisville Colorado.

We find the revised application for 1411 Hecla Way unacceptable. The parking and trash receptacle are adjacent to residential homes. The 6' vinyl fence surrounding the property is completely out of character with the existing neighborhood and not in keeping with the natural appearance of properties adjacent to Hecla Lake Open Space. Please recommend denial of the application as it is currently proposed.

Thank you.

Julie & Michael Merrick

2250 East Hecla Drive Unit B

Louisville, CO 80027

From:	Michael Fried
To:	Planning
Subject:	1411 Hecla Way PUD Application
Date:	Thursday, February 20, 2020 6:52:30 PM

My name is Michael Fried and I live at 1345 Snowberry Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Michael Fried

From: Cynthia Grossman
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 6:57:33 PM

My name is Cynthia Grossman and I live at 1345 Snowberry Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Cynthia Grossman

From: M Ryan
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Sunday, February 23, 2020 2:29:07 PM

My name is Melanie Ryan and I live at 1542 White Violet Way, Louisville Colorado, in the North End subdivision near Hecla Way.

I/We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

From: Matthew Heron
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Sunday, February 23, 2020 1:44:22 PM

My name is Matt Heron and I live at 2401 E. Hecla Way Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Furthermore, I recommend denying the application for a recreational marijuana store outright. It has no place anywhere near a residential area and will seriously denigrate the family-friendliness that has so benefited the City of Louisville.

Respectfully
Matt Heron
Father of 3 and Veteran

From: Tzvetanka Gintchin
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Saturday, February 22, 2020 11:34:41 AM

Good Afternoon:

My name is Tzvetanka Gintchin and I live at 1491 Hecla Way, Louisville Colorado. I am the owner of one of the townhome units directly next to the planned marijuana shop.

I write to request your denial of the revised application for the 1411 Hecla Way development. I find its proposed design unacceptable, and not in line with the local area, and properties adjacent to the open space trail. Its currently proposed plan will negatively impact the feel and look of the neighborhood and decrease the curb appeal of the plot.

I ask you to carefully consider the impact of the proposed plans on the current North End residents and recommend denial of the application as it is currently proposed.

Thank you for your kind consideration.

Tzvetanka Gintchin

From: Evan Solida
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Saturday, February 22, 2020 7:58:16 AM

My name is Evan Solida and I live at 1376 Snowberry Lane in Louisville, Colorado (part of the 'North End' community.)

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you Kindly,

Evan Solida

--
Evan Solida
336-317-3711
www.6Design.com

From:	Jason Plumb
To:	Planning
Subject:	1411 Hecla Way PUD application
Date:	Saturday, February 22, 2020 7:10:58 AM

My name is Jason Plumb and I live at 2255 E Hecla Dr. Louisville Colorado.

I/We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Best,
Jason

From: Scott Oubre
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Friday, February 21, 2020 3:01:14 PM

My name is Scott Oubre and I live at 1545 Hecla Way, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Scott

From: Bradley Lose
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:25:49 AM

My name is Brad Lose and I live at 1545 Hecla Way, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed. Due to parking, trash, and open space access.

Thanks,

Brad

From: Susan Vent
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:31:50 AM

My name is Susan Vent and I live at 2372 Hecla Drive in Louisville.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail.

Please recommend denial of the application as it is currently proposed.

Thank you for your consideration.

Susan Vent

From: James Earl Douglas
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:32:24 AM

My name is James Douglas I live at 2380 Hecla Dr, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
James

From:	Sean Zhang
To:	Planning
Subject:	1411 Hecla Way PUD application
Date:	Thursday, February 20, 2020 8:32:56 AM

My name is Sean Zhang and I live at 1845 Blue Star Ln, Louisville Colorado.

Our family find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sean Zhang
+1 (970) 581-7873

From:	Beverly E Kingston
To:	Planning
Subject:	1411 Hecla Way PUD application
Date:	Thursday, February 20, 2020 8:33:28 AM
Attachments:	image001.png

My name is Beverly Kingston and I live at 2226 Unit A East Hecla Way, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Beverly Kingston

Beverly Kingston, Ph.D.
Director and Senior Research Associate
Center for the Study and Prevention of Violence
Institute of Behavioral Science | University of Colorado Boulder
1440 15th Street | Boulder, CO 80302
303.492.9046 w | 303.229.6359 c
cspv.colorado.edu

University of Colorado
Boulder

From: Carrie Zawistowski
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:34:31 AM

My name is Carrie Zawistowski and I live at 2406 Rose Court, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable and not in keeping with the local area and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sent from my iPhone

From: Stephanie Parry
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:38:53 AM

My name is Stephanie Parry and I live at 2119 Hecla Drive, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed. Thank you.

--
Stephanie Parry
919-900-0796

From: Jonathan Lagoe
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:47:03 AM

Subject: 1411 Hecla Way PUD application

My name is Jonathan Lagoe and I live at 1545 Hecla Way # 304 Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you

Jonathan Lagoe

From: Nick Zawistowski
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 9:39:43 AM

My name is Nick Zawistowski and I live in the North End community at 2406 Rose Ct. Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Plus the proximity to Louisville sponsored children's sports field promotes a dangerous environment. Please recommend denial of the application.

Sent from my iPhone

From: Julie Vick Harber
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:12:17 AM

Hello,

My name is Julie Vick and I live at 1844 Lakespur Ln, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. As a parent of young children living in the adjacent neighborhood, I'm very concerned about how this will be developed. Please recommend denial of the application as it is currently proposed.

Thank you,

Julie Vick

From:	THOMAS MERKLEY
To:	Planning
Subject:	1411 Hecla Way PUD Application
Date:	Thursday, February 20, 2020 10:14:20 AM

Mary and I find the revised application for 1411 Hecla Way unacceptable and not in keeping with the local area and property
adjacent to open space trail. Please recommend denial of the application as currently proposed. Thank you

Thomas and Mary Merkley
1820 Lakespur Lane
Louisville, CO 80027

From: Marie Boric
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:14:30 AM

From: Marie Boric, 1505 Hecla Way #202, Louisville, CO 80027

The North End Area is a charming high-end residential area carefully designed with open space and wonderful landscaping. The current proposed plan detracts from that (vinyl fencing- inconsistent with current fencing by car wash and North End feel, poor placement of trash receptacles, and lack of any shielding landscape). Please deny this application as proposed and continue to work with the North End residents to reach a better solution

Thank you for your time
Marie Boric

Sent from Mail for Windows 10

From: Kyle Block
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:20:11 AM

My name is Kyle Block and I live at 1505 Hecla Way #101, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Kyle

From: Elizabeth Swank
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 4:04:17 PM

We are Elizabeth Swank and Kent Stutsman. We own and live in the residence at 1806 Blue Star Lane, Louisville, Co.

PLEASE DO NOT APPROVE THIS APPLICATION AS ITS CURRENT FORM WOULD NEGATIVELY IMPACT OUR NEIGHBORHOOD.

Our home is in the North End development of Louisville which is a lovely community neighborhood of families composed of multiple generations and backgrounds. People in this neighborhood interact with each other, the children play with each other, parents walk their children to the bus stop and back, neighbors walk their dogs and talk with each other. It is a community that is physically active and involved with the atmosphere that exists as a result of the ambiance created for a neighborhood where people live, work, raise their families, and retire so they can then watch the process of a neighborhood move through the next generation.

The original and revised application for development of 1411 Hecla Way is unacceptable and detrimental to our neighborhood and the open spaces which are adjacent and in proximity to this piece of property.

It would not be beneficial to our neighborhood nor to the residents of the City of Louisville if this application is deemed acceptable by the City. Its approval would set an unfortunate precedent for the City. EACH AND EVERY neighborhood of Louisville is an integral part of the City's overall ambiance.

PLEASE DO NOT APPROVE THIS APPLICATION AS ITS CURRENT FORM WOULD NEGATIVELY IMPACT OUR NEIGHBORHOOD.

Respectfully requested,
Elizabeth Swank and Kent Stutsman
1806 Blue Star Lane

From:	Jamie Skerski
To:	Planning
Subject:	1411 Hecla Way PUD application
Date:	Thursday, February 20, 2020 4:43:28 PM

My name is Jamie Skerski and I live at 1558 White Violet Way (in North End) in Louisville, CO.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
Jamie Skerski

From: Rachel Simmons
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 4:51:00 PM

My name is Rachel Simmons and I live at 1826 Sweet Clover Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,
Rachel Simmons
Sent from my iPhone

From: Judy.McNary@comcast.net
To: Planning
Subject: 1411 Hecla Way PUD Application
Date: Thursday, February 20, 2020 7:22:18 PM

To Whom It May Concern,

We live at 1574 White Violet way and are emailing because we are concerned about the development plan for 1411 Hecla Way. The vinyl fence, the placement of trash, and the potential issues with truck deliveries are a few of the reasons we believe the revised application is unacceptable and does not belong next to the open space trail and residential properties.
We respectfully ask that you recommend denial of the application as it is currently proposed.

Thank you for your consideration,
Scott and Judy McNary

From:	Betty Aga
To:	Planning
Subject:	1411 Hecla Way PUD application
Date:	Friday, February 21, 2020 9:07:46 AM

To Whom it May Concern

My name is Betty Aga and I live at 1865 Sweet Clover Ln, Louisville Colorado.

I/We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Betty Aga

From: Marsha McClanahan
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Friday, February 21, 2020 11:28:06 AM

I am one of the owners of 1459 Hecla Way and my daughter lives at that property. I have two major concerns about the proposed development of the lot at 1411 Hecla Way. Since this commercial property is located adjacent to residential property, I believe the areas of concern below make it unworkable as designed.

My first concern is the impact of water flow across the property. As designed, the storm water flow arrows indicate that the flow of storm water will be directed across the parking area to the northeast and directly toward the residential area. The drawing shows the water flow along the walking path from the north and the south to a low point where there is a concrete path between two houses. This is a vulnerable area with houses which have basements located there. As someone who dealt with the 2013 flood in Boulder, I can tell you that in my neighborhood the ground became saturated during the days of heavy rain and water forced its way into basements. My neighbors had 3 feet of water in their basements and our house which has a garden level had an inch of water throughout that lower level. The proposed design of the commercial property looks like it could create that same situation for adjacent homes in heavy rain. With a large retention pond located directly north of the property, I don't understand why all the water flow from the new development isn't directed toward that pond, from the north west corner of the lot.

Second, the parking area of the lot to be developed is located too close to the adjacent homes. Even with the proposed fence, it appears that too much parking is located along the property line adjacent to homes. With a parking lot there will be car engine noise, radios, and voices. In the evening every car entering the lot will be directing headlights toward the houses. Also, as planned large delivery trucks for Napa Parts will be backing up into the lot with their noisy engines and back up warning sounds. This is unacceptable. In choosing a business to develop land adjacent to a residential area of family homes, I question whether the proposed business has too high a volume of customers and delivery vehicles to be appropriate and whether directing the Napa Parts trucks close to the homes is the only solution for the development of this land.

Thank you for considering my comments. I hope you will deny the application as proposed.
Marsha McClanahan

From: tran nguyen
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Monday, February 24, 2020 11:54:04 AM

My name is Nghia and Tran Nguyen, and we live at 1933 Blue Star Ln, Louisville Colorado.

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Tran Nguyen

From:	Nancy Hevenor
To:	Planning
Subject:	1411 Hecla Way PUD application
Date:	Thursday, February 20, 2020 1:50:13 PM

My name is Nancy Hevenor and I live at 1822 Blue Star Lane, Louisville.

I find the revised application for 1411 Hecla Way by Emilia Construct LLC unacceptable and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Nancy Hevenor

Nancy Hevenor
cell: *860-918-2488*
1822 Blue Star Ln. Louisville, CO 80027

From: Mark Cathcart
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 1:45:35 PM

My name is Mark Cathcart and I live at 1763 Sweet Clover Ln, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

If the Planning Commission hears this on March 12th, as scheduled, I intend to address my issues directly to the commission.

++Mark.

_____
https://markcathcart.com/about/

From: Molly Meiners
To: Planning
Subject: 1411 Hecla Way PUD Application
Date: Friday, February 21, 2020 2:24:37 PM

My name is Molly Meiners and I live at 1545 Hecla way #103, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

From:	Ellen Tallman
To:	Planning
Subject:	1411 Hecla Way PUD application
Date:	Thursday, February 20, 2020 12:49:21 PM

Our names are Peter and Ellen Tallman and we live at 1827 Lakespur Lane, Louisville Colorado.

