City of Louisville
COLORADO • SINCE 1878

Planning Commission

August 13, 2020
6:30 PM

ELECTRONIC MEETING

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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.

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

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
   - June 25, 2020
   - July 9, 2020
   - July 16, 2020
5. Public Comment on Items Not on the Agenda
6. New Business – Public Hearing Items
   - **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 9, Series 2020)

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

- **578 S Pierce PUD and SRU:** A request for a Planned Unit Development and Special Review Use to allow development of a new single-story building for pet care (dog day care) and associated site improvements. (Resolution 10, Series 2020) ***REQUEST TO CONTINUE TO SEPTEMBER 10, 2020***

  i. Applicant: PM Design
  ii. Case Manager: Harry Brennan, Planner II

- **Parbois Place PUD – 3rd Amendment:** A request to for a third amendment to the Parbois Place PUD to remove the requirement to demolish the garage on Lot 6, located at 543 County Road. (Resolution 11, Series 2020)

  i. Applicant: Lynn Koglin
  ii. Case Manager: Harry Brennan, Planner II

7. Discussion on Deadline for Submission of Written Public Comments
8. Planning Commission Comments
9. Staff Comments
10. Items tentatively scheduled for the meeting on September 10, 2020:

    - 578 S Pierce PUD and SRU
    - Coal Creek Business Park Lot 1 Wireless SRU

11. Adjourn

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Planning Commission
Meeting Minutes
June 25, 2020
Electronic Meeting
6:30 PM

Call to Order – Vice Chair **Rice** calls the meeting to order at 6:30 PM.

Roll Call is taken and the following members are present:

Commission Members Present:	Tom Rice, Vice Chair Steve Brauneis, Chair Jeff Moline Keaton Howe Ben Diehl Dietrich Hoefner
Commission Members Absent:	Debra Williams
Staff Members Present:	Rob Zuccaro, Dir. of Planning & Building Lisa Ritchie, Senior Planner

APPROVAL OF AGENDA

Howe moves and **Diehl** seconds a motion to approve the June 25, 2020 agenda. Motion passes unanimously by a roll call vote.

APPROVAL OF MINUTES

Howe moves and **Diehl** seconds a motion to approve the June 11, 2020 minutes. Commissioner Hoefner abstains from voting. Motion passes unanimously by a roll call vote.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None is heard.

NEW PUBLIC ITEMS

Agenda Item A: Redtail Ridge Comprehensive Plan Amendment and General Development Plan Amendment *Continued from June 11, 2020*

- 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

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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.

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

Hoefner informs the commissioners that he will be absent from the board while agenda items A and B are discussed and deliberated because he has a conflict of interest.

Closing Statement by Staff:
Zuccaro states that for this continuance, staff has created an additional memo that provides updated information that includes the fiscal impact analysis. The city's consultant, TischlerBise, is present for this meeting and will go more into detail about this analysis. Also added to the memo was recent public comment the city has received.

He reviews the proposal summary for Redtail Ridge and asks the commissioners to focus on the request for the comprehensive plan amendment.

In his presentation, he focuses on the fiscal policy for the comprehensive plan. He mentions that it is just one element to consider when reviewing this application. It is based on the city's current budget and revenue structure. He then reviews the history of the fiscal policy within the comprehensive plan. He ends his portion of the presentation by discussing how fiscal models can help to ensure that new developments have sustainable funding for city capital and services. It also helps evaluate the fiscal impact of different land use scenarios and changes. He points out though that fiscal models do not evaluate the character and amenities provides by the development, the social and environmental impacts, as well as the market probability.

Carson Bise, TischlerBise

Bise states that the city has used TischlerBise's model for the past six years and is developed as a one size fits all project model. He reviews basic assumptions from the city's project-level fiscal model and summarizes the net fiscal results from each fund. He then shows the commissioners a graph of the annual net fiscal results in comparison to the Redtail Ridge and discusses those results more in-depth.

He discusses the highlights of the fiscal analysis. He says that this project will generate a positive overall fiscal result. Examples are as follows:

- General fund: $133,000 annual average net surplus
- Open space & parks fund: $181,000 average annual (net deficit)
- Recreation fund: $2,000 average annual (net deficit)
- Debt service fund: $667,000 average annual net surplus
- Capital projects fund: $1.6 million average annual net surplus

Another highlight mentioned is how the mixed-use nature of this project gives the site a better economic balance than the by-right use. It generates more sales tax, there are more housing opportunity for different market segments, and there are more opportunities to capture sales tax revenue over time with changes to city offerings. He mentions that it is not surprising that there are deficits to the open space and parks and recreation funds since both funds are currently subsidized by the general fund.

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He also mentions that the surpluses generated to the debt service fund occur because the existing city debt service expenditures are not directly attributable to the proposed development. The analysis also highlights the city's reliance on sales and use taxes.

Commissioner Questions of Consultant:
Moline asks if Bise knows what the city's overall debt commitment is and how much of a contribution that will total that will factor into the city's overall debt burden. Can the debt service fund be utilized in other areas?

Bise says he will have to get back to him for the first question. As for the second question, he says he does not have an answer for that. He thinks it may be possible to change the debt levy.

Diehl states that for over 20 years, the open space and parks and rec funds look as if they were breaking even. In terms of capital dollars, it is about two million dollars a year. Is that an appropriate way to look at it?

Bise says yes, you could look at it as staying generally neutral. We did not take into account that there is likely to be metro districts established. As part of this analysis, the city would be building parks and roads and developers would be paying impact fees. To an extent, those things are mitigated through metro districts.

Diehl asks if that means that there is an additional cash flow coming in for the city.

Bise says that it is complicated. If the metro district provides the parks, a certain portion of the parks and open space land is likely to be credited to the impact fee amount. It is difficult to say what will be classified as system wide improvements versus improvements that are just serving that development though. It is the same with the road network. He says that they cannot accurately project at this point what is an impact fee eligible expenditure from the metro district and what is not, so they have just modeled based on the entire relationship.

Brauneis asks if he can you go more into detail of what is driving those deficits for the open space fund.

Bise first describes what is a special revenue fund and how those funds are not covering the costs today of open space and parks funds revenue. He says that every year, the general funds transfer money to balance out those budgets. If you are looking at a balanced budget and you are going to maintain a certain level of services, it is always going to run as a deficit.

