GDP City Council Hearing Conditions Acceptance

a. [ACCEPT] 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.

b. [ACCEPT] 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.

c. [ACCEPT] 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.

d. [ACCEPT WITH MODIFICATION] 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.

   Rationale for Modification:
   - It is standard best practice to have traffic studies for components (PUDs) of the project performed to ensure compliance with the master traffic study.
   - “Acceptable” is very subjective and difficult to agree to amongst a series of differing stakeholders/parties.
   - The inclusion of highway interchange performance for a traffic study on a vertical development is atypical.
   - The deleted references to the regional interchanges are impacted by traffic well beyond the city and this development.
   - Select findings were addressed in the master traffic study and would be demonstrated via compliance with the master traffic study.
   - Written approval from respective entities, including CDOT and Northwest Parkway, is already required as a separate agreed upon condition.

f. [ACCEPT] 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.

f. [ACCEPT WITH MODIFICATION] 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 all senior residential development on Parcel A until both the release of permits of a 3-building corporate campus on Parcel B and the issuance of foundation inspection for the first building of the corporate campus development on Parcel B.

   Rationale for Modification:
   - We appreciate the City’s interest in balancing the tax contributions between commercial and residential uses.
- This compromise awards the City the confidence that the Medtronic will be committed to and diligently pursuing build out of its campus before the introduction of senior living.
- It also allows our other partner, Erickson Senior Living, to confidently advance their plans for a complete, long-term facility.

g. [ACCEPT WITH MODIFICATION] 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 450* units until development within the GDP planning area achieves certificates of occupancy for at least 1,000,000 sq. ft. of commercial development, inclusive of a minimum of 10,000 sq. ft. of sales tax generating retail or restaurant development. *Units are fair market and exclude the affordable units.

Rationale for Modification:
- We will further the concurrency language from our proposal to strive for more commercial tax base support.
- As noted in the fiscal study, residential is a critical aspect of the plan to support organic and sustainable retail and commercial demand.
- Retailers are unlikely to commit to a project until demonstrated residential density is within the service area which is why upfront residential is a necessary for economic vitality.
May 29, 2020

VIA: EMAIL

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


Dear Mr. Zuccaro,

Since our third submittal in late November, Brue Baukol Capital Partners (“BBCP”) has diligently continued to seek public input of the proposal and evaluated land use alternatives.

Advisory Board, Community Groups and Site Tours
In December, we had the opportunity to present our GDP plan to the Open Space Advisory Board, Parks and Public Landscaping Advisory Board, as well as the Recreation Advisory Board where we gained great insight into their values and how we could modify the land use plan to align and help the City achieve its goals. Additionally, we hosted our first of six public site tours where we heard firsthand from over 100 residents about their priorities and potential concerns. On January 16th, we held our third, large community meeting, unveiling an illustrative concept plan and renderings to better demonstrate how the Redtail Ridge development could look once complete. In addition, we have had meetings with several community groups and organizations. Each opportunity with the public has enabled us to learn more about what matters most and what resonates with Louisville residents.

Virtual Tour, Webinar and Telephone Town Hall Series
In light of COVID-19, BBCP has sought to continue engaging the local community, keeping them apprised of changes/evolutions of the development program as well as answering questions from residents. To substitute for the inability to host on-site tours, a virtual tour and video was created and uploaded to the project website. Additionally, a series of five webinars as well as a telephone town hall were offered in May. Total attendance and participation for these events totaled more than 200 community members.

We have listened intently and in earnest and, as such, have incorporated a series of substantive changes to our proposal. Recurring themes or patterns that we observed during public outreach include: lowering and redistributing the density, improving circulation around and through the Project Site, prioritizing safety around the Monarch School campuses, contributing to the continuous open space and trail networks, the need for accessible and entry-level housing, support for senior living, overall integration with the rest of the City, and financial responsibility.
We believe you will find our new plan incorporates all these themes and demonstrates thoughtful revisions that improve public benefit.

**Lowering & Redistributing Density**
The development proposal has been revised to reduce total density by 1.2 million square feet - from 6.4 million square feet to 5.2 million square feet (excluding parking). The new maximum square footage including parking is now 5.88 million square feet. This change now aligns with a Suburban densification category under the Comprehensive Plan.

Beyond reducing overall density, the land uses have shifted to integrate seamlessly with the surrounding community fabric. For instance, and in direct response to city and community feedback, development no longer abuts 88th Street or Campus Drive adjacent to the school campuses – allowing a continued rural, open experience similar to the existing conditions.