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Ellen and Peter Tallman

From: Phillip Boutote
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 11:19:28 AM

My name is Phillip Boutote and I live at 2379 Golden Eagle Way, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. I further believe that the opening of this business will be deleterious to the safety of the surrounding area as well as to home values. Please recommend denial of the application as it is currently proposed.
Phillip Boutote

--
Phillip Boutote
2379 Golden Eagle Way
Louisville, CO 80027
303-953-8282
pboutote@gmail.com

From: Lee Breslouer
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:48:46 AM

My name is Shachar Breslouer and I live at 2164 E Hecla Dr, Unit B in Louisville.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Shachar Breslouer

From: Fenella Keig
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:42:13 AM

Our names are Fenella Keig and Amy Stark and we live at 2408 Hecla Dr, Louisville, CO.

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail.

Please recommend denial of the application as it is currently proposed.

Thank you for your consideration

Fenella

--
Fenella
917-731-2051

From: Gino Bona
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:38:48 AM

Good morning.

My name is Gino Bona and I live at 2119 Hecla Drive in Louisville, Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you for your consideration.

--
Gino Bona
720-419-8553

From:	Beth Ward
To:	Planning
Subject:	1411 Hecla Way PUD Application
Date:	Thursday, February 20, 2020 1:53:44 PM

My name is Beth Ward and I live at 1320 Snowberry Lane #101 in Louisville. I find the revised application for 1411 Hecla Way unacceptable and not in keeping with the local area, and properties adjacent to the open space trail. Please deny the application as it is currently proposed.
Sincerely,
Beth Ward

From: Lazar Gintchin
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Sunday, February 23, 2020 3:24:10 PM

Hello,

My name is Lazar Gintchin and I live at 1491 Hecla Way Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
Lazar

--
Lazar Gintchin
lazar.gintchin@gmail.com

From: Amanda McGarry
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 2:27:38 PM

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. In particular, the location of parking and trash receptacles, as well as the fence, is out of character for properties adjacent to an open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Amanda McGarry

1934 Blue Star Ln, Louisville, CO 80027

From: Susan Vanderborgh
To: Planning
Subject: 1411 Hecla Way
Date: Thursday, February 20, 2020 9:22:46 AM

My name is Susan Vanderborgh, and I live at 1802 Sweet Clover Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Susan Vanderborgh

Vanderborgh Family Law, LLC
Child and Family Investigator
Domestic Relations Mediator
Parenting Coordinator/Decision-Maker

www.vanderborghfamilylaw.com

2373 Central Park Blvd. #100
Denver, CO 80238
Phone/Fax: 720 307-4410
Email: susan@vanderborghfamilylaw.com

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From:	Trudy Turvey
To:	Planning
Subject:	1411 Hecla Way
Date:	Thursday, February 20, 2020 8:36:03 AM

H-I am Trudy Turvey and I live at 1483 Hecla Way in Louisville, Colorado.I live well within 500 feet of the proposed application.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Trudy Turvey

From:	Tim Merkel
To:	Planning
Subject:	Application for 1411 Hecla Way
Date:	Monday, February 24, 2020 11:32:21 AM

My name is Tim Merkel and I live at 1849 Sweet Clover Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Tim Merkel
Partner, Big Compass
- -
- -
tim@bigcompass.com | bigcompass.com
M:303-591-4371 O:720 -328-1669

From:	Kerry Merkel
To:	Planning
Subject:	Application for.1849 Hecla Way
Date:	Thursday, February 20, 2020 1:40:12 PM

My name is Kerry Merkel and I live at .1849 Sweet Clover Ln. Louisville Colorado.

I/We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Kerry Merkel

Owner/Director

Blue Mountain Montessori

From: Erin Solida
To: Planning
Subject: Application unacceptable
Date: Saturday, February 22, 2020 7:53:13 AM

My name is Erin Solida and I live at 1376 Snowberry Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you Kindly,

Erin Solida

From: Meredyth Muth on behalf of Open Records
To: Lisa Ritchie; Harry Brennan
Subject: FW: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 12:56:22 PM

Public Comments for your packet.

MEREDYTH MUTH
CITY CLERK
CITY OF LOUISVILLE
303.335.4536
303.335.4550 FAX
www.LouisvilleCO.gov
MeredythM@LouisvilleCO.gov

-----Original Message-----
From: Kathy Duffy [mailto:kathyduffy486@gmail.com]
Sent: Thursday, February 20, 2020 12:46 PM
To: City Council <Council@louisvilleco.gov>
Subject: 1411 Hecla Way PUD application

My name is Katherine Duffy and I live at 1923 Lakespur Lane, Louisville, Colorado in the North End neighborhood.

I find the revised application for 1411 Hecla Way unacceptable. It is definitely not in keeping with a quiet residential neighborhood with so many families and close proximity fo local schools.
Our neighborhood is also is adjacent to Louisville Open Space, bike paths and wildlife. I strongly recommend denial of the application, not only as currently proposed but, altogether. Frankly, I'm shocked that this application for such 'use' has progressed even this far. As a resident of Louisville, this application should have been a complete nonstarter.

From: K. Joanne Stark
To: Planning
Subject: project @ 1411 Hecla Way Louisville Co 80027 PUD application
Date: Monday, February 24, 2020 11:08:42 AM

Good Morning— As a retired nurse of 30 years working with those under the age of 21 years, am extremely concerned with the development of another retail marijuana store in / near our residential community. Markel Phase Two has a large population of young families and their children under the age of eighteen years. Plus I have seen the large number of teenagers that “trek” from the local Centaurus high school to the King’s Market each am prior to school, noon time, and then again after school. Knowing the nature of some young people, they would be exposed to a "new element" in the neighborhood and want to “check it out”!!!!. Also of concern is the “open space” walk way behind the homes on Sweet Clover Lane that do not have any type of security fencing to protect their yards.Since I use a walker, am concerned for my safety when on this pathway.

My name is Katherine Joanne Stark and I live @ 1818 Sweet Clove Lane,Louisville,Co. I purchased my home in 2015 and have had the pleasure to see the development grow into a great neighborhood that Louisville can be proud of. Thus I find that the revised application for 1411 Hecia Way is unacceptable, and not in keeping with our local area,and specially the properties that are adjacent to the open space trail that so many enjoy using. I ask that you please recommend that the application be deny as it is now proposed. Any questions, or if doing “site” visits I can be reach by phone @ 303-665- 0436.

Thank you

K. Joanne Stark

From: elisabethborden@gmail.com
To: Planning
Subject: PUD Application for 1411 Hecla Way
Date: Thursday, February 20, 2020 1:56:27 PM

I am a homeowner living very close to 1411 Hecla Way, whose PUD application you are considering. I have reviewed their revised application and find it objectionable in several ways and generally find it not to be an inappropriate fit with the local area, particularly given its proximity to residential housing and the open space trail.
I ask you to recommend denial of that application as it is now proposed.

Elisabeth Borden
1320 Snowberry Lane #304
Louisville, CO 80027
303.349.6630

From:	Barbara Subercaseaux
To:	Planning
Subject:	Re: 1411 Hecla Way PUD Application
Date:	Thursday, February 20, 2020 8:36:51 PM

My name is Barbara Subercaseaux Gaillard and I live in North End @ 1813 Blue Star Lane, Louisville Colorado.

My husband and I find the revised application for 1411 Hecla Way unacceptable, and not fitting in with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

I appreciate your attention to this matter.

Sincerely, Barbara

Barbara Subercaseaux Gaillard
Chair- Board of Directors- WOW! Children's Museum
"Inspiring Learning Through Play"
(310)291-1388

From:	Ernie Chung
To:	Planning
Subject:	Subject: 1411 Hecla Way PUD application
Date:	Thursday, February 20, 2020 2:18:18 PM

My name is Ernest Chung and I live at 2373 Hecla Dr, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Ernest Chung

From: Bob Richardson
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Tuesday, February 25, 2020 8:33:43 AM

Our names are Bob Richardson and Jan Richardson and we live at 1327 Snowberry Lane, Louisville Colorado.

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Kind regards, Bob and Jan

Bob and Jan Richardson | Louisville Homeowners| 1984-2020 |
North End Community | Markel Homes |
1327 Snowberry Lane, Louisville, CO 80027 | Cell 720-810-3851 |
robert.c.richardson@gmail.com | louisvilleco.gov |

From: Katie Lapinski
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Tuesday, February 25, 2020 12:58:08 PM

Hello,

My name is Katie and I live on Snowberry Lane in Louisville Colorado.

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
Katie

From: Iris Pinkus
To: Planning
Subject: 1411 Hecla way PUD application
Date: Tuesday, February 25, 2020 2:27:02 PM

My name is Iris Pinkus and I live at 1505 Hecla way, Louisville, Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you

From: Lindsey LeCuyer
To: Planning
Subject: 1411 Hecla Way
Date: Tuesday, February 25, 2020 2:35:13 PM

To whom it may concern:

I live in the North End subdivision in Louisville, and am writing to request that you recommend DENIAL of the application for business construction as it is currently proposed at 1411 Hecla Way. This plot is uniquely situated with extremely close proximity to houses, and on a street servicing a residential area. The plan submitted brings facilities too close to residents homes, and brings traffic, including delivery trucks, through a residential area. This small lot sitting behind our neighbors homes deserves thorough and careful consideration.

Sincerely,
Lindsey LeCuyer
1364 Golden Eagle Way, Louisville

From:	Andrew LeCuyer
To:	Planning
Subject:	1411 Hecla PUD Application
Date:	Tuesday, February 25, 2020 9:33:59 PM

Subject: 1411 Hecla Way PUD application

My name is Andrew LeCuyer and I live at 1364 Golden Eagle Way, Louisville, Colorado.

The revised application for 1411 Hecla Way is not acceptable for multiple reasons, including parking and trash adjacent to residential properties, a tall vinyl fence out of character for the area, and potential commercial vehicle delivery traffic on a residential street. Please recommend denial of the application as it is currently proposed.

respectfully,
Andrew LeCuyer

From:	Jon Bettcher
To:	Planning
Subject:	1411 Hecla Way PUD application
Date:	Tuesday, February 25, 2020 7:06:05 PM

Hello Louisville city planning -

My name is Jonathan Bettcher, and I live at 1881 Sweet Clover Lane, very close to the development at 1411 Hecla Way. To make it official, I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Please feel free to respond on this email address if you need any other details or information.

Thank you,

-Jon Bettcher
(267) 978-1217

From: Jessica Ash
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Wednesday, February 26, 2020 10:07:55 AM

To whom it may concern:

My name is Jessica Ash and I live at 1545 Hecla Way, Unit 202, Louisville, Colorado 80027.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
Jessica Ash

From: Kevin Wise
To: Planning
Subject: 1411 Hecla Way PUD Application Objection
Date: Thursday, February 27, 2020 10:49:40 AM

Subject: Objection to 1411 Hecla Way PUD application

I am Kevin C. Wise and live at 1838 Blue Star Lane, Louisville Colorado,

I the find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail.

Primary among my concerns is the probable increased traffic congestion on Hecla Way and at the intersection of Hecla Way and Plaza Drive. My family uses both these roads on a daily basis. The intersection is already difficult to navigate, in our experience, and will only become more of a hazard with the increased traffic and parking issues that will likely be generated by the proposed new business at 1411 Hecla Way. Eventually, another traffic light may be required at that intersection if the application is approved and thus more expense incurred by the city.

I learned that a six foot vinyl fence will be allowed along the trail as part of the application. When our house was built only a relatively short open view fence facing the trail was permitted. The same standard should apply here.

A business similar to the one proposed already exists almost within eyesight. Is another one in the immediate area needed or desirable?
I think no for a number of reasons.

Importantly, the proposed business does not appear to fit in with the character of the North End 2 development. I have seen it grow over the last five years into a vibrant family oriented community consisting of retired couples as well as young families with lots of young children playing on the sidewalks and streets. I am concerned about the overall impact of the proposed business on the "livability" of North End 2 community for it's residents and object to the application.

Please verify that you have received and considered my objection.

Thank You.

From: Roxanne Brickell-Reardon
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 27, 2020 4:18:19 PM

Dear Louisville Planning Department,

My name is Roxanne Brickell-Reardon and my husband, Kevin Reardon, and I live at 1828 Lakespur Lane in Louisville, Colorado.

We find the revised application for 1411 Hecla Way unacceptable! It is not in keeping with the local area, and properties adjacent to the open space trail. We are asking you to please recommend denial of the application as it is currently proposed.

Thank you for your thoughtful consideration and decision, Roxanne

From: Josi
To: Planning
Subject: 1411 Hecla Way PUD application
Date: Friday, February 28, 2020 5:52:03 AM

Hello,

I am writing concerning the proposed plans for 1411 Hecla Way. I realize they are under review and I recommend denying the application as the plans are represent a facility that does not adhere to the standards of our residential area.