Brauneis asks if that is for maintenance as well.

Bise says it is for programs, maintenance, administrative and a portion in the capital fund because the funds are covering for everything. Some of the impact fees are transferred into the open space and parks fund but they also are transferred into the capital improvements fund.

Rice asks Bise to speak to the third column of the fiscal analysis summary.

Bise says that it is his understanding that city council has a policy that when they look at a development project, they look at an 80% scenario. That is not uncommon but in that scenario, you have to vary your assumptions. For those assumptions, city council has said that the scenario would be running at 80%. Because they are using a marginal analysis, that 20% difference is not enough to tip the scales because that is part of the marginal costing. It is no surprise the scenario generates the deficits to the general funds in this case.

Rice says that what this is expressing is that you could have a development proposal that never builds all the commercial space.

Bise says that is correct.

Rice adds that a developer could also build the commercial space but it not be utilized.

Bise says that is not necessarily true. It assumes across the board that the market changes 80% for all uses including residential. One of the things we have been involved with since the recession are development agreements. Development agreements are being opened up again because the retail or single-family market has shifted so you would want to revisit it.

Rice asks that for better or worse for the 80% rule that is used in our modeling, if we did that for this proposal, we would end up with red ink on three of the five categories is that right?

Bise says that is right.

Rice says that the bottom line of the annual net fiscal impact would be less than the current by-right development, correct?

Bise says that is correct.

Diehl asks if he has an opinion on the probability of the 80% versus the full build out.

Bise says he does not feel comfortable commenting on the 80% because that is a city council decision.

Moline asks if he can explain about why different funds achieve different totals over the course of time. For example, the debts service fund ends up on a particular level and the general funds ends up on a different particular level.

Bise says regarding the debts service fund, in talking to staff and departments, the city is stretched to capacity for general government space. We would then need to assume that at some point the city will go and build something to expand and fix this issue and there will be a cost for this. We then decided to take the impact fee approach. For example, if the level of service is 1 sq ft per person, we assume that if there are 1,000 people, it is 1,000 dollars. So essentially every dollar minus that small assumption is free money because most of the city's debt service costs right now are attributable to

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past developments. The city's existing tax levy can meet those debt requirements. This is therefore free money to a certain extent because every dollar in the general fund transferred to the capital fund is now available for other things.

Howe asks regarding the analysis of benefits from this proposal, does this include the cost of maintenance.

Bise says yes it does.

Howe asks if it includes the use of the rec center.

Bise says that it does. We factored in the entire tax supported operations.

Howe asks what the average percent of occupancy or revenue a development would get.

Bise says it does not really work that way. When we do this type of analysis, there is thought given into what we are going to model it after. He then gives examples of different models used.

Diehl asks that in terms of positive, negative, or neutral of being developed at 80%, how would you rate that?

Bise says that his company works with many jurisdictions and the revenue structure varies from state to state. More times than not, we would show a deficit to the general fund. This is in the top third of a proposal of what we would see nationally, and that is because of the mixed-use nature of the project. If you can generate surpluses or be fiscally neutral in your primary tax supported funds, that is a bonus.

Diehl says that gets that the proposed application is fiscally neutral, but what about the 80%?

Bise says that if you look at the average annual deficit, it is basically a rounding error in the existing budget.

Rice asks staff if they have anything, further they would like to present to the commissioners.

Zuccaro says he would like to review staff's recommendations again for the commissioners.

Staff Recommendations:
The following is staff's recommendations to the commissioners:

- Comprehensive Plan Amendment
    - Use the public hearing to review the amendment criteria and understand the community support
- General Development Plan (GDP)
    - If the commission support the comprehensive plan policy changes, staff recommends conditional approval of the GDP

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- General Development Plan Conditions
    - Lower transmission poles adjacent to Rockcress Drive
    - Address outstanding public works comments on the drainage and utility plan
    - Add a note to the GDP requiring each PUD application to demonstrate acceptable roadway capacity before the development can proceed
    - Require authorization on the intersection improvements outside of the city
    - Add a GDP requirement on concurrent employment and commercial development with residential development
- Concurrency Requirements
    - 600 Units of residential development on Parcel A are allowed with the first phase of corporate campus development on Parcel B. All phases of the residential development allowed on Parcel A following completion of all phases of corporate campus development on Parcel B
    - Limit residential development on Parcels C and D to 300 units until 1,500,000 sq. ft. of commercial development, inclusive of 25,000 sq. ft. of retail development is achieved in the GDP Planning Area

Commissioner Questions of Staff:
Diehl mentions that the traffic study shows daily trips at the full build out would be 27,000. Where are we today in terms of daily trips?

Zuccaro asks for Rich Fulmer, the city's engineering consultant, or Public Works to answer this question because he does not have that data available to him.

Zuccaro gives an answer from one the commissioner's earlier questions to Bise. He says the average annual surplus would cover a third of the existing city debt service payments.

Fulmer says that the applicant provided a traffic study that mentions it would be 9,000 trips per day to upwards of approximately 25,000 trips per day. That will be spread out through all hours of the day and there are four enter/exit locations for vehicles for this development. He mentions that the traffic will be distributed and is not all in one location.

Diehl states that the 27,000 trips are supposed to reference the traffic coming in and out of the area versus an additional 27,000 trips in and around Louisville. Is there any way to quantify the increase of traffic in Louisville?

Fulmer says that as traffic engineers, we try to concentrate on a specific roadway intersection, but you are adding those 27,000 trips in Louisville.

Moline asks how the capacity of Highway 36's interchange compares to McCaslin Blvd's interchange.

Fulmer says he is unsure if he can do a very good comparison, but mentions that improvements will need to be made at that interchange at some time. There have not been studies to determine what those improvements will be. That interchange will be at

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its capacity in the near future though. There have been discussion to have additional lanes along the Northwest Parkway but it will need some major reconstruction at some point of time.

Zuccaro shows a graph for trip distribution within the city. He says that most of the traffic is assumed to come off Highway 36.

Moline asks that based on that graph, that is a total of 60% that does not come further into Louisville.

Zuccaro says yes, that is the assumption.

Fulmer agrees and says that that is correct. Given the fact that there is a larger employer and more retail activity, there will be a lot more trips to and from on Highway 36. One of the benefits of this project though is that it is right along this highway so most of those trips will be affecting the Northwest Parkway and this highway.