**Improving Circulation Around the Project Site**
The Project Site in its entirety is 475 acres, about a mile-wide east to west. It takes 10 minutes driving to circumvent the fenced-off property. Creating the first-ever public roadway network through the property presents efficiencies for many stakeholders.

To name one, the community’s largest employer and Redtail Ridge neighbor, Avista Adventist Hospital, stands to benefit from the Campus Drive extension, Tape Drive formalization, and north-south avenues within the master plan which greatly improve access to their facility for clients and service providers alike.

**Prioritizing Safety for Monarch School Campuses**
The community’s children and their safety are top priority for all; the newly proposed Campus Drive, jointly designed with the Boulder Valley School District, incorporates wide, multi-use paths for separated bicycle and pedestrian access as well as roundabouts for traffic flow ease and speed management. The extension of the roadway to 96th Street provides a critical, secondary access point not only for parents and buses, but also emergency service vehicles for this K-12 campus.

**Continuous Open Space & Trail Networks**
Not only does Campus Drive present a fundamental piece to the Louisville roadway network, it is flanked by open space, parks and undeveloped green space preserving a direct Western view to the Flatirons to be enjoyed by all.

The new land program offers 39.7 acres of publicly dedicated open space that then link to adjacent open space lands off-site, safeguarding an expansive natural habitat corridor. Nestled adjacent to the open space network, a 15.6-acre publicly dedicated park area has been identified to allow for much-needed multi-use sports fields and related programming that would be the City’s first, solely owned sports field complex. Linking all these recreational amenities together miles of trail ways.

**Need for Housing: Entry-Level & Senior Living**
Over the past year, we have repeatedly heard comments like the following:

1) Where are these employees going to live?
2) My kids cannot afford to live in the city that they grew up in.
3) I have lived in Louisville 20 years; I would like to downsize and stay within my community but have limited to no options.

The revised development program includes select housing product, identified to meet needs within the City that are not being adequately addressed. It also demonstrates a commitment to affordable price points for the multi-family residential and addresses the region’s housing crisis.

**Integration with the City & Financial Responsibility**

All the while, the proposal offers a headquarters to a valued, primary employer and a strong tax base – rebounding from the greatly diminished property taxes currently generated by the Project Site. The long-term economic vitality of Louisville is essential. Redtail Ridge aims to support this exceptional community by bearing the full expense of on-site and off-site capital improvements, resulting in no incurred capital outlay to the City.

We are proud to submit this modified development program and supporting documents for your consideration and hopeful approval at the June 11th, 2020 Planning Commission Hearing.

Our team is available for any follow up questions or items that may arise upon your review of the submittal package.

Sincerely,

Jordan Swisher
Vice President
Brue Baukol Capital Partners
Enclosures:

1. Applicant Letter
   a. Planning Commission Presentation
2. Revised GDP
   a. GDP Sheets
   b. Phasing Plan
3. Engineering, Market Study and Economic Reports
   a. Revised Traffic and Mobility Study
   b. Revised Dewberry Technical Memo 1
   c. Revised Dewberry Technical Memo 2
   d. Final Master Drainage Report
   e. Revised Final Master Utility Report
   f. Draft Dewberry Tech Memo – Water Flows (pending FINAL City Comments)
   g. Revised EPS Market Study
   h. Revised Erickson Economic Impact Report
4. Other Requested Exhibits
   a. Density Analysis & 3D Model
   b. Certification of Notice to Mineral Rights Owners
   c. BVSD ROW Resolution
   d. Conceptual Fire Station Layout
   e. Alternative Grading Solution for 88th & Campus Dr.
   f. Filing 2 Xcel Retaining Wall Example
   g. Alternative Under Evaluation - Filing 2 Xcel Transmission Line Lowering
   h. Sample Park Grading
   i. Communications Tower Access Easement Drawing
5. Comprehensive Plan Letter & Proposed Redlined Amended Pages
AGENDA

1. Welcome and Introductions
2. Site Review
3. Public & Fiscal Benefit
4. Development Costs
5. Responsiveness
6. Current Plan & Key Topics
7. Medtronic Update
8. Closing
OUR TEAM

- We are a local, Denver-based group committed to thoughtful development
- The majority of our team grew up in Boulder County, graduated from CU Boulder and continue to reside in the Louisville area
- Our portfolio includes mixed-use, senior living, office, industrial, for-sale residential, land development and multifamily projects
- We have developed or currently manage $600 million worth of assets, including:
  - The Foundry, a public-private partnership in Downtown Loveland
  - The Jones District, a 4MM SF mixed-use development at I-25 and Dry Creek
  - Denargo Market, a 13-acre development in Denver’s RiNo Art District
  - The Standard at Gateway, a 138-acre development near DIA
SITE OVERVIEW
GUIDING PRINCIPLES