Thank you,
Josi Heron
2401 E Hecla Drive
Louisville, CO 80027

From: Lisa Ritchie
To: Harry Brennan
Subject: FW: PUD-0256-2020
Date: Wednesday, May 27, 2020 10:24:32 AM

Lisa Ritchie, AICP
Senior Planner
City of Louisville
720-391-3993 - Temporary Phone Number

The City has made the decision to close all facilities in an effort to protect public health and prevent the spread of COVID-19. We continue to provide essential services and are conducting non-essential services remotely if possible. I appreciate your patience and understanding if you experience a longer response time than usual.
Also to stay up-to-date, please sign up for eNotifications at https://www.louisvilleco.gov/residents/enotification and the City's monthly eNewsletter at https://www.louisvilleco.gov/newsletter.

-----Original Message-----
From: Brian Topping [mailto:brian.topping@gmail.com]
Sent: Tuesday, May 26, 2020 6:34 PM
To: Planning <planning@Louisvilleco.gov>
Subject: PUD-0256-2020

Dear Commissioners,

Thank you for your mailing of public notice on case number PUD-0256-2020. While of course we residents of North End would have liked to be similarly notified before this project was originally approved, it is a nice consolation to have been notified here and moving forward..

As a neighbor to this development, I have reviewed the plans to the best of my ability and am personally satisfied with the overall outcome. By moving the parking lot to the back of the property and taking the structure out of alignment with the neighboring NAPA store, it removes that horrid feel of strip malls with parking lots in front of them. The landscaping, including the faux stone fencing and it's arrangement thereon provides an aspect of privacy that exceeded my expectations and think it is a great solution to the various goals of interested parties.

The only consideration I have is that the fence height would be at a minimum in the 78"-90" range instead of the proposed 72". Small height increases in such structures change the incident angle of unobstructed sound and light quite measurably at distance. This is especially important for the adjacent row homes on Hecla. While the taller fence line may feel more imposing, I imagine that to be a temporary situation until the foliage grows in. While we have no three-dimensional renderings to go from here, the overall development could look quite stately as the canopies of the trees start to obscure the top of the fence line in places.

This feel could be enhanced by planting vines on along the fence. I am not a landscape professional, but my sense is that vines would take to that concrete treatment and once again improve the elegance of the overall structure with time. It seems like the customers might also enjoy this "hidden oasis" treatment as well, transforming their visits from transactional to more experiential in nature. Noting the waterfall at the northeast corner of the parking lot, I believe these additions could be keeping with that theme.

Kind regards,

Brian Topping

White Violet Way
Louisville CO 80027

From: Rob Zuccaro
To: Lisa Ritchie; Harry Brennan
Subject: RE: Planning Hearing PUD-0256-2020
Date: Wednesday, June 3, 2020 9:47:05 AM

-----Original Message-----
From: GT [mailto:georg.tritschler@gmail.com]
Sent: Tuesday, June 2, 2020 9:49 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Planning Hearing PUD-0256-2020

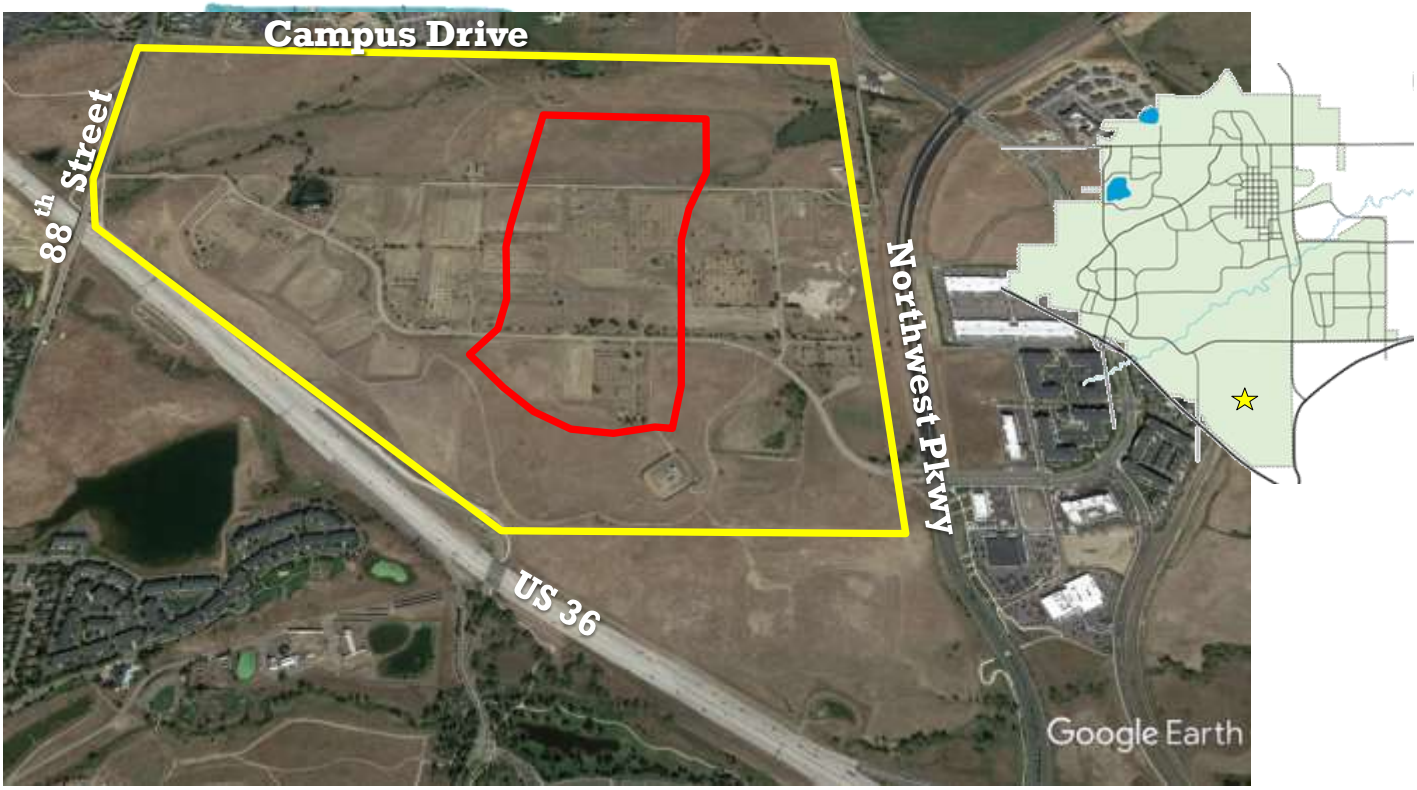
Dear Planning Comission,

I am Georg Tritschler and I live at 1833 Sweet Clover Ln.

I believe my property boundary is within 500 ft set by city ordinance for the proposed development at 1411 Hecla Way.
I have not received official written notice of case number PUD-0256-2020.
As such, I will not have sufficient time to prepare for the hearing.
Please continue this application to a later date, in order that the city meets its notification requirement under municipal code.
best regards
Georg Tritschler

ITEM:	PUD-0282-2020 & PUD-0283-2020 – Lot 2, Block 1, Redtail Ridge Preliminary and Final Planned Unit Development – Project 321 Office Campus (Medtronic)
PLANNER:	Lisa Ritchie, Senior Planner
REPRESENTATIVE:	Molly Carson and Mark Beal, Ryan Companies
EXISTING ZONING:	PCZD-C - Commercial
LOCATION:	2501 Sorrel Ave (Northwest of US 36 and Northwest Parkway and Southeast of S. 88th St and Campus Drive, part of the Redtail Ridge development
TOTAL SITE AREA:	89.8 Acres
REQUEST:	Approval of Resolution No. 5, Series 2020, requesting approval of a preliminary and final Planned Unit Development to allow construction of a 506,000 sf office building and associated site improvements

VICINITY MAP:



SUMMARY:
The applicant, Ryan Companies, requests approval of a combined Preliminary and Final Planned Unit Development (PUD) to allow the construction of a 506,000 sf office building and associated site improvements. The applicant requests that this application be considered for combined Preliminary and Final PUD review and has provided final-level application materials at their own risk to support the application. This proposal is located within the ConocoPhillips Campus General Development Plan, 1st Amendment development, referred to as Redtail Ridge. This application will only be considered if the Redtail Ridge GDP is approved. Additionally, this PUD application will be conditional upon approval of a preliminary and final subdivision plat for Redtail Ridge to establish the lots, blocks and rights-of-way required for this development, along with an associated subdivision improvement agreement requiring construction of all necessary public improvements. These applications are under review by the city with public hearings anticipated later this summer.

BACKGROUND:
The City is currently reviewing an application for a Comprehensive Plan Amendment and a 1st Amendment to the ConocoPhillips Campus General Development Plan (Redtail Ridge). The Comprehensive Plan amendment proposal is to change the designation of the property from Rural to Suburban, update land use policies to allow multi-famliy residential, healthcare and lodging development, increase allowed development density and increase allowed building heights. The General Development Plan amendment proposal is for a mixed commercial and residential development, containing up to 5,886,000 sq. ft. of total building area, inclusive of 2,236 multi-family residential units (1,326 age-restricted senior living units and 900 non-age restricted units) and 2,520,000 sq. ft. of commercial development.

This application represents the first PUD application for development within the Redtail Ridge development. The anticipated tenant is Medtronic, while the property will be owned by the applicant, Ryan Companies. As noted above, the plat for Redtail Ridge is not yet finalized or approved, however staff believes the general lot configuration, utility design, rights-of-way, and other major considerations are advanced enough in development that any further changes should be minor in nature and not affect the design or substance of this PUD application. If any unanticipated changes occur that affect this PUD, a PUD amendment may be required and will follow appropriate city process. This PUD is conditional upon approval of the plat applications under review.

The property proposed for this PUD is shown as Parcel B on the proposed Redtail Ridge GDP development plan. This area would allow up to 530,000 sf of development with the intent to allow buildings up to 90 ft in height. It is a single, 90 acre lot, surrounded on four sides by new streets, Rockcress Dr to the south, Sorrel Ave to the east, Campus Dr to the north and Yucca Ave to the west. Campus Dr, Sorrel Ave, and Rockcress Dr east of Sorrel Ave are included as part of the Redtail Ridge Filing No. 1 plat infrastructure, Rockcress Dr west of Sorrel Ave and the entirety of Yucca Ave are proposed in future phases of development.

Figure 1: Redtail Ridge GDP development plan

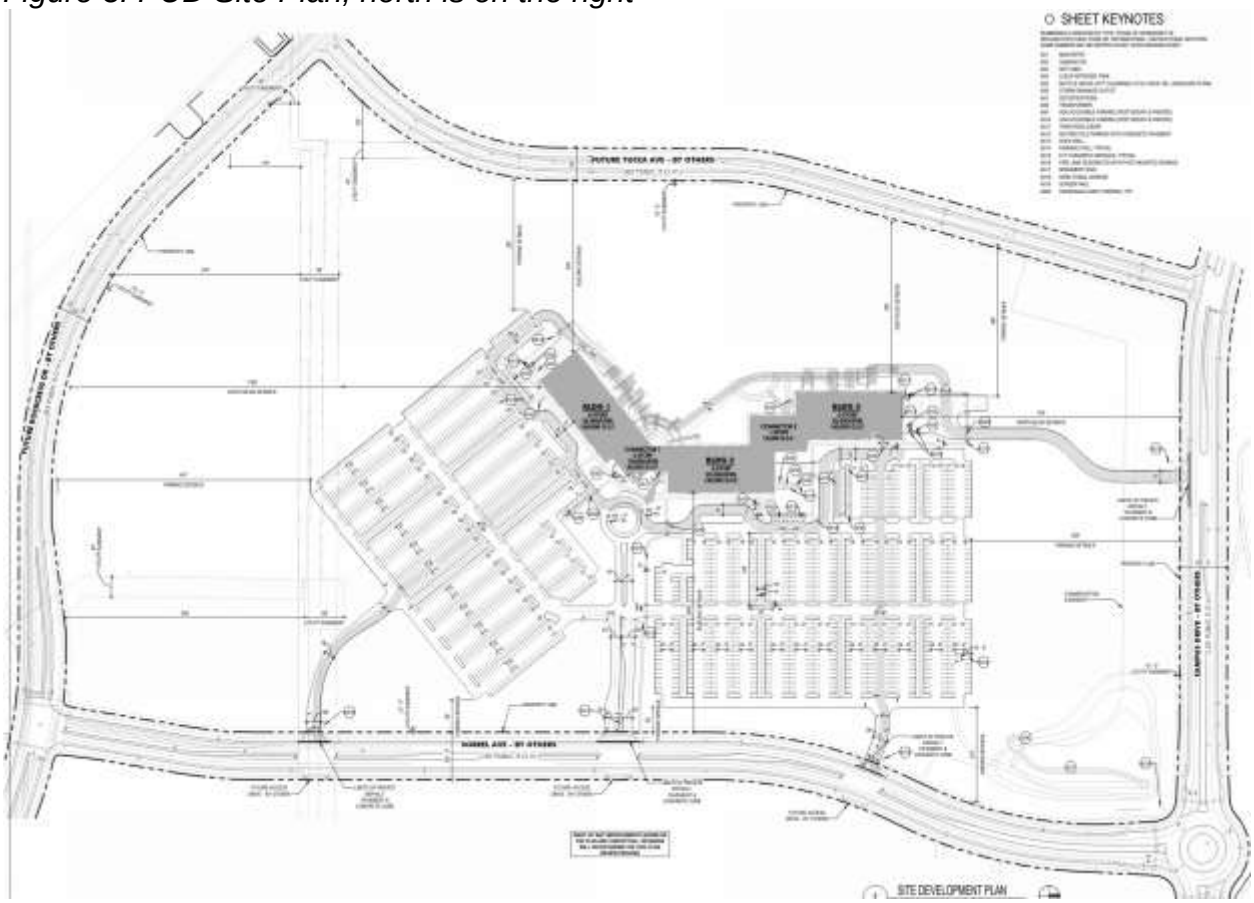
Figure 2: Redtail Ridge illustrative site plan