Moline asks if this traffic graph takes into account visits that would originate from the project site and an individual travelling to either McCaslin Blvd or downtown. Is that captured in these numbers as well?

Fulmer says yes, that is also captured.

Diehl says that obviously the city has invested in doing their own fiscal analysis study. Is there a precedent for the city to get a second opinion from the applicant's traffic study?

Zuccaro says that typically what a city will do and what we have chosen to do is hire a third party engineer to review the traffic study and also have our in-house engineer review it as well. Our city engineering staff and engineer consultant found that the applicant's traffic study is professionally done and is a reliable source and because of that, the city did not find it necessary to conduct our own traffic study.

Moline asks that as far as improvements to the Highway 36 interchange, does the city have any particular role in pushing that forward?

Zuccaro says that from a jurisdictional standpoint, we would collaborate and be involved but on a project of this scale, we are coordinating with all other jurisdictions and have some concurrence on what those improvements look like. It is technically outside of the city's jurisdiction though.

Howe asks if the extension of Campus Drive be done independently of this project.

Zuccaro says that he would not say that without this project you could not do it. If there was an acquisition of the right of way and funding, it could be possible. From the city's standpoint though, when this issue has been brought up, the city prefers the extension to coincide when a development has been approved for this property.

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Moline mentions that in a past public comment, the topic of mineral estate was mentioned. Do you know the status of mineral estate or any conflicts we need to be made aware?

Zuccaro says he is not aware of any conflicts. Through the review process though, the applicant is required to provide that certification.

Moline says that in regards to Criteria C, it talks about changes in site conditions. Could you elaborate more on that?

Zuccaro says that the comprehensive plan was originally written with the ConocoPhillips project in mind. Some of the policies seem written for that project. He mentions that he thinks the commissioners could find that a change to the comprehensive plan is appropriate because a single type user is no longer interested in the property and therefore, a mixed-use development scenario is more likely for this area.

Brauneis states that regarding staff's recommendations for the GDP that would indicate that improvements to the Highway 36 interchange could be required before later portions of the development could proceed.

Zuccaro says that is correct. That is what staff is recommending.

Brauneis says that is a significant condition, correct?

Zuccaro says that is correct.

Closing Statement by Applicant:
Geoff Baukol:
President of Brue Baukol Capital Partners

Baukol says that he wants to cover any questions or concerns mentioned from the last meeting. He asks Jordan Swisher to go more in depth for their presentation.

Jordan Swisher:
Vice President of Brue Baukol Capital Partners

Swisher discusses the project's density and how the development's goal is not to over develop this space. The downtown space will not be changed or affected by this proposal. This development's proposal is at the lowest possible density for infrastructure and public benefit. She reiterates other benefits that were discussed from the last meeting and mentions that this development would take 10-20 years to be fully developed. She then discusses their desire to protect the natural wildlife and the steps put into place to do so.

She also addresses their sustainability efforts and the sustainability behind redeveloping on an existing site rather than developing on new undeveloped land. They also plan on re-using material. They will use the old StorageTek asphalt for roadway use and reutilize the trees and existing ponds.

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Geoff Baukol:
President of Brue Baukol Capital Partners

Baukol discusses the seven staff conditions and their response to those. They are accepting four of the conditions as is and asking for modifications on three of them.

One modification is related to how future PUD's will have to have traffic study submittals. They are asking for this modification for the Northwest Parkway and Highway 36 interchange because it is a regional intersection and it draws traffic for multiple jurisdictions. The other two consistent of the concurrency restrictions with Parcel A. They have agreed to restrict the senior living residential units until building permits are pulled for all three of the Medtronic campuses and the foundation inspection is completed for their first building. In addition to other residential, they have agreed to limit the 450 units until 1 million square feet of commercial is built.

He then discusses the criteria for the comprehensive and general development plan. He mentions how the amendment they are proposing meets all the criteria's. He then reads each criteria and discusses in detail how they meet each one.

Commissioner Questions of Applicant:
None is heard.

Public Comment:
None is heard.

Discussion by Commissioners:
Diehl states that this special district is zoned rural and feels like the comprehensive plan was chosen as rural for a reason. We want that land to be unique from other cities in wanting to keep it rural. He does not believe this application is geared towards what the citizens want, which is to keep the land more rural. Citizens provided a lot of feedback but the proposal was not changed enough to support that feedback. He is in favor of keeping the comprehensive plan as is in order to adhere to the property's rural zone district.

Moline says that if the community wants more of the proposed development benefits and improvements, we ought to approve this application. In order to do that though, the community as a whole needs to be excited about that approval. The public has provided both positive and negative traits for this proposal. To approve this development, he believes it will take more than just an amendment to the comprehensive plan. He says that they will need complete revisions of the entire comprehensive plan. He does not believe this proposal meets the criteria. When this property was zoned rural and it had the approval from the community, it showed to him that the residents felt that the city had reached its limits. They were not ready for suburban development and that they did not want more. Another concern for him for this proposal is the housing jobs imbalance. Staff's report showed it would be an imbalance of 6,000 units. This will make a greater challenge for housing within the city, giving even less affordability for residential properties. The proposal is too much and have too much of a dependency on fossil fuels. He was surprised that sustainability was not discussed enough and brought up in

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the applicant's presentation. Although the developer thinks this proposal will not add a greater burden to city services, he has concerns about that not being the case. There is a way forward for this. If the community wants this, we need to update the entire comprehensive plan in order for the plan to fit this proposal. An amendment to the comprehensive plan though is not enough because this development is just too much.

Brauneis says he is concerned that this proposal does not meet the comprehensive plan criteria. The transportation and environmental impacts are both troubling and affect quality of life. He appreciates that Highway 36 and RTD cannot be backed into any commitments at this time, although it is clear that this project has regional impacts. The lack of discussion of those regional impacts concerns him. He agrees with what Commissioner Moline said in that he does see an imbalance between the new housing and jobs. Even though the affordable housing will be available for 40 years, it is concerning to him that it is not permanent.