We are Committed to Investing in Louisville’s Vision for a Liveable, Innovative, and Economically Diverse Community

Uniquely Louisville
Multimodal Connections
Integrated Open Space
Balanced Economy
PUBLIC BENEFIT:

1. Dormant Site Opened to the Public
2. Publicly Dedicated Land
3. Trail Network Enhancement
4. Park Land
5. Enhanced Area Access and Circulation
6. Improved Safety
PUBLIC BENEFIT

Dormant Site Opened to the Public

The site has been vacant for 12+ years since Storage Tek’s departure.
## PUBLIC BENEFIT: Publicly Dedicated and Protected Lands

### LOUISVILLE PUBLIC LAND DEDICATION

<table>
<thead>
<tr>
<th>Land Type</th>
<th>AC</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPEN SPACE</td>
<td>39.7</td>
</tr>
<tr>
<td>PARK LAND</td>
<td>15.6</td>
</tr>
<tr>
<td>TRAIL CORRIDOR LAND</td>
<td>3.6</td>
</tr>
<tr>
<td>FIRE STATION</td>
<td>0.7</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td><strong>59.6</strong></td>
</tr>
</tbody>
</table>

### LOUISVILLE CONSERVATION EASEMENTS

<table>
<thead>
<tr>
<th>Easement Type</th>
<th>AC</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONSERVATION EASEMENT</td>
<td>9.4</td>
</tr>
<tr>
<td><strong>SUBTOTAL</strong></td>
<td><strong>9.4</strong></td>
</tr>
</tbody>
</table>

### TOTAL PROTECTED LOUISVILLE LAND

- **69.1 AC**
  - **Required Land Dedication: 40 AC**
  - **ADDITIONAL EASEMENTS**
    - **BROOMFIELD CONSERVATION EASEMENT: 40.0 AC**
    - **ENCUMBERED EASEMENTS (NON-DEVELOPABLE): 2.0 AC**
    - **TOTAL: 42.0 AC**
PUBLIC BENEFIT  Trail Network Enhancement

Today

Enhanced
PUBLIC BENEFIT

Over 15 Miles of Pedestrian and Bicycle Facilities

- Redtail Ridge Loop: 3.2 Miles
- The Rockcress Loop: 1.5 Miles
- Park-to-Pond Trail: 1.0 Mile

<table>
<thead>
<tr>
<th>Description</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Softscape Trails</td>
<td>1.4</td>
</tr>
<tr>
<td>Total Hardscape Trails</td>
<td>1.4</td>
</tr>
<tr>
<td>Total Sidewalks</td>
<td>6.4</td>
</tr>
<tr>
<td>Total Bike Lanes</td>
<td>6.2</td>
</tr>
<tr>
<td><strong>Total Pedestrian/Bicycle Facilities</strong></td>
<td><strong>15.4</strong></td>
</tr>
</tbody>
</table>
PUBLIC BENEFIT

New Park Space

15.6-Acre Conceptual Park Plan *(Final Design by City of Louisville)*

Park Scale Comparisons

- Louisville Community Park
  15.5 Acres

- Cleo Mudrock Park
  8.2 Acres

Redtail Ridge  PLANNING COMMISSION PRESENTATION  |  LOUISVILLE, COLORADO  |  JUNE 11, 2020

BRUE BAUKOL CAPITAL PARTNERS  |  PREPARED BY TRYBA ARCHITECTS  |  12
PUBLIC BENEFIT

Improved Safety, Complete Streets
PUBLIC BENEFIT  Safety and School Circulation Enhancement

Ease of Access and Circulation:
Making the connection to 96th Street with Campus Drive is projected to reroute 75% of the traffic backlog at 96th/Dillon to 88th/Dillon.

Improved Emergency Access to Schools:
Distance to reach the school campus is reduced by:
• 1 mile from the nearest Fire Station
• 2 miles from US 36

BVSD-Approved Design and Right-of-Way Dedication:
Roundabouts designed by traffic engineer and approved by BVSD for optimal school traffic operational flow during the morning and afternoon rush

Safe Crossings:
• 25 mph before entering school zone
• Raised pedestrian crosswalk to cross Campus Dr.
• Softscape trail through park lands connecting to pedestrian crossings to school
• Extension/widening of multi-use pathways
• Pedestrian underpasses for limited vehicular interactions
# FISCAL BENEFIT