PROPOSAL:

Preliminary and Final PUD

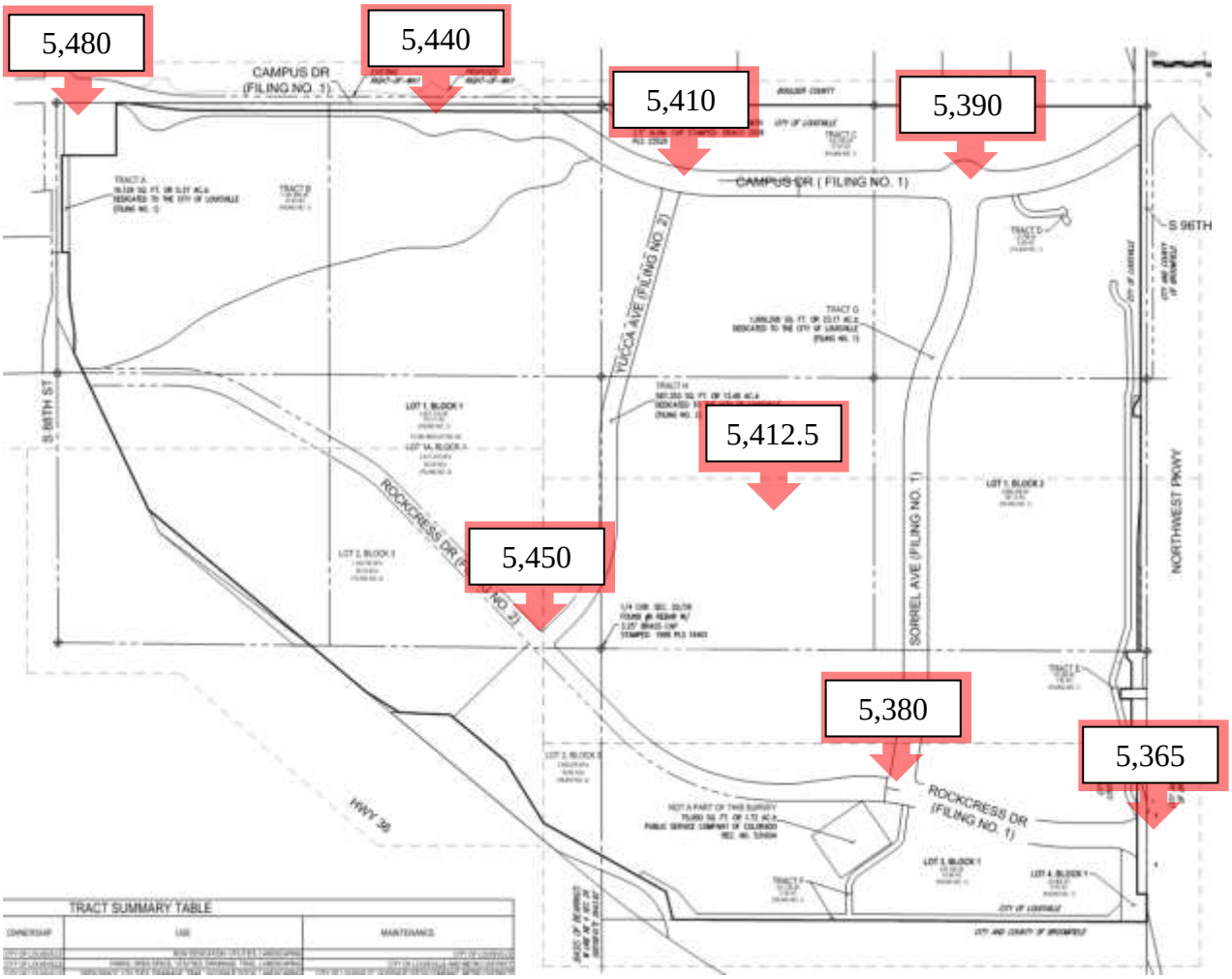
The applicant requests approval of a PUD to allow construction of a 506,000 sf office building and associated site improvements. The lot fronts the west side of Sorrel Ave, with the main access drive and two additional secondary access points off of Sorrel Ave. A service drive accessing the north side of the development is proposed from the south side of Campus Drive.

Figure 3: PUD Site Plan, north is on the right



The applicant proposes a series of three connected five-story buildings near the center of the 90 acre property fronting Sorrel Ave. This orientation allows for maximization of mountain views to the west from the exterior spaces accessible by the employees. The proposal reflects building parapet heights of 77'-0" with a mechanical enclosure height of 92'-0". The CDDSG allows building heights up to 35'-0" and mechanical enclosures up to 42'-0". The GDP contemplated buildings up to 90'-0" in this planning area. Thus, the overall height with mechanical screening would be 2' taller than contemplated in the GDP. The building has a finished floor elevation of 5,412.5 and a total elevation to top of mechanical enclosure of 5,504.5. The graphic below illustrates elevations at intersection locations throughout the development for comparison:

Figure 4: Elevations



The site design is suburban in nature with setbacks greatly exceeding the 50 foot requirement in the CDDSG. Of the roughly 90 acre property, approximately 40 acres has development, including the building, parking lots, drive aisles and service areas, and detention facilities. The remaining roughly 50 acres is undeveloped with naturalized landscaping. Areas of this site include remnants of the previous StorageTek development including portions of Tape Dr, parking lots, building foundations, stormwater facilities, and landscaping. The PUD includes a demolition plan sheet that notes which elements will be removed and abandoned and the proposal for landscape restoration. The development agreement will address the guarantee for landscape, grading and restoration that will be required when Yucca Ave and Rockcress Dr are constructed in future phases. The plans show landscaping and conceptual grading that will be finalized with development approvals for those future phases.

There will be detached sidewalks along all street frontages, and the applicant proposes a single pedestrian connection from a sidewalk adjacent to the main access drive from Sorrel Ave. No other pedestrian connections are proposed that connect to any other

street frontages. Emergency access meets requirements, and provides access to all four sides of the building.

The applicant proposes several site amenities, including numerous gathering areas along the west elevation, secure bicycle storage and showers for employees.

The site plan accommodates drainage through a pond on the northeastern portion of the property. The applicant utilizes primarily natural materials for the pond, include a grasscrete trickle channel and large boulders. Any areas with exposed concrete associated with the pond will have an integral colored concrete in a harvest gold color to help minimize the visual impact.

The project architecture consists primarily of high quality precast concrete panels and metal and glass accents. The primary colors on the building are shades of gray, with bright orange accents at the entry areas. The applicants request approval of a waiver for the use of these materials, which are not permitted in the CDDSG.

Figure 5: Architectural rendering looking west

Parking on the site is accommodated through a series of connected surface parking lots. The CDDSG requires a parking ratio of 4 spaces per 1,000 sf of building area, resulting in a total number of required spaces of 2,024. The proposal includes 2,089 spaces including 32 ADA accessible spaces, along with 24 motorcycle parking spaces and 60 exterior bicycle racks.

The landscape scheme is more naturalized in design, with very limited areas of turf grass. Generally, native grasses are the principal ground cover with large areas of shrub and tree beds adjacent to rights of way and the developed areas of the site around the building and parking lots. The intent is to maintain the naturalized character of the area, minimize water use and to align with the areas of the property that will remain undisturbed or restored to a natural state following removal of the previous development. The applicant has provided a landscape design narrative, included as an attachment, that describes the overall intent of the landscape plan. Waivers are requested associated with required parking lot trees, described in more detail in the analysis section below. Overall, the CDDSG requires 870 trees on the property, and the applicant requests approval of a plan with 865 trees. All required street trees and perimeter trees are included, however the applicant requests a reduction in the number of parking lot trees due to concerns for security site lines desired by the tenant.

The application includes a sign program for the development that requests waivers from the sign code. Waivers for signs are permitted through approval of a PUD. The sign plan is shown on page three of the PUD. Due to the large site area and multiple site access drives, a sign program provides wayfinding and branding for the site. Under the sign code, the applicant falls under the freestanding sign requirements for a single tenant office site, which allows up to one 40 sf and 6 ft tall primary sign and up to two 16 sf and 5 ft tall secondary signs. The applicant requests five freestanding signs, a primary sign at the main access drive that is 75 sf in area and 6'-6" tall, and four secondary signs that are 16 sf and 5 ft tall. The design of the signs are rectangular metal cabinet signs with internal illumination. The design of the signs do not include the architectural base and border required in the sign code. The proposal includes two wall signs roughly 100 sf in area and 4 ft tall. The sign code allows two wall signs for a single tenant office site, one at 40 sf and 3 ft tall and a secondary sign at 24 sf and 3 ft tall. Additionally, the sign code allows two flag poles on a property, and the applicant requests approval of three flag poles.

Included in the proposal is an easement dedicated to the city for the purposes of creating an area that cannot be developed. The easement is shown on the PUD site plan and generally encompasses the northern portion of the property. This easement is intended to help support waiver requests, and is further described in the analysis section below. The easement was reviewed by the Open Space Advisory Board and was recommended for approval. The minutes from that meeting are included as an attachment.

ANALYSIS:
The PUD is subject to the Redtail Ridge GDP, the CDDSG and Chapter 17.28 of the Louisville Municipal Code.

CDDSG: 1. Site Planning
The application complies with the standards in this section, including all minimum setbacks and building and site orientation standards. The proposal meets the standards for site grading and drainage in the CDDSG.

CDDSG: 2. Vehicular Circulation and Parking
The site is adjacent Sorrel Ave on the east, Campus Dr on the north, and the future streets of Yucca Ave on the west and Rockcress Dr on the south. Access is accommodated through a primary and two secondary drive aisles to connecting to Sorrel Ave, and a service drive connecting from the north to Campus Dr. The drive aisles can accommodate access for fire and service needs on the property. The applicant requests approval of a waiver for parking lot medians, which are required between every other parking bay. The remainder of the application meets requirements with respect to circulation and has been reviewed and accepted by the Louisville Fire Department.

CDDSG: 3. Pedestrian and Bicycle Circulation
The proposal only provides one pedestrian connection to Sorrel Ave. Staff has encouraged the applicant to provide additional pedestrian connections to other street frontages to improve walkability for the site, however the security protocols desired by the tenant do not allow unsecured access points on the property. While staff believes additional connections are desirable, the application meets the minimum requirements in the CDDSG. The pedestrian circulation design is logical and safe and meets or exceeds all minimum sidewalk widths. The proposal includes 60 exterior bicycle parking spaces, and within the building plans include secure bicycle storage, lockers and showers for employees on the site.

CDDSG: 4. Architectural Design
The architecture of the building includes articulation and material and color variation, and properly locates entry and service areas. While the application includes the use of metal accents and precast concrete, it is of high quality design, low maintenance and durable. The orientation of the building maximizes views to the west and appropriately screens service entries. Because this PUD is the first within the Redtail Ridge, it serves to establish the local context for site planning and architectural compatibility for the remainder of future development. When considering the greater surrounding area, the development is compatible with the Via Varra neighborhood to the east, and the Interlocken development to the southeast across US 36. The building will be minimally visible due to elevation changes from vantage points within Louisville along S. 88th Street. The building will be visible on the approach from Campus Drive and the Monarch schools campus.