Howe says he read each comment from the public and that there are many items he likes about this proposal. For example, the land donation to the parks and open space, retaining the pond, and the expansion of Campus Drive are a few items he approves for the proposal. He says that it is important to remember that this is vacant land. It is not designated open space. With that, we need to think about how this space should be developed because it should be developed. We have to determine if we support an amendment to the comprehensive plan. He says he is not sure if he can do that given that thousands of individuals have given input in creating our existing comprehensive plan. He does think things have changed since the comprehensive plan was created though. He believes that in possibly 10-20 years, the city will see the need to change the comprehensive plan. He does not think the residents signed up for a high-density, residential, 26% growth in units in Louisville. He also mentions a concern that the development could have a lot of vacant buildings if the development's time frame is not constructed in a well thought out way. Louisville has seen a high vacancy rate for commercial and retail spaces. The city is also currently having trouble with traffic and there is already an increasing strain on the city's trails and parks. He mentions that he wants to see a win-win development proposal for the developer, the city, and the residents.

Rice thinks a compelling case has been made by the applicant, but does not think this development meets the necessary criteria. For a proposal, this is the most public interest he has ever seen since he has started serving on planning commission and mentions that he has read each public comment submittal. He then reads a section of the municipal code that states that the commissioners must have at least two-thirds of an approval of the proposed amendment. This means that they must have five positive votes, and they are five commissioners present for this hearing. There must be a unanimous approval vote to pass this application and give city council a positive recommendation. This requirement exists because planning commission does not amend the comprehensive plan without a significant consensus. In his opinion, the commissioners should not approve this proposal without substantial consensus between the commissioners as well as the community. Hearing from the community and the commissioners, he does not think they are anywhere close to that in regards to the application as it is proposed now.

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Rice then reviews the developments proposed amendments. First, they have proposed to re-designate this special district from rural to suburban. That has two significant ramifications. The first being that it greatly increases the floor area ratio (FAR) and doubles it. The second is that it changes the allowed building height. In rural, a building can be as high as five stories as long as it meets the other criteria. In suburban, a building can only built as high as three stories. Second, they have proposed to change the land use mix to include multi-family residential, healthcare and lodging. Third, they have proposed to change the allowed floor area ratio and building heights. This would mean that they are proposing to have the rural allowed building height of five stories instead of the suburban building height of three stories.

He then mentions which proposed items he can supports. He has no problem with the building height issues. Currently, a developer can already build five story buildings, so the request to continue with that does not bother him. He supports the proposed plan for Parcel B, which regards the Medtronic development. He thinks it is well planned and very consistent with the existing property. He also supports the proposed plan for Parcel A, which regards the Erickson Senior Living Center development. He understands that this development would add to the residents of the city, but he sees this as a benefit. He points out that this is not only a residential use, but it also operates as a business and provides services to the people living there. He supports the use of this property for lodging purposes such as hotels as well. This use fits in with what Louisville has already going on within the city.

He then discusses the proposed items he cannot support. One being the addition of 900 new multi-family residential to Parcel C on the east side of the property. A study showed that this new multi-family residential use would bring approximately 1,350 new residents to Louisville, but he believes it would be more than that. He thinks it is too many people to add to the city. What concerns him more though is that this residential portion would be developed in a high-density area. He says that they have to keep in mind that if that many residential units are being put on this land, those are units that were originally not planned to be developed in a rural special district.

Regarding the fiscal analysis, he points out that the analysis is unfortunately just assumptions of the financial benefits for the city. The analysis shows that the city would be in the negative in certain aspects, even if they were working within the best-case scenario. He discusses the issue of having vacancies within the proposed commercial and retail space and reviews past recent developments that are still struggling with vacant spaces that are not bring revenue to the city. He is concerned the same scenario would happen with this development.

Diehl thanks the applicant for their time and research and says that he is open to working with the applicant to create a design that is closer to the comprehensive plan but in saying that, he wants to make a motion to decline the proposed amendment to the comprehensive plan.

Zuccaro asks the commissioners that if they want to make a motion of denial or approval, to direct staff to prepare a resolution and bring the resolution back to the next meeting to have formal adoption of it.

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Rice asks Diehl if he would like a motion based upon what staff just said.

Diehl makes that motion.

Howe asks why they do not decline the proposal tonight.

Rice says that he thinks staff wants it for a written record. He asks staff if that is a correct statement.

Zuccaro says that is correct. It is the city's standard to have a resolution of an approval or denial. Because staff did not make a recommendation on the comprehensive plan amendment, staff did not draft those resolutions because they first wanted the commissioner's feedback.

Brauneis mentions that hopes that the draft would include more detail on the sustainability issues that have been mentioned. He thought there was a lack of depth in the interest of sustainability and did not hear enough spoken on the subject. He asks staff how city council will be informed of the resolution and commissioner recommendations.

Zuccaro mentions that city council will have access to the meeting minutes and recordings so they will be able to be informed on the various commissioner recommendations. Staff will try to draft the resolution based upon the commissioner's recommendations. He also mentions that the resolution draft could mention sustainability specifically and that Commissioner Brauneis could make a proposal to add that language.

Diehl again mentions the need for the development to get greater resident and citizen input throughout the process in whatever form that may take. He suggest that being an added proposal for the draft of the resolution.

Moline says that from his perspective, this application is similar to when the city approved for the orientation towards the McCaslin/Highway 36 corridor. This application is as significant as that. If the community is interested in moving the city into that direction, an amendment to the existing comprehensive plan is not the way to do it. The city would have to re-write the comprehensive plan to get into a place to approve something like this. He also mentions that the development struggles to meet Criteria A. This development is challenged to create a balanced transportation system. It is very automobile dependent and with that comes fossil fuels dependency. This brings into question the sustainability efforts. He does not believe this will be a walkable development, considering all the parking set in place, and Louisville is known for being a walkable town. Regarding Criteria B, he mentions that he might need some help in understanding if this development creates adverse service impacts or not. The development would make sure the Wastewater Treatment Plant is adequate enough but the city would still need more city employees such as police officers. It is unclear to him if those services will be available if this development is approved and that greatly concerns him.

Zuccaro makes note that the applicant's attorney would like to speak.

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Nicole Ament, the applicant' attorney, asks for clarification from staff on the process of the resolution drafting process. She asks if they can go ahead and have the vote happen tonight without the resolution being drafted.

Rice says that what he understands is that the commissioners are voting on a motion to direct staff to prepare a resolution, but the commissioner's direction to staff is to put together a resolution that declines the amendment to the comprehensive plan.

Zuccaro says that from a scheduling perspective, staff would bring this resolution back for the July 9th meeting to vote on the resolution. This would not hold the applicant up from a scheduling standpoint if they choose to move forward with city council.