## Gross Property Tax Benefits

<table>
<thead>
<tr>
<th>Property Tax Recipient</th>
<th>2018</th>
<th>2019</th>
<th>Proposed Build-out</th>
<th>Near Term Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulder Valley School District</td>
<td>508,008</td>
<td>5,648</td>
<td>12,580,000</td>
<td>2,100,000</td>
</tr>
<tr>
<td>Boulder County</td>
<td>249,257</td>
<td>2,741</td>
<td>6,110,000</td>
<td>1,020,000</td>
</tr>
<tr>
<td>City of Louisville</td>
<td>82,311</td>
<td>927</td>
<td>2,060,000</td>
<td>350,000</td>
</tr>
<tr>
<td>Fire Department</td>
<td>69,364</td>
<td>1,236</td>
<td>2,750,000</td>
<td>460,000</td>
</tr>
<tr>
<td>Northern Water</td>
<td>8,225</td>
<td>93</td>
<td>260,000</td>
<td>40,000</td>
</tr>
<tr>
<td>Urban Drainage &amp; Flood Control</td>
<td>7,532</td>
<td>105</td>
<td>230,000</td>
<td>40,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$924,684</td>
<td>$10,749</td>
<td><strong>$23,990,000</strong></td>
<td><strong>$4,010,000</strong></td>
</tr>
</tbody>
</table>

- **2019 Annual Taxes:** $10,749
- **Projected Near Term Annual Taxes:** $5,060,000
**FISCAL BENEFIT**  Beyond Property Tax Benefits

<table>
<thead>
<tr>
<th>ADDITIONAL ONGOING REVENUE AND STIMULUS BENEFITS TO THE CITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. <strong>Sales tax revenue</strong> generated by retail, driven by office users and residential</td>
</tr>
<tr>
<td>2. High disposable income residents in Senior Living community with strong <strong>positive impact on local businesses</strong></td>
</tr>
<tr>
<td>3. Substantial employee <strong>economic impact capture</strong>: dining, shopping, entertainment</td>
</tr>
<tr>
<td>4. <strong>Lodging tax revenue</strong> generated by hotels, as well as hotel occupant spending in community</td>
</tr>
<tr>
<td>5. <strong>Construction fees</strong>, including permit fees, building use taxes, consumer use taxes and sales taxes on durable goods, etc.</td>
</tr>
</tbody>
</table>

**NEAR TERM CONSTRUCTION BENEFITS**

- Construction of the **$135MM Corporate Campus** is expected to generate **$3.5 million in tax revenue**
- Net positive to the City of Louisville is **$2.0 million after rebate package**
  
  *Source: Louisville City Council Meeting Material, October 15, 2019*

- Associated construction, permit fees, and tax revenue with estimated **$277MM total project cost**
  
  *Source: Reading Economic Impact Report*
DEVELOPMENT COSTS

No Tax Burden for Louisville Residents

$0 additional tax burden on Louisville residents
DEVELOPMENT COSTS

The Redtail Ridge Metropolitan Districts were **conditionally approved by Louisville City Council** on February 18, 2020. The Service Plans will be amended and resubmitted with the Subdivision late in Summer 2020 to allow for updated construction costs.

- The Redtail Ridge Metropolitan Districts impose an additional property tax ("mill levy") solely on Redtail Ridge property.
- This mill levy is applied to Debt and Operations used to pay for installation or construction of Public Improvements necessary to serve the project.
- The long-term tax-exempt financing of the Public Improvements will assure the **most efficient and cost-effective financing** for the future taxpayers in the development.
- The **City carries no financial obligation** for the Debt.
RESPONSIVENESS  
We Listened and Responded to Community Feedback

The Plan improved thanks to the Louisville community’s input & comments.

Meetings with Community Members, Neighbors, Schools, Business Associations, and Stakeholders

- Avista Adventist Hospital
- BVSD
- CAC
- Colorado Technology Center Boards
- Coal Creek Ranch HOA
- Community Meetings
- Commuting Solutions
- Downtown Business Association
- Farmer’s Market
- Flatiron Mall
- GM at Flatiron Mall
- Lions Club
- Louisville Chamber of Commerce
- Louisville Goddard School
- Louisville Historical Museum
- Open Space Advisory Board
- Parks and Public Landscaping Advisory Board
- Recreation Advisory Board
- Select members of Business Retention & Development Committee

Specific Comments Provided from the Community

600+

Resident Participation in On-Site Tours

100+

Site Tour Dec 14, 2019

Community Meeting #1 Aug 19, 2019

Informative & Transparent Website with Feedback Collection
RESPONSIVENESS  
Continued Public Engagement During the COVID-19 Pandemic

Live Public Information Webinars (May 14, 16, 18 & 26)
Virtual Telephone Town Hall (May 20th)