CDDSG: 5. Landscape Design
The application complies with standards in the CDDSG for perimeter landscaping and building and loading and service area landscaping. The applicant requests waivers associated with parking lot landscaping, including the requirement for medians noted above, and the requirement for two trees within each landscape island. The majority of the site landscaping maintains the naturalized native grasses and provides low water use plantings with minimal areas of turf in the employee gathering area on the west side of the building. The entry drive areas are enhanced with large quantities of shrubs, perennials and a pollinator planting area. The landscaping around the building footprint

meets standards in the CDDSG. The gathering areas on the west include paved areas, crusher fines area, landscaping and walking paths.

CDDSG: 6. Screen Walls and Fences
The application includes split face CMU block screen walls near service areas as appropriate.

CDDSG: 8. Exterior Site Lighting
Staff finds the application complies with the CDDSG for the lighting design. The application includes wall mounted and pole mounted full cut-off LED light fixtures that will reduce light glare and safely light the property.

Waiver Compliance with 17.28.110
Section 17.28.110 of the Louisville Municipal Code sets forth the PUD waiver process and criteria. The application includes the following waiver requests:

- CDDSG 4.2.C requirement for a maximum building height of 35'-0" to the parapet and 42'-0" to the mechanical enclosure. The application includes a request for a building height of 77'-0" and a mechanical enclosure height of 92'-0". If the Comprehensive Plan Amendment and GDP Amendment are approved, they would provide zoning and policy support for this request. The site design provides clustered buildings with generous setbacks that will reduce the visual impact at the street. From western viewpoints looking east, the elevation change will minimize the buildings from view. From eastern viewpoints the building will be prominent.

  To further support the request for additional height, the applicant requests consideration of an easement dedicated to the city that will restrict development on 7.11 acres of the northern portion of the site, shown in the exhibit provided as an attachment. The location of this easement further supports the requirement for an undeveloped buffer in this area established in the Southeast Boulder County, South 96th Street, Dillon Road and US 287 Area Comprehensive Development Plan
  Section 17.28.080 of the Louisville Municipal Code allow the city to require additional open space based on the following factors:
  1. Comprehensive development plan;
  2. Topography, drainage, vegetation or other such physical factors;
  3. Anticipated socio-economic conditions;
  4. Type and density of development and employment;
  5. Overall need for open space and recreational facilities.

  Such open space may be owned and maintained by the developer unless the city accepts dedication of the open space through mutual agreement.

  Staff finds that additional open space is warranted by IGA requirement for a buffer, the type and density of the development and overall need for open space and recreational facilities in the area. Section 17.28.120.B.6 states that open

space within the project shall be located in such a manner as to facilitate pedestrian use and to create an area that is usable and accessible to residents of surrounding developments. Staff finds that the applicant's proposal does not allow public access through the easement area and recommends a condition that the applicant work with staff prior to City Council on a plan with public access.

- CDDSG 4.5.1 regarding building materials. Staff finds the proposed materials are high quality and typical for a Class A office development. The precast concrete panels include reveals and other design elements to add texture and interest. The metal panels are high quality and custom for this project. The use of the orange color as an accent provides interest and is very minimal is quantity.

- CDDSG 5.3 standards for parking lot landscaping. The applicant requests a reduction in the number of parking lot trees and parking lot landscape medians due to impacts on desired site security. The entirety of the site will include five less trees than required, but only 290 of the 482 trees required associated with parking lot design. Staff acknowledges the large size of the parking lot areas resulting in a high requirement, but notes that trees serve to provide shade and reduce the heat island effect associated with large paved areas. The applicant also desires a landscape scheme that allows low water usage and more native design. While large amounts of trees typically are not viable in this landscape without irrigation, staff believes the remainder of the proposal is low water use and recommends a condition of approval that the applicant work with staff to satisfy the landscape requirements prior to City Council.

- Sign Code requirements freestanding signs and wall signs for single tenant office sites. As described above, the applicant requests waivers to allow additional freestanding signs on the perimeter of the property and larger wall signs than what is allowed in the code. Waivers from the sign code are evaluated under separate criteria in Section 2.3 of the Sign Code. The applicant has not yet provided enough detail to evaluate the signs, therefore if Planning Commission reviews the application at the June 11 hearing, staff recommends the sign plan come back at a separate meeting.

Compliance with 17.28.120
Section 17.28.120 of the Louisville Municipal Code lists 28 criteria for PUDs that must be satisfied or found not applicable in order to approve a PUD. Analysis and staff's recommended finding of each criterion is provided in the attached appendix.

STAFF RECOMMENDATION:
Staff recommends approval of Resolution 5, Series 2020 recommending approval of a Preliminary and Final PUD with the following conditions:

1. Prior to the recordation of the PUD, a preliminary and final plat and associated subdivision improvement agreement for the Redtail Ridge development shall be approved by the city.

2. Prior to City Council, the applicant shall work with staff to provide a landscaping plan that meets all requirements of the CDDSG.
3. Prior to City Council, the applicant shall work with staff to develop a public access plan that meets the provisions of the Louisville Municipal Code.

ATTACHMENTS:

1. Resolution No.5, Series 2020
2. Application Materials
3. Project 321 Office Campus PUD
    - **Link to Part 1 (Pages 1 – 7)**
    - **Link to Part 2 (Pages 8 – 15)**
    - **Link to Part 3 (Pages 16 – 42)**
4. Conservation Easement exhibit
5. Landscape narrative
6. OSAB meeting minutes, May 13, 2020

APPENDIX: PUD Criteria Analysis – Lot 2, Block 1, Redtail Ridge Planned Unit Development

Criteria 17.28.120 (A)	Finding	Narrative
1. An appropriate relationship to the surrounding area.	Compliant	The use is appropriate for the area and permitted in the PCZD-C zone district. The site and building design are compatible with the development scenario contemplated in the GDP
2. Circulation in terms of the internal street circulation system, designed for the type of traffic generated, safety, separation from living areas, convenience, access, and noise and exhaust control. Proper circulation in parking areas in terms of safety, convenience, separation and screening.	Compliant	The application provides for adequate and safe internal circulation. The City's engineering division and Fire District have reviewed the parking circulation and driveway locations and have not objections to the proposal.
3. Consideration and provision for low and moderate-income housing	Not applicable	The property is zoned PCZD-C. Residential uses are not allowed on this parcel.
4. Functional open space in terms of optimum preservation of natural features, including trees and drainage areas, recreation, views, density relief and convenience of function	Compliant, with condition	The PUD complies with landscape requirements in the CDDSG.
5. Variety in terms of housing types, densities, facilities and open space	Not applicable	The property is zoned PCZD-C. Residential uses are not allowed on this parcel.

6. Privacy in terms of the needs of individuals, families and neighbors	Compliant	The PUD complies with site planning provisions in the CDDSG, assuring appropriate privacy of neighboring properties.
7. Pedestrian and bicycle traffic in terms of safety, separation, convenience, access points of destination and attractiveness	Compliant	The PUD complies with pedestrian and bicycle requirements in the CDDSG, ensuring adequate pedestrian and bicycle access. There is a direct sidewalk connection provided between the building and adjacent public street.
8. Building types in terms of appropriateness to density, site relationship and bulk	Compliant, with waiver	The building is 77'-0" tall and while it requires a waiver from the CDDSG standards, the application is compatible with surrounding development and appropriate for Redtail Ridge.
9. Building design in terms of orientation, spacing, materials, color, texture, storage, signs and lighting	Compliant, with waiver	The PUD complies with the architectural design and site planning requirements in the CDDSG. The design incorporates adequate articulation, building materials and site configuration.
10. Landscaping of total site in terms of purpose, such as screening, ornamental types used, and materials used, if any; and maintenance, suitability and effect on the neighborhood	Compliant, condition	The PUD complies with landscape requirements in the CDDSG ensuring adequate screening and compatible landscaping for the Redtail Ridge.
11. Compliance with all applicable development design standards and guidelines and all applicable regulations pertaining to matters of state interest, as specified in chapter 17.32	Compliant	The PUD complies with all applicable development design standards and guidelines.
12. None of the standards for annexation specified in chapter 16.32 have been violated	Not applicable	The property was previously annexed.
13. Services including utilities, fire and police protection, and other such services are available or can be made available to adequately serve the development specified in the final development plan	Compliant	The Public Works Department and Louisville Fire District reviewed the PUD and meets their requirements.

Criteria 17.28.120 (B)	Finding	Narrative

1. Development shall be in accordance with the adopted elements of the comprehensive development plan of the city, and in accordance with any adopted development design standards and guidelines.	Compliant	Provided the Comprehensive Plan Amendment and Redtail Ridge GDP are approved, the PUD complies with the adopted elements of the comprehensive plan, and the adopted development design standards and guidelines.
2. No structures in a planned unit development shall encroach upon the floodplain. Existing bodies of water and existing stream courses shall not be channelized or altered in a planned unit development plan.	Compliant	The property is not located in a floodplain, nor are there any existing bodies of water in the area.
3. No occupied structure shall be located on ground showing severe subsidence potential without adequate design and study approved specifically by the city.	Compliant	There is no known subsidence on the property.
4. The proposal should utilize and preserve existing vegetation, land forms, waterways, and historical or archeological sites in the best manner possible. Steep slopes and important natural drainage systems shall not be disrupted. How the proposal meets this provision, including an inventory of how existing vegetation is included in the proposal, shall be set forth on the landscape plan submitted to the city.	Compliant	The PUD is appropriate for the context of the existing conditions of the property. The site preserves existing undeveloped areas and appropriately restores previously developed areas.
5. Visual relief and variety of visual sitings shall be located within a development in the overall site plan. Such relief shall be accomplished by building placements, shortened or interrupted street vistas, visual access to open space and other methods of design.	Compliant	The PUD complies with site planning requirements in the CDDSG, ensuring proper building placement, vistas and access to open space.
6. Open space within the project shall be located in such a manner as to facilitate pedestrian use and to create an area that is usable	Compliant	The PUD does not allow additional pedestrian access through the site, beyond what is provided via the

and accessible to residents of surrounding developments.		single pedestrian access location off Sorrel Ave.
7. Street design should minimize through traffic passing residential units. Suggested standards with respect to paving widths, housing setbacks and landscaping are set forth in public works standards of the city and applicable development design standards and guidelines. The system of streets, including parking lots, shall aid the order and aesthetic quality of the development.	Compliant	The PUD complies with requirements in the CDDSG, ensuring properly designed landscaping adjacent to public streets.
8. There shall exist an internal pedestrian circulation system separate from the vehicular system such that allows access to adjacent parcels as well as to parks, open space or recreation facilities within the development. Pedestrian links to trail systems of the city shall be provided.	Compliant	The PUD complies with bicycle and pedestrian requirements in the CDDSG, ensuring adequate pedestrian and bicycle access.
9. The project and development should attempt to incorporate features which reduce the demand for water usage.	Compliant	The PUD proposes appropriate use of water. The internal areas of the lot include native seed mix for the landscape areas.
10. Landscape plans shall attempt to reduce heating and cooling demands of buildings through the selection and placement of landscape materials, paving, vegetation, earth forms, walls, fences, or other materials.	Compliant, with condition	The PUD complies with landscape requirements in the CDDSG, providing for shading of parking and pedestrian areas, and includes a green roof on the carport and canopies.
11. Proposed developments shall be buffered from collector and arterial streets. Such buffering may be accomplished by earthen berms, landscaping, leafing patterns, and other materials. Entrance islands defining traffic patterns along with landscaping shall be incorporated into entrances to developments.	Compliant	The PUD complies with the requirements of the CDDSG and includes adequate landscaping and buffering from adjacent streets.

12. There shall be encouraged the siting of lot arrangement, building orientation and roof orientation in developments so as to obtain the maximum use of solar energy for heating.	Compliant	The PUD provides unshaded roof structures so that solar energy may be utilized in the future.
13. The overall PUD shall provide a variety of housing types.	Not applicable	Housing is not proposed.
14. Neighborhoods within a PUD shall provide a range of housing size.	Not applicable	Housing is not proposed.
15. Architectural design of buildings shall be compatible in design with the contours of the site, compatible with surrounding designs and neighborhoods, shall promote harmonious transitions and scale in character in areas of different planned uses, and shall contribute to a mix of styles within the city.	Compliant	The PUD proposes architecture that is compatible in design with the contours of the site, with surrounding designs and neighborhoods.

RESOLUTION NO. 4
SERIES 2020

A RESOLUTION RECOMMENDING APPROVAL OF A REQUEST FOR A PRELIMINARY AND FINAL PLANNED UNIT DEVELOPMENT TO ALLOW CONSTRUCTION OF A 506,000 SQUARE FOOT OFFICE BUILDING AND ASSOCIATED SITE IMPROVEMENTS ON 90 ACRES AS PART OF THE REDTAIL RIDGE DEVELOPMENT, LOCATED NORTHWEST OF US36 AND NORTHWEST PARKWAY AND SOUTHEAST OF S. 88TH STREET AND CAMPUS DRIVE

WHEREAS, there has been submitted to the Louisville Planning Commission an application for a Preliminary and Final Planned Unit Development to allow construction of an commercial office building and associated site improvements.