Ament says that this would not change their schedule for the city council meeting if they decide to proceed with the application.

Zuccaro says that it would not.

Rice asks if any other commissioners have comments dependent on Diehl's motion. None are heard.

Rice says that the motion is to grant staff to create a resolution of declination and present the resolution at the July 9th meeting.

Howe asks for clarity on if this motion is just pertaining to the comprehensive plan amendment.

Rice says that is correct.

Diehl moves and **Moline** seconds a motion to grant staff to create a resolution of declination for the amendment of the comprehensive plan and present the resolution at the July 9th meeting. Motion passes unanimously by a roll call vote.

Rice mentions as a reminder that the commissioners are only making a recommendation to city council for this application. City council will be making the final decision if the applicant chooses to move forward with it.

Zuccaro says that is correct. He recommends that the commissioners also make a recommendation for the GDP amendment so that if the applicant chooses to move forward with the application, city council can see the commissioner's recommendation on that subject as well.

Howe says that it is difficult to discuss the GDP plan if they already know there is a vote for denial of the comprehensive plan amendment.

Diehl asks if they should make a motion to table the GDP discussion.

Howe says that he thinks that is an appropriate action if they decline the comprehensive plan amendment.

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Rice says he understands but if the applicant decides to go to city council and no recommendation has been given from Planning Commission for the GDP, the applicant would have to come back to Planning Commission so that the commissioners could vote on that recommendation.

Moline says that that process sounds preferable to him.

Zuccaro says that city council has the opportunity to remand the application back to Planning Commission on the GDP. One option is that the commissioners could recommend denial of the GDP because it does not comply with the comprehensive plan as proposed for amendment. This provides maximum flexibility for the applicant so that city council can review both the comprehensive plan amendment as well as the GDP. The commissioners could request per a resolution that if city council chooses to approve the comprehensive plan amendment, council would have to send the application back to Planning Commission for a formal comprehensive plan amendment recommendation.

Rice asks what the commissioners thoughts are on staff's suggestion.

Moline says that he likes what staff has suggested because that could give the applicant more flexibility.

Brauneis says this may be the best course for the application.

Rice says motion would be to grant staff to create a resolution of denial for the GDP proposal because it does not conform to the comprehensive plan and for staff to present the resolution at the July 9th meeting.

Diehl mentions to add to the motion the request to remand the application back to Planning Commission for their formal recommendation if city council approves the comprehensive plan amendment.

Rice asks staff if that motion would work.

Zuccaro says this motion would work.

Diehl moves and **Moline** seconds a motion to grant staff to create a resolution of declination for the general development plan proposal because it does not conform to the comprehensive plan and for staff to present the resolution at the July 9th meeting. Motion passes unanimously by a roll call vote.

<u>Agenda Item B: St Louis Parish and Commercial Park GDP, Second Amendment</u>
Continued from June 11, 2020

- 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)
    - Applicant: United Properties

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- Case Manager: Lisa Ritchie, Senior Planner

Staff Presentation:
Before staff begins their presentation, Ritchie verifies that this application's public notice requirements have been met. They were mailed to the surrounding property owners on May 22, 2020, published in the Boulder Daily Camera on May 24, 2020, and the property was posted on May 22, 2020.

Ritchie begins her presentation with discussing the property's location and background history.

She then discusses the GDP proposal. The proposal is as follows:

- Amends use areas to align with existing property lines
- Allows portions of Zone 1 to develop with Zone 2 uses
- Adds light industrial to Zone 2 as a use by right
- Adds car wash as a special review use
- Amends FAR zones to a two-tiered system rather than three-tiered
- Revise street network from public to private
- Reduce building setback to 55' from 60'
- Allow parking between buildings and S. 96th Street with enhanced landscaping, rather than behind buildings
- Adds option for slanted roofline elements for buildings fronting S. 96th Street, rather than only requiring pitched roofs
- Amends heights for Zone 2B to 40' from 35'
- Amends FAR to increase from 306,531 sf to 369,479 sf

She also compares the properties current FAR and proposed FAR. She then gives an in depth analysis of the 2013 comprehensive plan and discusses the components that do meet the policy and components that do not meet the policy. The components that meet policy are:

- Uses are acknowledged in comprehensive plan
- Private streets provide same connectivity
- Height increase is consistent with intended character of GDP and surrounding development
- FAR increase is within comprehensive plan limits and maintains the west to east transition
- Traffic study reflects slightly less impact
- Fiscal benefit to the city

The components that do not meet policy are:

- Setback reduction
- Roof proposal in Zone 2A

Staff Recommendations:
Staff recommends approval of Resolution 2, Series 2020, with the following conditions:

- The applicant shall revise the application to provide for a minimum 60-foot building and parking setback.

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- The applicant shall revise the GDP height limits within Zone 2A to be a maximum of 25 ft if a pitched roof is provided or 20 ft if slanted roofline architectural elements are provided.

Commissioner Questions of Staff:
Howe asks if staff has considered the option of a trail connecting to the Coal Creek Trail that is just to the north.

Ritchie says that that it is already an existing requirement within the GDP. It also requires an eight foot detached sidewalk on the S. 96th Street and Dillon frontage.

Howe asks if the eight foot sidewalk affects parking.

Ritchie says that staff does not believe it will affect parking because the eight foot sidewalk will be located entirely within the right of way.

Diehl asks if the original rezoning involves the zoning to cross over all throughout the properties. Is that for them to be developed with a singular design? If we amend to do this, is there a possibility that the individual properties will be developed a little more independently?

Ritchie states that when it says to align the uses within the existing property lines, much of the existing GDP also had that. More of what they were doing is feathering in the height and floor area ratios more distinctly. In this circumstance, it is unlikely given the current ownership that we would see unified development on this property as it stands today. That is why the applicant is proposing to make some of these changes to facilitate development over time. The GDP agreement and the GDP itself is still intended to work with one another in a manner that works for everyone and S. 96th Street.

Diehl says so it is currently zoned PCZD and we are not changing that correct?

Ritchie says that is correct. The only use change is the introduction of the light industrial uses and the introduction of a car wash as a special review. Other than that, the use is staying the same.

Applicant Presentation:
Jim Candy, Co-Pastor of Ascent Church

Candy starts by saying that the church's intent is to be helpful to the city and they want to collaborate with the city, local businesses, and residents.