Virtual Site Tour Video [https://vimeo.com/414966278]
Responsiveness

Increase and Relocation of Public Land Dedication

Prior GDP Submittal

Current Plan

Legend

OPEN SPACE
PARK LAND
## Responsiveness

### Density Reduction

<table>
<thead>
<tr>
<th>Prior GDP Submittal</th>
<th>Area (SF)</th>
<th>Current Plan Submittal</th>
<th>Area (SF)</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>3,050,000</td>
<td>Office</td>
<td>2,250,000</td>
<td>(800,000)</td>
</tr>
<tr>
<td>Senior Housing</td>
<td>2,500,000</td>
<td>Senior Housing</td>
<td>1,800,000</td>
<td>(700,000)</td>
</tr>
<tr>
<td>Hotel</td>
<td>680,000</td>
<td>Hotel</td>
<td>200,000</td>
<td>(480,000)</td>
</tr>
<tr>
<td>Retail</td>
<td>170,000</td>
<td>Retail</td>
<td>70,000</td>
<td>(100,000)</td>
</tr>
<tr>
<td>Residential</td>
<td>-</td>
<td>Residential</td>
<td>900,000</td>
<td>900,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6,400,000</strong></td>
<td><strong>Total</strong></td>
<td><strong>5,220,000</strong></td>
<td><strong>(1,180,000)</strong></td>
</tr>
</tbody>
</table>

*Not including structured parking*
Further Reduction of Scale Not Feasible

The current Metro District Service Plans generate bonds for $135 million to build public infrastructure improvements allowing the development to cover infrastructure costs and pay its own way.

The infrastructure and public benefit costs are primarily fixed, so the density of the project and the required improvements are not correlated linearly.

In order to pay for all of the improvements and accommodate a density decrease from 6.4MM SF to 5.22MM SF, the mill levy has been increased, placing it among the highest mill levies in the market.

Further decreasing the density below 5.22MM SF creates a deficit for the project, and an inability to pay for the required infrastructure and the public benefits.

<table>
<thead>
<tr>
<th>REDTAIL RIDGE</th>
<th>BUILD 5.2 MM SF DEVELOPMENT</th>
<th>Current Service Plan* - Bond Financing Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Max SF</td>
<td>Est. Bonds for Public Improvements</td>
</tr>
<tr>
<td>Medtronic (D2)</td>
<td>530,000</td>
<td>16,420,000</td>
</tr>
<tr>
<td>Erickson (D3)</td>
<td>1,800,000</td>
<td>13,290,000</td>
</tr>
<tr>
<td>Mixed-Use/Commercial (D4)</td>
<td>2,890,000</td>
<td>105,290,000</td>
</tr>
<tr>
<td><strong>Total (excl. parking)</strong></td>
<td><strong>5,220,000</strong></td>
<td><strong>135,000,000</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CURRENT ZONING</th>
<th>BUILD ONLY 2.5 MM SF DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Max SF</td>
</tr>
<tr>
<td>Medtronic (D2)</td>
<td>530,000</td>
</tr>
<tr>
<td>Erickson (D3)</td>
<td>1,800,000</td>
</tr>
<tr>
<td>Mixed-Use/Commercial (D4)</td>
<td>170,000</td>
</tr>
<tr>
<td><strong>Total (excl. parking)</strong></td>
<td><strong>2,500,000</strong></td>
</tr>
</tbody>
</table>

Results in a deficit of $99.1MM for public improvements compared with the Redtail Ridge proposal.

* Per Current Metro District Service Plan, Subject to Final Cost Estimates.
### DENSITY DISTRIBUTION

Allowable Program Density & Conceptual Land Uses

<table>
<thead>
<tr>
<th>PROGRAM SUMMARY</th>
<th>AREA (SF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFFICE</td>
<td>2,250,000</td>
</tr>
<tr>
<td>SENIOR LIVING</td>
<td>1,800,000</td>
</tr>
<tr>
<td>HOTEL</td>
<td>200,000</td>
</tr>
<tr>
<td>RETAIL</td>
<td>70,000</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td>900,000</td>
</tr>
<tr>
<td><strong>TOTAL BEFORE PARKING</strong></td>
<td><strong>5,220,000</strong></td>
</tr>
</tbody>
</table>

**NOTE:** The development plans shown are illustrative only. Individual development parcel plans will be finalized during the planned unit development (PUD) process.