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

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on June 11, 2020, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission staff report dated June 11, 2020; and

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of a request for Preliminary and Final Planned Unit Development to allow construction of a commercial office building and associated site improvements with the following conditions:

1. Prior to the recordation of the PUD, a preliminary and final plat and associated subdivision improvement agreement for the Redtail Ridge development shall be approved by the city.
2. Prior to City Council, the applicant shall work with staff to provide a landscaping plan that meets all requirements of the CDDSG.
3. Prior to City Council, the applicant shall work with staff to develop a public access plan that meets the provisions of the Louisville Municipal Code.

PASSED AND ADOPTED this 11th day of June, 2020.

By: _____
Thomas Sullivan Rice, Vice Chair
Planning Commission

Attest: _____
Debra Williams, Secretary
Planning Commission

City of Louisville
COLORADO • SINCE 1878

Department of Planning and Building Safety

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

ELECTRONIC LAND USE HEARING REQUEST CASE NO. _____

APPLICANT INFORMATION

Firm: _____

Contact: _____

Address: _____

_____

Mailing Address: _____

_____

Telephone: _____

Fax: _____

Email: _____

OWNER INFORMATION

Firm: _____

Contact: _____

Address: _____

_____

Mailing Address: _____

_____

Telephone: _____

Fax: _____

Email: _____

REPRESENTATIVE INFORMATION

Firm: _____

Contact: _____

Address: _____

_____

Mailing Address: _____

_____

Telephone: _____

Fax: _____

Email: _____

PROPERTY INFORMATION

Common Address: _____

Legal Description: Lot _____ Blk _____

Subdivision _____

Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

- ❑ Annexation
- ❑ Zoning
- ❑ Preliminary Subdivision Plat
- ❑ Final Subdivision Plat
- ❑ Minor Subdivision Plat
- ❑ Preliminary Planned Unit Development (PUD)
- ❑ Final PUD
- ❑ Amended PUD
- ❑ Administrative PUD Amendment
- ❑ Special Review Use (SRU)
- ❑ SRU Amendment
- ❑ SRU Administrative Review
- ❑ Temporary Use Permit: _____
- ❑ CMRS Facility: _____
- ❑ Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

I hereby request the public hearing(s) on this application be scheduled to be conducted by Electronic Participation in accordance with the attached Resolution No. 30, Series 2020, as adopted by the City Council on April 7, 2020, and in accordance with Resolution No. 38, Series 2020, as adopted by City Council on June 2, 2020 if such hearing(s) can be scheduled during a time period when in-person meetings are not being held due to a health epidemic or pandemic. I acknowledge that holding a quasi-judicial hearing by Electronic Participation may present certain legal risks and involves an area of legal uncertainty, and that having this application heard at a meeting held by Electronic Participation is optional and undertaken at my own risk. I also understand that in-person meetings are preferred for quasi-judicial hearings, and that even if electronic hearing(s) are scheduled, this application will be heard at an in-person meeting if in-person meetings have resumed by the scheduled hearing date(s). I further agree to defend and indemnify the City of Louisville in any action that may arise out of, or in connection with, conducting the hearing by Electronic Participation.

SIGNATURES & DATE

Applicant: _____

Print: _____

Owner: _____

Print: Molly Ryan Carson

Representative: _____

Print: _____

CITY STAFF USE ONLY

- ❑ Electronic Hearing Approved: _____
- ❑ Date(s) of Hearing(s): _____

_____

City of Louisville
COLORADO · SINCE 1878

Department of Planning and Building Safety

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: Ryan Companies US, Inc.
Contact: Mark Beal
Address: 3900 E Camelback Road, Suite 100
Phoenix, AZ 85018
Mailing Address: 3900 E Camelback Road, Suite 100
Phoenix, AZ 85018
Telephone: 602-322-6146
Fax:
Email: mark.beal@ryancompanies.com

OWNER INFORMATION

Firm: Ryan Companies US, Inc.
Contact: Molly Ryan Carson
Address: 3900 E Camelback Road, Suite 100
Phoenix, AZ 85018
Mailing Address: 3900 E Camelback Road, Suite 100
Phoenix, AZ 85018
Telephone: 602-322-6140
Fax:
Email: Molly.Carson@RyanCompanies.com

REPRESENTATIVE INFORMATION

Firm:
Contact:
Address:
Mailing Address:
Telephone:
Fax:
Email:

PROPERTY INFORMATION

Common Address: Tape Dr & Northwest Pkwy
Legal Description: Lot 2 Blk
Subdivision Redtail Ridge
Area: 3,920,400 Sq. Ft.

TYPE (S) OF APPLICATION

- ☐ Annexation
- ☐ Zoning
- ☐ Preliminary Subdivision Plat
- ☐ Final Subdivision Plat
- ☐ Minor Subdivision Plat
- ☒ Preliminary Planned Unit Development (PUD)
- ☒ Final PUD
- ☐ Amended PUD
- ☐ Administrative PUD Amendment
- ☐ Special Review Use (SRU)
- ☐ SRU Amendment
- ☐ SRU Administrative Review
- ☐ Temporary Use Permit:
- ☐ CMRS Facility:
- ☐ Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

PROJECT INFORMATION

Summary: Ryan is proposing to develop a 500,000 rentable square foot (RSF) office campus on parcel 2 of Redtail Ridge. The new campus will be located on 90 acres of land and will consist of three (3) five (5) story class A office buildings for a single tenant. The project will utilize surface parking at a ratio between 4-5 per 1,000 RSF.

Current zoning: PCZD Proposed zoning: PUD-C

SIGNATURES & DATE

Applicant:
Print: Mark Beal, Director - Ryan Companies US, Inc.
Owner:
Print: Molly Carson, SVP - Ryan Companies US, Inc.
Representative:
Print:

CITY STAFF USE ONLY

- ☐ Fee paid:
- ☐ Check number:
- ☐ Date Received:

June 1, 2020

City of Louisville
Department of Planning and Building Safety
749 Main Street
Louisville, CO 80027
Attn: Mr. Rob Zuccaro

RE: Project 321 – Letter of Request Describing Proposed Use – REVISED 6-1-20

Mr. Zuccaro:

Ryan Companies, Inc., in coordination with our design team, is pleased to submit to the City of Louisville our proposed Planned Unit Development (PUD) for Project 321 Office Campus. This development will serve to rehabilitate and activate the vacated StorageTek brownfield site. Our proposed development is consistent with the General Development Plan (GDP) and aligns with the intent of the City's Commercial Development Design Standards and Guidelines (CDDSG).

PROJECT DESCRIPTION:
The 90-acre site offers an opportunity to integrate into the natural surroundings. Site and building placement capitalize on views of the Flatirons and mountains to the west as well as the open space wetlands and raptor habitat to the north (off-site). Access circulation provided allows for safe and efficient service, vehicular, bicycle, and pedestrian connectivity. Amenities proposed on-site to allow occupants to work outdoors as well as utilize outdoor space for contemplative space and recreation. Landscaping plantings proposed are designed with water conservation and longevity in mind. Parking proposed is consistent with CDDSG standards and allows for bicycle and motorcycle parking, in addition to cars.

Three buildings are proposed on-site totaling approximately 500,000 rentable square feet of corporate office space. Buildings proposed are all five stories in height, with one and two-story "connectors" linking buildings together, forming a true campus environment. Rooftop equipment as well as service yards will be screened from adjacent properties. Building character is of a modern aesthetic and appropriate for a corporate campus. Exterior materials proposed consist primarily of precast concrete, metal panels, and glazed storefront and curtainwall systems.

Project 321 Office Campus will be available to employees 24 hours a day, seven days a week. Regular working hours will be approximately 7am to 6pm Monday thru Friday. To accommodate employees and visitors the proposed parking is four stalls per thousand square feet of building.

We are also requesting the following

Ryan Companies US, Inc.
3900 East Camelback Road, Suite 100
Phoenix, AZ 85018

p: 602-322-6100
ryancompanies.com

AZ LICENSE ROC212330 RES
AZ LICENSE ROC195813 COMM
Equal Opportunity Employer

1. CDDSG 4.2, BUILDING HEIGHTS

SECTION C: THE MAXIMUM HEIGHT OF ALL COMMERCIAL BUILDINGS (AS MEASURED PURSUANT TO THE LOUISVILLE MUNICIPAL CODE) IS 35'-0" AND 42'-0" TO TOP OF THE ROOFTOP MECHANICAL SCREEN.

WE REQUEST A WAIVER TO THIS STANDARD AS THIS DEVELOPMENT IS A CAMPUS PROJECT. FOR 321'S OFFICE CAMPUS, WE PROPOSE A SERIES OF BUILDINGS THAT ARE OF GREATER DENSITY THAN WHAT THE STANDARD ADDRESSES. BY INCREASING OUR BUILDING HEIGHT LIMITATIONS, WE ARE ABLE TO PROVIDE BETTER INTERNAL CIRCULATION, LIMIT NATURAL SITE DISRUPTION, AND MAXIMIZE THE AMOUNT OF OPEN SPACE ON SITE. WE PROPOSE ACCEPTANCE OF 90' MAXIMUM HEIGHT AS MEASURED PER SEC. 17.08.045 OF LOUISVILLE'S CODE OF ORDINANCES AND AS CONTEMPLATED/GRANTED WITH PRIOR PUD SUBMITTAL ON BEHALF OF CONOCO PHILLIPS.

2. CDDSG 4.5.1, BUILDING MATERIALS

SECTION A: EXTERIOR WALL MATERIALS MUST BE MUTED, AS SUCH:

1) MATTE TEXTURES ARE ENCOURAGED.
2) MASONRY, BRICK, STONE AND STUCCO, ARE STRONGLY PREFERRED.

SECTION D: HIGHLY REFLECTIVE MATERIALS SUCH AS BRIGHT ALUMINUM AND GLASS ARE NOT PERMITTED AS THE PRIMARY BUILDING MATERIAL, ESPECIALLY AT THE PEDESTRIAN LEVEL.
SECTION H: PAINTED METAL, PAINTED CONCRETE, PLAIN UNFINISHED CONCRETE BLOCK OR LARGE EXPANSES OF UNARTICULATED STUCCO ARE NOT ACCEPTABLE MATERIALS.

WE REQUEST A WAIVER TO THIS STANDARD DUE TO THE UNIQUE SCALE OF OUR DEVELOPMENT. WE PROPOSE A PALETTE OF MODERN MATERIALS IDENTIFIED WITHIN THIS PUD AND SUBMITTED MATERIAL SAMPLE BOARD.

3. CDDSG 5.3, PARKING LOT LANDSCAPING

SECTION C: A MINIMUM OF 1 CANOPY SHADE TREE PER 8 PARKING SPACES IS REQUIRED IN ALL PARKING LOTS, TO BE PLANTED IN ISLANDS, MEDIANS AND PERIMETER AREAS ADJACENT TO LOTS (EXCLUDING STREETSCAPE TREE PLANTINGS).
SECTION H: LANDSCAPE ISLANDS
2) PROVIDE A MINIMUM OF 2 CANOPY SHADE TREES IN EACH ISLAND WITH THE MINIMUM MATURE CANOPY OF 20 FEET.
SECTION I: LANDSCAPE MEDIANS
1) PLACE LANDSCAPE MEDIANS BETWEEN EVERY OTHER PARKING BAY IN LOTS FOR MORE THAN 100 CARS.

WE REQUEST A WAIVER TO THESE STANDARDS FOR SUSTAINABILITY, SECURITY, AND VEHICULAR CIRCULATION REASONS. WE PROPOSE PROVIDING THE ISLANDS, TREES, AND MEDIANS PER THIS PUD. ONE OF OUR SUSTAINABILITY GOALS FOR THIS DEVELOPMENT IS TO MINIMIZE IRRIGATION WATER CONSUMPTION BY BEING CONSCIENTIOUS OF PLANTING SELECTIONS AND PLACEMENT. TREES HAVE BEEN STRATEGICALLY PLACED TO ALLOW FOR CAMERA SURVEILLANCE SIGHT LINES. PARKING LOTS HAVE BEEN BROKEN UP BY MEDIANS AND ISLANDS TO ALLOW FOR VEHICULAR BETTER VEHICULAR CIRCULATION AND SNOW REMOVAL

4. CITY OF LOUISVILLE SIGN CODE: 2.2 EXEMPTIONS FROM REQUIRED PERMIT

FLAGS THAT ARE AFFIXED TO NOT MORE THAN TWO (2) PERMANENT FLAGPOLES

WE REQUEST A WAIVER TO THIS STANDARD DUE TO THE UNIQUE SCALE OF OUR DEVELOPMENT, AND THE DESIRE TO SHOWCASE FLAGS THAT PROMOTE VISITING GROUPS OR IMPORTANT EVENTS THAT MAY OCCUR AT THE CAMPUS.