He states that the property has been a challenge. His land attorney informed him that this property was the most challenging he has seen in the 30 years of his profession. Answering a commissioner's question earlier in the hearing, he says that the likelihood of all three property owners being simultaneous in their development is not likely.

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He does believe the right people have purchased the property. He addresses the setback issue and gives a summary of the journey of why they are requesting a 55 foot setback instead of 60 feet. He has worked with two different realtors to market the property. The constant feedback they received is that the retail needs to be closer. When they talked with potential buyers, they would constantly say that they loved the property but there was no way they would do a 60 foot setback. He does not believe that retail will do well on this property with a 60 foot setback. The only developer they have had that is willing to do this is with a 55 foot setback and mentions that he does not think it will be noticeable when people drive by.

Dan McConville, St Louis Parish

McConville mentions that they had tried many times to develop on property but because it required having the three property owners develop simultaneously, it never seemed to come together. The timing between all the property owners was not working. He does believe this property is a gateway into the city and supports the GDP amendment to create this new space and amenity for Louisville. He hopes the commissioners will approve the 55 foot setback.

Megan Turner, United Properties

Turner gives an overview of the company United Properties and how they are a commercial development company. She mentions InterPark Broomfield that is in Broomfield, CO at W 112th Ave and Main St. This is a property they developed recently that includes industrial and retail space. She shows a short video that highlights the desired setback and the architectural elements for the property site. She discusses what the approval process would look like for them. First, the amendment of the GDP would need to be approved. They would then submit their GDP application for the ascent church parcel. Next is the approval process for the construction documents and then commencing the construction work. This GDP amendment is the catalyst for the parcels development to proceed in the future without GDP amendments

Alicia Rhymer, United Properties

Rhymer discusses the setback hardship and the justification of asking for the reduction of 5 feet. Moving north, the parcels get smaller and the angular shapes along the railroad get tighter. The stress is greater on the parcels when you keep moving north with the layout of the land. All three property owners must dedicate 30-35 feet in the rear for the trail to accommodate for the grade requirements. That results in a loss of 35 feet for the property owners. Each property must also do detention and water quality, which takes up significant space.

She then discusses the private access roads. There is really only one access road which is from S. 96th Street. The parcels are landlocked by the railroad so we will need a 30 foot drive aisle that will be able to accommodate the traffic. In addition, we have an 8 foot tree lawn and 8 foot detached sidewalk along S. 96th Street that we will have to provide, so we have significant hardships east and west of the property.

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She also breaks down the retail development's lots and setbacks. She mentions that they are working with only 185 feet of depth, which is the minimum possible depth. She discusses a development she participated in Arvada that had a 55 setback, but that property also had 250 feet of depth in those lots and did not have the detention requirements.

She mentions how they are operating under a 16 year old GDP document. A lot has changed in this corridor. If we were operating under the city's commercial development design guidelines, an arterial street would be allowed to have a 30 foot setback if the building foot prints were less than or equal to 30,000 gross square feet. We are proposing a 55 foot setback from the arterial, which is a delta of 25 feet. For industrial buildings, an arterial street would be allowed to have a 50 foot setback if the building footprints were greater than 30,000 gross square feet. We are proposing 311 feet from the arterial with a delta of 261 feet.

She adds that their proposed design, setbacks, and building heights are consistent with other approved developments along 96th Street and Dillon Road since 2004.

She then concludes with these points:

- It is consistent with recent surrounding development and approved comprehensive plan
- Transitions building and intensity from west to east to maintain rural transition
- Enhanced and significant landscaping buffer will provided along 96th Street
- All 40-foot buildings will be 300+ feet from the 96th Street right of way (200+ additional feet than CTC on Dillon Road)
- FAR average across development is .22

Megan Turner, United Properties

Turner discusses a truck turning template, mentions the importance for semi-trucks to be able to maneuver on the site, and reiterates the importance of having 185 feet of depth for these business's trucks.

Alicia Rhymer, United Properties

Rhymer reviews the 2004 approved GDP and discusses their height transition for their GDP proposal. They will maintain a 25' maximum height for Zone 2 A, which is consistent with the previous GDP. They will maintain a 40' maximum height for Zone 2 B, which is increased by 5' height for industrial uses. They will also maintain a 35' height for Zone 3, which is no change from the original GDP.

She discusses the proposed FAR changes and gives an in-depth rationale behind the parking orientation design.

She also discusses the design enhancements that are being proposed for this PUD. These are the enhancements mentioned:

- Enhancing landscaping buffer from edge of asphalt from 96th Street

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- Providing larger landscaped corners at entrances of development and line of site of vehicles driving north/south to further soften asphalt/parking to visual eye and draw attention to landscape
- Additional trees/shrubs strategically placed to screen paving area
- Topography – Site sits two-four feet below roadway

She reviews the requested proposed amendment and explains the rationale behind it. The request is to allow Zone 1 to develop with existing Zone 1 uses or any allowed use in Zone 2 with .25 limitation on FAR. The rationale behind this request is that the UP has an agreed upon deal to purchase approximately nine acres of additional land for industrial/retail development from the Archdiocese and wants to avoid future GDP amendments. Archdioceses plans to sell lot eight to end retail user and retain rest for the church/school.

She concludes her presentation by mentioning numerous ways the community will benefit from this approval. They are as follows:

- New retail to provide amenities to nearby Louisville residents and businesses
- Creates jobs through industrial developments
- Immediate activation of vacant commercial property for its highest and best use
- Makes simple a previously complicated development site for property owners and city
- Provides roadways, bike lanes, and sidewalk improvements for public use
- Use and sale tax revenue from industrial and retail users
- Allows Ascent Church to fund their vision at 550 McCaslin Blvd
- GDP amendment provides a path forward for a better project

Commissioner Questions of Applicant:
Diehl asks if they have visualizations of the difference between the 55 and 60 foot setback

Rhymer says that they do not have that.

Howe asks if the commercial and retail buildings are going to be built concurrently or at different times.

Rhymer says yes, they will be as concurrent as possible.

Howe asks if they have three pads for retail per commercial.

Rhymer says no, we have three retail pads and one tenant identified and will break ground with the industrial development at the same time.

Howe asks if the long term plan is to develop the Archdiocese plot on the southwest corner.