48% of development is located in Parcel C along NW Pkwy.
KEY TOPICS

1. Density
2. Building Heights
3. Traffic
4. Residential Uses
**DENSITY**  
Site History vs. Proposed: Area (Square Footage) and Employee Count

<table>
<thead>
<tr>
<th>Development or Plan</th>
<th>Area* (SF)</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>StorageTek</strong> <em>(built)</em></td>
<td>1.7M</td>
<td>4,800</td>
</tr>
<tr>
<td><strong>ConocoPhillips</strong> <em>(approved)</em></td>
<td>2.5M</td>
<td>7,000</td>
</tr>
<tr>
<td><strong>Redtail Ridge</strong> <em>(proposed, at full build-out)</em></td>
<td>5.2M</td>
<td>8,400</td>
</tr>
</tbody>
</table>

**SITE SITS VACANT**

- **2005**: Sun Microsystems acquires StorageTek
- **2008**: ConocoPhillips purchases land
- **2012**: ConocoPhillips Plan Approved
- **2019**: Land reassessed to agricultural status (reduced tax requirements)
- **2020**: New development, pending Plan approval

*Does not include structured parking
DENSITY

Suburban Density & Anticipated Implementation Schedule

0.48
Average Development FAR* at Full Site Build-Out

(below the City’s Suburban FAR Classification of 0.50 as defined in the City’s Comprehensive Plan)

20-years
Anticipated Site Build-Out

*FAR, or Floor Area Ratio, is the total area of allowable development divided by the total property boundary area. An FAR of 0.5 means a building’s total enclosed area can only be 1/2 as big as the property on which it sits.
### DENSITY

Local Development Comparisons

<table>
<thead>
<tr>
<th></th>
<th>ARISTA (APPROVED)</th>
<th>REDTAIL RIDGE (PROPOSED)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL ACRES</strong></td>
<td>184.6</td>
<td>389.1</td>
</tr>
<tr>
<td><strong>TOTAL DEVELOPMENT AREA (SF)</strong> (INCLUDING PARKING)</td>
<td>2,583,000</td>
<td>5,886,000</td>
</tr>
<tr>
<td><strong>AVERAGE DEVELOPMENT FAR</strong></td>
<td>0.75</td>
<td>0.48</td>
</tr>
<tr>
<td><strong>ALLOWABLE BUILDING HEIGHTS (STORIES)</strong></td>
<td>1-6</td>
<td>1-5</td>
</tr>
<tr>
<td><strong>RESIDENTIAL UNITS</strong></td>
<td>2,250</td>
<td>2,226</td>
</tr>
<tr>
<td><strong>OPEN/PARK SPACE (AC)</strong> (EXCLUDING CONSERVATION EASEMENTS)</td>
<td>24.73</td>
<td>59.6</td>
</tr>
</tbody>
</table>

**ARISTA DEVELOPMENT - BROOMFIELD, CO**
# DENSITY

## Local Development Comparisons

### TOWN CENTER - SUPERIOR, CO

<table>
<thead>
<tr>
<th></th>
<th>TOWN CENTER¹ (APPROVED)</th>
<th>REDTAIL RIDGE (PROPOSED)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TOTAL ACRES</strong></td>
<td>156.4</td>
<td>389.1</td>
</tr>
<tr>
<td><strong>TOTAL DEVELOPMENT AREA (SF)² INCLUDING PARKING</strong></td>
<td>4,783,000</td>
<td>5,886,000</td>
</tr>
<tr>
<td><strong>AVERAGE DEVELOPMENT FAR</strong></td>
<td>0.70</td>
<td>0.48</td>
</tr>
<tr>
<td><strong>ALLOWABLE BUILDING HEIGHTS (STORIES)</strong></td>
<td>1-6</td>
<td>1-5</td>
</tr>
<tr>
<td><strong>RESIDENTIAL UNITS</strong></td>
<td>1,400</td>
<td>2,226</td>
</tr>
<tr>
<td><strong>OPEN/PARK SPACE (AC) (EXCLUDING CONSERVATION EASEMENTS)</strong></td>
<td>48.5</td>
<td>59.6</td>
</tr>
</tbody>
</table>

1. Per Town of Superior Planned Development Plan Amendment 3, June 2016
Topography on the site varies immensely.

Proposed building height subareas limit density along key roads and viewsheds.