5. CITY OF LOUISVILLE SIGN CODE, 4.10.b FREESTANDING SIGNS IN COMMERCIAL AREAS

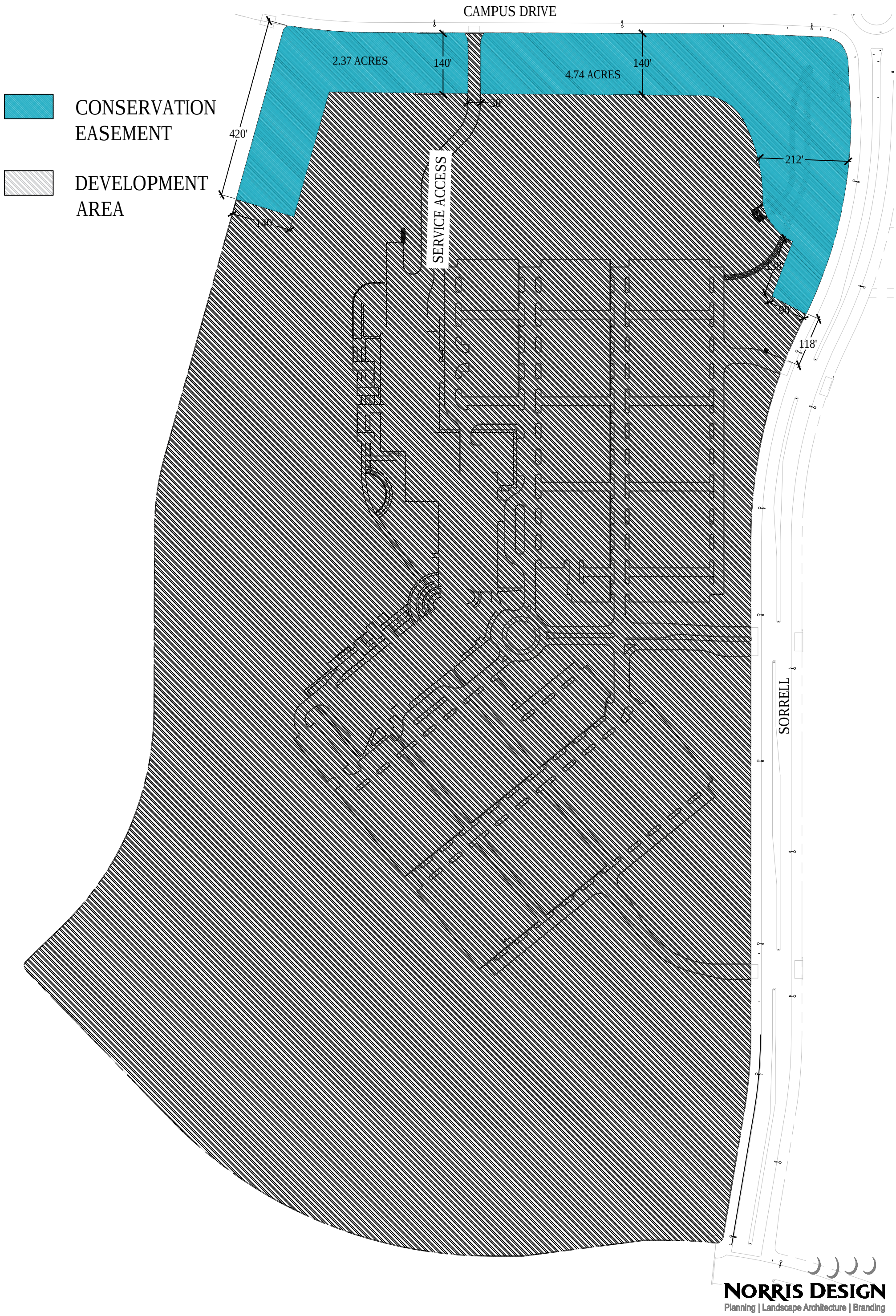
MAX. AREA, PRIMARY = 40 SF
MAX. NUMBER = NOT TO EXCEED 2 SIGNS

WE REQUEST A WAIVER TO THIS STANDARD DUE TO THE GENEROUS BUILDING SETBACKS AND THE NEED TO PROVIDE DIRECTIONAL SIGNAGE THAT WILL SAFELY GUIDE THOSE VISITING THE SITE OR INFORM THOSE VISITING NEIGHBORING SITES. BY ADHERING TO CITY STANDARDS, LIMITED SIGNAGE COULD RESULT IN CONFUSED DRIVERS AND DISRUPT TRAFFIC PATTERNS WITHIN THE DEVELOPMENT.

We appreciate your review and consideration of our PUD submission. We are excited to be working with the City of Louisville and look forward to expanding our presence and involvement in the community. Please don't hesitate to reach out with any questions you have.

Regards,

Molly Ryan Carson
Senior Vice President, Market Leader



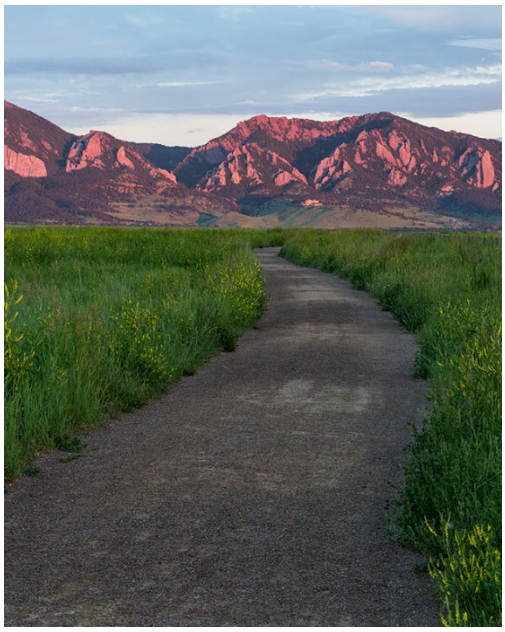
PROPOSED CONSERVATION EASEMENT EXHIBIT
PROJECT 321 CAMPUS
05/04/2020

Redtail Ridge

Landscape Design Inspiration

Redtail Ridge is a celebration of the native land that elevates the legacy of Louisville to new heights. Inspired by the natural setting, the views, and the history of Louisville, Redtail Ridge is your invitation to come waltz with the wild. This is a special place where the modern world integrates with nature, presenting an opportunity to find inspiration in the untamed.

Inspired by Nature



Inspired by the Flatirons and geology of the area, Redtail Ridge will utilize natural design patterns to transition from developed areas to naturalized opens space. In addition to providing year-round interest, landscape groupings will prioritize views to the flatirons and front range, as well as adjacent open spaces.

Promoting a Natural Ecosystem

The landscape design will promote a natural ecosystem through native, drought tolerant plants, that also serve as pollinator and wildlife habitat. This new standard embraces our arid environment in the shadow of the Rocky Mountains while underscoring the importance of water conservation and pollinator gardens. Conserving natural areas on site, where possible, is critical to help promote a naturalized ecosystem.

Areas of the site that have remnants of prior development will be targeted for select remediation, including removal of non-natural elements such as concrete, asphalt, and fencing that are visible on the surface. Property owners will be encouraged to remove items that do not fit the natural character of the site, restore grade to match adjacent grades, and utilize the Redtail Ridge Native Grass Mix for revegetation. Select remediation should be targeted to avoid mass re-grading of areas and/or removal of desirable existing trees within otherwise non-disturbed areas.

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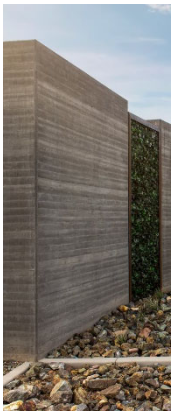
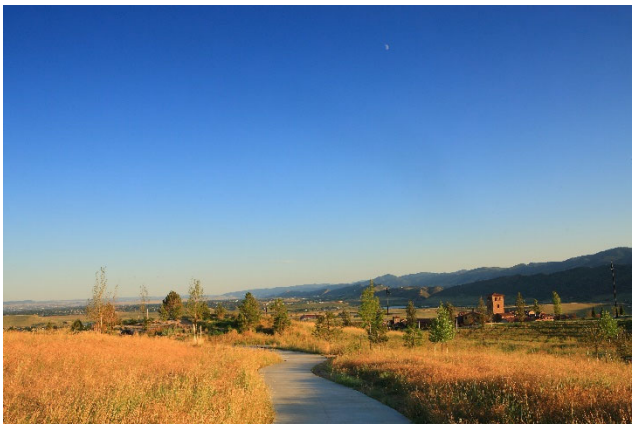
Primary Landscape Zones (PLZ)

To promote wayfinding, primary landscape zones such as key intersections and roundabouts will feature the highest density of planting, prioritized for high-color contrasts, textures, and seasonal interest. Signage, monumentation, and other site elements will be composed of earth-tone colors and take on natural forms while adhering to City of Louisville requirements. Permanent irrigation will be provided in primary landscape zones for trees, shrubs beds, and native wildflowers. Native seed areas will be provided with irrigation via an underground, temporary irrigation system during establishment only.



Secondary Landscape Zones (SLZ)

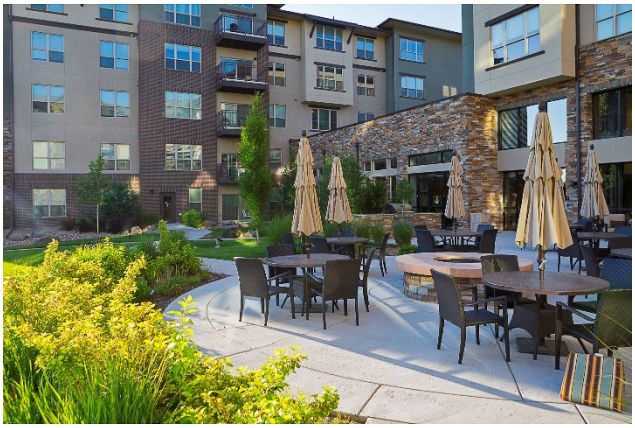
Secondary Landscape Zones serve as connections to major developments within Redtail Ridge. These areas occur primarily in the ROW streetscape between Primary Landscape Zones. These areas will be enhanced with the exclusive Redtail Ridge native seed mix, developed by industry experts at Arkansas Valley Seed. The low native grass prairie will be planted with drifts of native shrubs and trees, creating movement and texture across the landscape reminiscent of the patterns found in nature. Permanent irrigation will be provided in primary landscape zones for trees, shrubs beds, and native wildflowers. Native seed areas will be provided with irrigation via an underground, temporary irrigation system during establishment only.



Private Enhanced Landscape Zones (PELZ)

Select areas of the project will warrant enhanced planting palettes and designs to help activate spaces and promote placemaking, wayfinding, and site circulation. Examples of private enhanced landscape

zones include primary entries to private parcels, property edges of high density mixed-use, and private parcel courtyards and plaza spaces designed for pedestrian activities and recreation. It is anticipated that these areas will utilize limited turf areas to promote pedestrian activities and utilize ornamental grasses with drought-tolerant plant material to create a transition to the more naturalized areas of the project. Plant masses may tend to be more formal in nature in these areas. A transition area of hardscape elements or landscape plant masses is encouraged between PELZ zones and Native Landscape Zones (NLZ) to avoid sharp contrasts in the landscape and promote more naturalistic aesthetic overall. All areas within this zone are anticipated to have permanent irrigation provided.

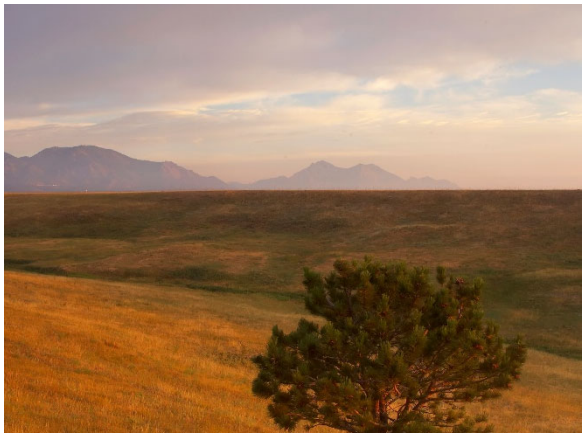


Private Landscape Zones (PLZ)

Parcel owners will be encouraged to adapt a sustainable, water-conserving landscape, emphasizing native grasses and plants along the property borders. Where possible, conservation of the existing native landscape will be highly encouraged to promote a naturalized ecosystem and reduce water usage. To create a uniform transition at the project boundary, owners are encouraged to utilize the Redtail Ridge native grass blend along with native plants arranged in naturalized drifts. Tree groupings arranged in naturalized masses located behind the ROW will be encouraged to accent the character of the streetscape. Owners will also be encouraged to group higher water, active-use landscape toward the interior of the property and transition to the lower intensity streetscape. Permanent irrigation will be encouraged for high visibility and high traffic areas, with areas of dryland native seed intended to only be irrigated during establishment via underground temporary systems to minimize long-term water dependency.