Rhymer says their plan of development would be to come in immediately with a phase two portion to develop nine acres of the Archdiocese parcel with industrial and retail.

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Then the Archdiocese will eventually build a school or church there. That will be more immediate as a result of the infrastructure we are putting in.

Brauneis says that they did not mention within the setback if they would be changing parking and driveway access. That is part of what is changing here right?

Rhymer says that in the original parking orientation language, the GDP said the parking lots extending beyond the shadow of the building shall be shielded from S. 96th Street using landscaping that is a minimum of 30 inches above the parking level. Their request is to be able to put drive aisles and parking out in front of the building and screen that through enhanced landscaping techniques.

Diehl asks if under the current GDP, does it allow parking along S. 96th Street.

Ritchie says that when staff reads the GDP original language, it says buildings adjacent to or fronting 96th Street shall be located so as to primarily place the buildings between S. 96th Street and the parking lot. Staff relies more so on the first part of that sentence probably more than the applicant, who is relying more on the second part of the sentence. Staff does agree that the shadow of the building portion is not very clear. She then reminds the commissioners of staff's condition pertaining to this.

Diehl confirms that the first part of that sentence does indicate that parking would be behind the building.

Ritchie says that is how staff is interpreting it.

Diehl says that looking at the city's visualization of the existing setback and the proposed, he asks if this includes staff's condition.

Ritchie says the visualization shows what staff believes is the current GDP language versus what the applicant is proposing. We do not have a visualization of staff's condition.

Howe states that this development is a gateway to Louisville and mentions that he thinks some other developments have parking in the front. He says he is worried about having parking in the front because this is more of a rural setting. Is the parking in front versus the rear a deal breaker for future tenants?

Rhymer says that it is a deal breaker for not only the tenants but for the entire development. There is not enough room to bring the parking to the back of the property. Retail will lose sales if the parking is not at the front.

Howe says that during your presentation, an image showed parking in the front and the back. You are proposing that all parking would be between S. 96th Street and the buildings correct?

Rhymer says that is correct because more retail space needs a minimum of a 50 foot depth. You have to have a two way traffic drive aisle and then you have to have a 6-8

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foot sidewalk for ADA requirements. There is just not enough buildable area left to do that design.

Moline asks if there is a way to reduce in some spots the trail corridor.

Rhymer speaks about the grading restraints that exist and how because of that, the site would not allow what Commissioner Moline is suggesting.

Turner shows a visual to the commissioners of the comparison of the 55 and 60 foot setback line.

Public Comment:
Barbara Parnell, 1534 White Violet Way

Parnell expresses a concern about this development being the gateway into Louisville. She believes this location is one of the most beautiful entries into the city. She is also concerned about sustainability and does not understand the concept of drive by retail. She does not feel like that would add anything to the city. She wonders if the city can buy this land if the property is so hard to develop on, then the community could decide what kind of development is needed there. She says she would like to see a development that is more walkable and less vehicle dependent. Her husband works in the CTC area and he does not envision himself using the suggested type of retail. She would like to see retail that is more community chosen.

Closing Statement by Staff:
Ritchie addresses Commissioner Moline's question about if there is a way to reduce in some areas the trail corridor. She mentions that this has been reviewed by the public works staff and we both agree that the grading as it relates to the trail is already pretty developed. What we do not agree on is the requirement for the 185 foot depth as well as the truck bay depth that the applicant is requesting. This would be the deepest truck bay design in relation to the CTC area.

Howe asks what the setback is for the McCaslin Market Place.

Ritchie says the setback between the parking area and the right of way is 23.2 feet. The setback from the property line to the building face is 96.6 feet.

Closing Statement by Applicant:
Rhymer speaks on the 60 foot building and parking setback, states that it is a big deal to this development, and is most likely a deal breaker for them. She says they have squeezed this down as much as possible with the minimum depth. She feels strongly that they can still provide a quality development that can meet and exceed the commercial design standard requirements if they could only be held to that instead of the outdated 2004 GDP document.

Turner speaks on the 130 foot depth. The truck turning radius exhibit that was shown earlier is very important in our experience that there is the space and capacity for large semi-trucks that give them enough room. It is already constrained with the detention and the configuration of the site being narrower on the north end. From their

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experience, it is very important to the viability of being able to lease this building in addition to the 185 foot depth of the building.

Discussion by Commissioners:
Moline remarks on the applicant's idea of needing to have the parking in the setback. He asks staff if they have any comment on that statement.

Ritchie says that that is why staff is advising to have the parking at the same setback of the buildings instead of between the buildings and S. 96th Street. Staff thinks it is important to maintain the buffer between open space. Parking does have an impact to the adjacent open space and they are just trying to keep the development away from open space.

Moline says that the applicant is saying that the parking arrangement is challenging for the type of development they want to have there. Does staff think that is an accurate statement?

Ritchie says that this development does have drive aisles so the visibility of vehicles is there but not as much as parking areas themselves. She then discusses how parking could work on the back of the property versus in between the buildings and S. 96th Street.

Moline says that he is inclined to support staff on this proposal. He appreciates what the developer is trying to accomplish on this property and the thoughtful design but he is looking for a way to retain the setback on these lots. The parking setback is what most is concerning to him.

Diehl discusses the comprehensive plan guidelines and says the last criteria is what he is having difficulty for this application because it says, "The uses in the special district will be separated and buffered from the surrounding roads to maintain an appearance of a rural entryway to the city." He discusses the zoning history for the property and how it needs to have a buffer in place because it is a gateway into the city. The proposal as it stands right now is giving up that buffer and going against the comprehensive plan. He thinks a good compromise is to have the parking on the side.

Howe says he does not want to lose the buffer between the open space but he wants to see this land developed. He thinks we need to preserve the setback. We are not here redo the comprehensive plan, but to make sure it is enforced for new developments. This area is more rural and that should be upheld. We should abide by that.

Brauneis says that the comprehensive plan is clear and the GDP was originally based on that. This is a different location that we might not want this type of development on. He finds that the setback in place is essential for maintaining the adjacency of the open space and the gateway it is for the city.

Rice says that he is convinced that because of the uniqueness of the property, for instance the narrowness on the north side, the depth may need the additional 5 feet. He does not think that five feet is very substantial in terms of retaining the buffer that we are looking for. He would support that the setback be changed to 55 feet. The bigger issue

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for him is the parking in that area. He is sympathetic to the idea that the retail tenant the applicant would like to market this property to is only in favor for the parking that has been suggested by the applicant. As the fellow commissioners have pointed out though, that seems to be contrary to what we are being told by the comprehensive plan. In all honesty, the applicant's parking suggestion is not providing any buffer. He cannot support the parking for that area.