<table>
<thead>
<tr>
<th>PARCEL A</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A3</td>
<td>3 STORIES</td>
</tr>
<tr>
<td>A4</td>
<td>4 STORIES</td>
</tr>
<tr>
<td>A5</td>
<td>5 STORIES</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARCEL B</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>B2</td>
<td>2 STORIES</td>
</tr>
<tr>
<td>B3</td>
<td>3 STORIES</td>
</tr>
<tr>
<td>B5</td>
<td>5 STORIES</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARCEL C</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>C3</td>
<td>3 STORIES</td>
</tr>
<tr>
<td>C4</td>
<td>4 STORIES</td>
</tr>
<tr>
<td>C5</td>
<td>5 STORIES</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARCEL D</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>D</td>
<td>4 STORIES</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PARCEL E</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>E2</td>
<td>2 STORIES</td>
</tr>
<tr>
<td>E3</td>
<td>3 STORIES</td>
</tr>
</tbody>
</table>
BUILDING HEIGHTS  Conceptual 3D Views
BUILDING HEIGHTS  Conceptual 3D Views
BUILDING HEIGHTS  Conceptual 3D Views
BUILDING HEIGHTS  Conceptual 3D Views
BUILDING HEIGHTS | Conceptual 3D Views
TRAFFIC  Impact & Mitigation

Improving Circulation & Traffic Flow:
- Significant investment in on-site and off-site roadway improvements
- Significant regional improvements
- Efficient roadway design
- Redistribution and dissemination of peak rush hour

Encouraging Alternative Travel Modes:
- Complete Street Design
- Trail network and Mobility network Connections
- Transportation Demand Management Policies
- Shuttles for Senior Care Facility

Trip Generation Estimates Comparison
Redtail Ridge does not add a significant amount of peak hour traffic when compared with the approved ConocoPhillips plan.

<table>
<thead>
<tr>
<th>Development</th>
<th>Trip Generation Estimates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM Peak Hr</td>
</tr>
<tr>
<td>ConocoPhillips</td>
<td>2,660</td>
</tr>
<tr>
<td>Redtail Ridge</td>
<td>2,350</td>
</tr>
<tr>
<td>Redtail vs. ConocoPhillips (%)</td>
<td>-12%</td>
</tr>
</tbody>
</table>
TRAFFIC

On-Site Traffic Improvements

<table>
<thead>
<tr>
<th>IMPROVEMENT</th>
<th>EST. COST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Right-of-Way Improvements</strong></td>
<td></td>
</tr>
<tr>
<td>1 Campus Drive</td>
<td></td>
</tr>
<tr>
<td>2 Street B</td>
<td></td>
</tr>
<tr>
<td>3 Street A</td>
<td></td>
</tr>
<tr>
<td>4 Tape Drive</td>
<td></td>
</tr>
<tr>
<td>5 Local Street Grid</td>
<td></td>
</tr>
<tr>
<td>6 96th &amp; Campus Intersection Improvements</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td>$89,400,000</td>
</tr>
<tr>
<td><strong>Pedestrian Elements</strong></td>
<td></td>
</tr>
<tr>
<td>7 Above-Grade Pedestrian Crossings</td>
<td></td>
</tr>
<tr>
<td>8 Above-Grade Tape &amp; Via Varra Enhancement</td>
<td></td>
</tr>
<tr>
<td>9 Hardscape Trails</td>
<td></td>
</tr>
<tr>
<td>10 Softscape Trails</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td>$2,200,000</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td>$3,400,000</td>
</tr>
<tr>
<td><strong>Total On-Site Improvements</strong></td>
<td></td>
</tr>
<tr>
<td>Paid by the Development</td>
<td>$95,000,000</td>
</tr>
</tbody>
</table>

38TH STREET  250'  125'  50'  25'  10'  5'  1'  0'

S. 88TH STREET

NORTHWEST PARKWAY

36

TAPE DRIVE

STREET B

STREET A

CAMPUS DRIVE

TAPIE DRIVE

STREET A

STREET B

CAMPUS DRIVE

NORTHWEST PARKWAY

S. 88TH STREET

36
TRAFFIC

Off-Site Traffic Improvements

<table>
<thead>
<tr>
<th>IMPROVEMENT</th>
<th>EST. COST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Right of Way</strong></td>
<td></td>
</tr>
<tr>
<td>1. Expand 96th St. 1/2</td>
<td></td>
</tr>
<tr>
<td>Northwest Pkwy to Dillon</td>
<td></td>
</tr>
<tr>
<td>2. Expand 96th St. 1/2 Mile</td>
<td></td>
</tr>
<tr>
<td>north of Dillon</td>
<td></td>
</tr>
<tr>
<td>3. 96th &amp; Dillon-Dual Left</td>
<td></td>
</tr>
<tr>
<td>Turn Lanes &amp; Intersection Capacity</td>
<td></td>
</tr>
<tr>
<td>4. NW Pkwy &amp; 96th - Triple</td>
<td></td>
</tr>
<tr>
<td>Northbound</td>
<td></td>
</tr>
<tr>
<td>5. 88th &amp; Tape Turn Lanes</td>
<td></td>
</tr>
<tr>
<td>6. 88th &amp; Campus Lengthen</td>
<td></td>
</tr>
<tr>
<td>Turn Lanes</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td>21,500,000</td>
</tr>
<tr>
<td><strong>Pedestrian</strong></td>
<td></td>
</tr>
<tr>
<td>7. Dillon Pedestrian Underpass</td>
<td></td>
</tr>
<tr>
<td>8. 88th Street Multi-use Path</td>
<td></td>
</tr>
<tr>
<td>Extension</td>
<td></td>
</tr>
<tr>
<td>9. Softscape Downtown Connector Trail</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal:</strong></td>
<td>5,600,000</td>
</tr>
<tr>
<td><strong>Total Off-Site Improvements</strong></td>
<td></td>
</tr>
<tr>
<td>Paid by the Development:</td>
<td>$27,100,000</td>
</tr>
</tbody>
</table>
School Access Improvements