Native Landscape Zones (NLZ)

Native Landscape Zones are intended to transition to native open spaces and general site native landscape areas. These zones will occur primarily on private parcels adjacent to open space or undisturbed native areas and will have the lowest concentration of native trees and shrubs. These areas will be composed of primarily short and tall native grasses and evergreen trees that transition to undisturbed open space. Native plant groupings will be encouraged to mimic natural patterns and minimize long term irrigation. Focal areas and active use nodes in the native landscape zones can utilize adaptable native plants, including shade and ornamental trees, to enhance and recreate drainage flows, ponds, and drainages while providing shade for pedestrian corridors. Any irrigation required for re-establishment will be encouraged to be via underground, temporary irrigation systems.



City of Louisville
COLORADO • SINCE 1878

Open Space Advisory Board Meeting Minutes
Wednesday, May 13, 2020, 7:00pm

ELECTRONIC MEETING
7:00 PM

This meeting is held electronically. Residents interested in listening to the meeting should visit the City's website here to link to the meeting: louisvilleco.gov/government/boards-commissions/open-space-advisory-board

1. Call to Order
Helen Moshak called the meeting to order at 7:00 pm.

2. Roll Call
Board Members Present: Helen Moshak, Tom Neville, Charles Danforth, Peter Gowen, David Blankinship, Missy Davis, and Jessamine Fitzpatrick

Board Members Absent: Laura Denton

Staff Members Present: Ember Brignull, Nathan Mosley, Lisa Ritchie, and Rob Zuccaro

3. Approval of Agenda
A. The agenda was approve the agenda as written. The motion passed unanimously.

4. Approval of Previous Meeting's Minutes

5. Staff Updates
Ember stated they were running irrigation water to Harney Lastoka property.

Ember stated that the Ranger position had been temporarily "frozen" so we are not hiring at this time due to budget concerns related to COVID-19. The hiring will be reassessed later. In addition, Boulder County Youth Corps has been cancelled this summer due to COVID-19. The Youth Corps typically consists of six positions that support Open Space work. Helen asked if all hiring positions were frozen throughout the City. Ember stated that the hiring was limited throughout but some essential positions

had been hired. Ember asked Nathan to address this, Nathan concurred with Ember.

Nathan stated that there were impacts of COVID 19 on City revenue; Rec Center is closed; the Golf Course just re-opened; and that they were looking at budget cuts throughout city. He also stated that they were looking at revenue projections from Finance.

Nathan also commented on the Executive Session from last night regarding property under contract at 131 Cherry. Council decided not to move forward to exercise first right of refusal. The property has conservation easement limits that limits building.

Nathan provided an update regarding the HWY 42 project. Contractors can't work on wing wall yet or the concrete rock walls because the laborers were quarantined due to COVID-19. The projected completion date is mid-to late July.

David asked for an update regarding the Davidson Mesa prescribed burn. Ember stated that the burn has been canceled due for 2020 due to COVID-19.

Jessamine asked about the large number of interactions that the Ranger is having with the public due to increased visitation. Since we are no longer hiring the second Ranger is there a way for the second ranger to get support. Ember stated we have a strong relationship with the Police Department and we are linked into dispatch. Field information and calls are being transferred between PD and rangers. However, officers will be dispatched to most urgent calls first so things like nature play (forts, bridges, etc.) and dogs off leash will have to be addressed as time allows.

Nathan asked Rob-update on Red Tail Ridge schedule

Rob Zuccaro-General development plan both PPLAB and OSAB Boards reviewed concepts and made suggestions which the developer incorporated into their plan. Next step is that it goes to Planning Commission and City Council for public hearing. That is currently scheduled for June 11th. The sub-division plat will actually formalize land dedications that OSAB reviewed and that will come back to OSAB for additional review in June.

6. Board Updates

Helen-Walking through Cottonwood Park and saw an owl next alongside the road great family viewing from the park.

Charles-Goslings at Warembourg Fishing Pond for viewing.

7. Public Comments on Items Not on the Agenda

A. Sherry from Palisade Court-People using Davidson Mesa are not wearing masks, no social distancing, no one obeying rules.

Tamara Krantz 691 West Street. Curious if there would be more discussion on Redtail Ridge.

8. 7:20 pm Discussion Item: Conservation Easement Proposal for the Project 321 (Medtronic) PUD. Presented By Lisa Ritchie, Planning Department. (20 Minutes) Lisa Ritchie-Presentation power point; Ryan Construction; Medtronic also available.

Red Tail Ridge GDP is under review its approximately 390 acres of the formal Storage Tek property. This review includes a land dedication of Open Space, Trail, and Parks. The Plat will be brought to you for review next month for larger discussion.

Within Red Tail Ridge GDP we are now seeing PUD applications, architecture, parking landscaping come forward.

Tonight Medtronic is proposing a 7 acres conservation easement buffer on the northern part of Medtronic. No public access within the conservation easement; enhanced landscaping in entry.

Question:
Jessamine-Who monitors conservations easements?
Nathan- Currently we don't hold conservation easements. We wouldn't monitor it. We would have to look to other agencies.

Charles- Parcels A & C might be residential; F is Open Space so an easement through B2 could make for good trail connectivity to F. Lisa -Medtronic applicant asked to consider trail access but Medtronic said no because of security protocols. OSAB should encourage-public benefit for conservation easement if desired.

David-question regarding the pond in northeast corner. Lisa's response- The 7 acre conservation easement wouldn't preclude the pond from being protected.

Helen-Propose to OSAB that OSAB would generally be in favor of this buffer adjacent to open space, but we would like access through the site. Therefore, regarding Question 3 we are interested in access to the site. Height and clustering may be worth it to have the 7-acre conservation easement. Peter agree with Helen's comments.

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David– Going in excess of twice the height requirements. Need a variance regardless at the site. Lisa- Operational perspective for Medtronic; we would need to use more land if we go with less height; applicant would have to address it.

Helen-what would this height do to view shed?

Missy-View-shed can be preserved by a view-shed easement. Connectivity is a major loss.

Molly Carson- Molly is the developer and hopefully eventual owner for Medtronic site. Keep no public access on northern portion of the development for security. No access on property unless there is an unnatural barrier such as fence, which is not desired. In general, for the entire Redtail Ridge property there is flexible access with underpass and trails.

Lisa-Trail connections through F are connect through underpasses. B has sidewalks around the entire perimeter.

Jessamine-What is perceived, documented and understood conservation values being proposed for use of a conservation easement.

Nathan-Parcel B was looking at restricting view shed, the conservation easement would be appropriate for Western Views. Staff asked for soft surface trail throughout entire site including the conservation easement but Medtronic may not agree. If OSAB would like public access through the conservation easement, they should make that recommendation.

Jessamine-What are tools achieve same outcome in place besides easements?

Lisa-We could put a development restriction in place such as a “no build area” through the Plat or restriction through easement.

Lisa-Trails proposal to connect to HWY 36 bikeway and 88th St. around the perimeter of property East/West orientation. Multi use path on Campus drive. Could make a connection south of the buildings going west-east through B.

David – You could run a trail on the south side of B perimeter that is secure. Opportunity for public/private partnership to get a north-south connection up to Dillon and to Coal Creek corridor would be good. Would rather have connection to north than cut west east through B.

Missy- We are interested in being a healthy and green community; interested in biking to campus or around campus for commuting, recreation, school, or day-to-day use. Interested in decreasing car traffic and asking Medtronic to step up and be part of this with us.

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Lisa- Street map does include multi-use path design within right-of-way. Plans include widths and design. Staff would like OSAB feedback on those at the next meeting.

Missy- Is it possible to walk a full loop around the whole property?

Lisa- Reviewed trail and on-street connections.

Jordan Swisher-works for Brue Baukol 1734 Pioneer Cir. Lafayette. Webinars will be upcoming. If you can't attend community webinars Jordan will try to include some of that material in OSAB's next review packet.

Stephanie Row-631 W. St., Louisville. What is the scope of the Open Space Board's mission here? Per the minutes, regarding Red Tail Ridge Development the focus has been on trails and passive recreation usage for Open Space. Stephanie is concerned with wildlife habitat, can OSAB protects this? Does this play any role in OSAB's decision-making process? Slide 3-lower plot developments on either side of Medtronic has prairie dog rich areas. Could the public land take on displaced prairie dogs? Ways to increased wildlife habitat? Displaced prairie dogs also includes displacement of hawks, owls, etc. Is wildlife habitat part of your thinking about this?

Helen-OSAB is part of a group of Boards for decisions on public land on this location. We talked about corridors for wildlife and riparian zones with current open space property. Parks Board also has input into this process. Start with GDP then go into PUD portion section B – so this is focus at this point. No Open Space is being proposed in B. OSAB agrees with the first three questions asked of us tonight. OSAB desires trail connections.

Cindy Bedell, 662 W. Willow St., Louisville- Cindy looked through the most recent version of Open Space Comp Plan. Different reasons for Open space were listed beyond recreational use. Encourage having the buffer. Connecting trails also important. Reminder that the GDP amendment hasn't been approved so it's not that OSAB has to approve conservation easement in exchange for height buffer.

Peter-Motion: Board supports affirmative answers on Questions 1-3.

Rob-Questions are benefit to you. You have a proposal from the Applicant that is before you– that's what you are making recommendation on either support:
-proposal as presented
-with recommend conditions
-or recommend completely different configuration (more information you need) and/or continue

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Tamara Krantz 691 West Street. –Would like to see more wildlife habitat, not housing density. Tamara would like to see a lower density development. Is there any opportunity for more open space?

David- Tonight we are only looking at B (7 acres only). However, good reflection on keeping the area more pristine and preserving NW corridor.

Peter-Makes a motion that OSAB support proposal as submitted. With a specific finding of affirmative answers to questions 1, 2, and 3. Thomas seconded the motion. Motion passed unanimously.

Questions in Power Point Include:

1. Is a buffer appropriate and beneficial in this location given proximity to anticipated Open Space dedication to the north of Campus Drive?

2. Is there benefit to the City by setting aside this land when considering a waiver request for additional height?

3. Does OSAB desire access through the site connecting to other anticipated trail networks?

4. Any other comments for consideration by Planning Commission and City Council?

David-A discussion item to continue: David would like to understand Section B-level of density, where did 500,000 sq. ft. come from? What does this mean for overall horizontal or vertical footprint?

Lisa-overall density has not been approved. 500,000 sq. ft. has remained the same throughout the application and buildings roughly of this height.

General discussion regarding height, including some pros and cons. People on east side of parcel B will be affected.

Helen- A discussion item to continue: How will conservation easement work on the 7 acres regarding public access and potential ownership by the City?

Lisa- will carry that message forward to the developer.

9. 7:40 pm Discussion Item: Preparation of OSAB Annual Update Materials for City Council in Lieu of the OSAB & City Council Study Session (20 Minutes)
Helen- The Study Session with City Council in May has been canceled because of COVID-19. Helen, Laura, Bob Muckle, Ember, and Nathan met together to talk about Open Space acquisition and operational recommendations. Helen wanted

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to share these recommendations with the current board. If approved by the board these recommendations will be shared with City Council. Helen reviewed the packet material with the board.

Jessamine-On goals for 2020 we have Warembourg Fishing Pond Master Plan but not the Cottonwood Master Plan. We have two OSAB members appointed to the Cottonwood park task force so we should add it to goals. Add to section 2 of Natural Resources. Approved by the board.

Peter- feels the document reflects past board discussion.

Jessamine- 2020 goals don't reflect COVID impacts to Open Space. Board discussed increase use of trails, restoration needs, etc. Perhaps add COVID comment to Education section to solicit volunteers. Adapt to COVID needs. Acknowledge that COVID-19 has unanticipated consequences for Open Space due to increase use and potential reduction in funding. Add more revenue/resources into Open Space because of increased use due to need for solace in nature. Add to General Business and Education & Outreach.

Jessamine- Motion to approve documents as presented and for Helen and Staff to present to Council as written with addition of statement of OSAB board adjusting goals in support of staff in light of the COVID situation. Unanimous approval.

10. 8:00 pm Discussion Items for Future Meetings
Development Proposal for Red Tail Ridge

11. **Adjourn**
The meeting adjourned at 9:15 pm.

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