1. The creation of right turn entry into the school campuses, eliminating left turn congestion and oncoming car conflicts.

2. The roundabouts ease traffic flow while naturally reducing speed along Campus Drive.

3. The raised pedestrian crossing offers additional safe crossing between the roundabouts.

4. Extending Campus Drive to 96th allows access (including buses) from the east.
TRAFFIC Complete Streets

- Balance the needs of people who are driving, walking, cycling, and rolling in, to, and through the development
- Enhance safety for all users
- Encourages non-vehicular travel options

Proposed Campus Drive Street Section
Traffic Demand Management (TDM) is a multi-faceted approach to mitigating traffic resulting from development.

The TDM Strategy for Redtail Ridge includes the following strategies:

- Connections to the regional trail network
- Enhance the internal trail network
- Increase mix of land uses to reduce traffic
- Member of Commuting Solutions (a Transportation Management Association in Louisville)
- Erickson on-site and off-site daily shuttle service
- Hiring a transportation coordinator for the entire project
- Ecopass discounts for employers and employees
- Vanpool and Carpool Coordination
- Bike access, parking and amenities for commuters
- Walk and Bike to Work Sponsorships
RESIDENTIAL USES  Mixture of Uses Creates Place & Supports Traffic Mitigation

Creating Place
Modern successful developments and creations of vibrant places all include residential due to its support of the retail and commercial uses and its ability to create an “18-hour” community.

Traffic Comparison

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Size</th>
<th>units</th>
<th>Avg Weekday Trips Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Office Building</td>
<td>900</td>
<td>KSF</td>
<td>8,766</td>
</tr>
<tr>
<td>Multifamily Housing (mid-rise)</td>
<td>900</td>
<td>units</td>
<td>4,896</td>
</tr>
<tr>
<td>Continuing Care Retirement Community</td>
<td>900</td>
<td>units</td>
<td>2,160</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td></td>
<td><strong>15,822</strong></td>
</tr>
</tbody>
</table>

Benefits of mixing Multifamily Housing land uses and Office on site, vs. Office land uses only (3,870) -44%

Benefits of mixing Senior Housing land uses and Office on site, vs. Office land uses only (6,606) -75%

Source: Fox Tuttle Transportation Group
RESIDENTIAL USES  The Need for Workforce, Entry-Level & Affordable Housing

Boulder County recognizes that the City of Louisville has adopted the regional housing goals articulated in the Regional Affordable Housing Strategic Plan, 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.

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.

– Boulder County

Kestrel Housing Development
Medtronic

General Company Overview

• Stable and strong, global Fortune 500 company
• Boulder County’s largest private employer
• Highly educated employees and high paying jobs
• Established in the community
• Commerce anchor that will spur positive economic activity in the community

Medtronic is sharing its portable ventilator design specifications and code for free to all
Medtronic employees living in Louisville today

400+

existing Medtronic jobs retained in Louisville due to Redtail Ridge development

500+

new jobs created and to be located in Louisville if the GDP and PUD are approved

500 to 1,000

existing Boulder County Medtronic jobs retained due to Redtail Ridge development

2,000+
PLAT & PUD Submitted for Review

GDP to Planning Commission

GDP to City Council

PLAT Approval

SITE & BUILDING CONSTRUCTION

GDP & PUD Approval

1st Building Open to Employees

2nd Building Open to Employees

3rd Building Open to Employees
IN SUMMARY

THIS PLAN IS...

1. Created by the Community
2. Benefits the Community
3. Provides long-term fiscal stability for the Community
THANK YOU!

VISIT US: WWW.REDTAILRIDGELouisVille.com

Facebook Redtail Ridge Colorado
Instagram @redtailridgeco
Twitter @redtailridgeco
LinkedIn Redtail Ridge Colorado