Brauneis asks if staff's recommendations still maintain that buffer.

Rice says that it does. He reads the resolution and staff's two conditions. He mentions that the applicant is only agreeing to staff's second condition.

Moline says he would like to make a motion to approve the resolution with the two conditions as drafted.

Diehl asks if that would mean that they would allow the 55 foot setback.

Rice says no because according to how the resolution is drafted, it would only allow a 60 foot setback and that setback would be for the building and parking.

Diehl says he agrees with what Rice said about the 55 foot setback. It does not seem very substantial and if that setback is meaningful for the development, he is fine approving that portion. He also agrees though that the proposal as it stands right now is giving up the needed buffer because of the parking location. He asks Vice Chair Rice how they should make this motion.

Rice says that they would just have to make a motion to amend the resolution from a 60 to 55 foot setback.

Howe moves and **Moline** seconds a motion to approve Resolution 2, Series 2020, recommending approval of a second amendment to the St Louis Parish and Commercial Park General Development Plan with the following conditions:

- The applicant shall revise the application to provide for a minimum of a 55 foot building and parking setback
- The applicant shall revise the GDP height limits within Zone 2A to be a maximum of 25 ft if a pitched roof is provided or 20 ft if slanted roofline architectural elements are provided.

Motion passes 4-1 by a roll call vote.

Name	Vote
Tom Rice	Yes
Steve Brauneis	Yes
Keaton Howe	Yes
Ben Diehl	No
Jeff Moline	Yes
Motion passed/failed:	Passed

Howe moves and **Moline** seconds a motion to continue agenda items C and D for the July 9, 2020 meeting. Motion passes unanimously by a roll call vote.

PLANNING COMMISSION COMMENTS

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None is heard.

STAFF COMMENTS

None is heard.

ITEMS TENTATIVELY SCHEDULED FOR THE OVERFLOW MEETING ON JULY 9, 2020

- Continuances for items on the June 25, 2020 agenda

ITEMS TENTATIVELY SCHEDULED FOR THE MEETING ON JULY 16, 2020

- Mobile Food Court Code Amendment
- 931 Main Street PUD Amendment
- Crystal Estates Replat A Rezoning

ADJOURN

Rice moves and **Diehl** seconds a motion to adjourn the meeting. Motion passes unanimously by voice vote. Meeting adjourns at 10:32 PM.

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City of Louisville
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Planning Commission
Meeting Minutes
July 09, 2020
Electronic Meeting
6:30 PM

Call to Order – Vice Chair **Rice** calls the meeting to order at 6:30 PM.

Roll Call is taken and the following members are present:

Commission Members Present:	Steve Brauneis, Chair Tom Rice, Vice Chair Jeff Moline Keaton Howe Ben Diehl Dietrich Hoefner Debra Williams
Commission Members Absent:	
Staff Members Present:	Rob Zuccaro, Dir. of Planning & Building Lisa Ritchie, Senior Planner Harry Brennan, Planner II Elizabeth Schettler, Sen. Admin Assistant

APPROVAL OF AGENDA

Howe says he has a question about the agenda and wants to discuss an agenda item before making a motion to approve it. Regarding agenda item B, he is unsure of reviewing this at this meeting when Planning Commission recommended denial of and it has not gone to city council yet. He asks staff if there is an update of when this item will be reviewed by city council.

Ritchie says that the applicant is moving forward to city council and is scheduled to meet with them on August 4, 2020. She says he is correct in that its comprehensive plan and General Development Plan (GDP) amendments have not yet been approved at this time. The Medtronic's PUD is on the agenda tonight. The applicant for that project did not request for that item to be pulled from tonight's agenda. The application is not reviewed under the ConocoPhillips GDP but is reviewed under the Redtail Ridge GDP. The approval of Medtronic's PUD, should Planning Commission consider this tonight and recommend approval, would be conditional upon approval from city council for the Redtail Ridge comprehensive plan amendment and GDP. From a procedural perspective though, if the commissioners feels that the Medtronic PUD public hearing is premature, it is possible to move to continue this agenda item to the August 13, 2020 meeting.

Howe states that if they were to approve the Medtronic PUD tonight and city council has a discussion on that proposal, the commissioners would be discussing the same proposal with just a different manifestation that would then go to city council. He is interested to hear what the rest of the commissioners think about that.

Diehl says that he is uncomfortable starting the conversation and discussion for Medtronic before city council has reviewed Redtail Ridge's comprehensive plan and GDP, but he understands the time sensitivity for Medtronic.

Williams says that she thought this discussion would take place once they got to that agenda item.

Moline says that he shares Commissioner Howe and Diehl's concerns. He appreciates the applicant's interest in moving forward but is concerned that without the comprehensive plan framework approval that is necessary for the development, he is unsure how they will be able to work with this item without that approval. He could see the appeal to table the Medtronic discussion until Redtail Ridge has been approved.

Brauneis says he is surprised that this discussion is already happening. He is concerned with how this Medtronic proposal will fit with the larger picture.

Ritchie recommends not having a too in-depth conversation about this subject outside of the public hearing portion.

Diehl recommends making a motion to approve the agenda and to discuss this agenda item at the appropriate time of the meeting.

Diehl moves and **Williams** seconds a motion to approve the July 09, 2020 agenda.

Motion passes 6-1 by a roll call vote.

Name	Vote
Chair Steve Brauneis	Yes
Vice Chair Tom Rice	Yes
Keaton Howe	No
Ben Diehl	Yes
Jeff Moline	Yes
Dietrich Hoefner	Yes
Debra Williams	Yes
Motion passed/failed:	Passed

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None is heard.

PUBLIC ITEM

Adoption of Resolution 3, Series 2020 and Resolution 4, Series 2020 recommending denial of the **Redtail Ridge Comprehensive Plan Amendment and General Development Plan Amendmen**t: 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.

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

Hoefner informs the commissioners that he will be absent from the board while the adoption of Resolution 3, Series 2020 and Resolution 4, Series 2020 is discussed and deliberated because he has a conflict of interest.

Williams discloses that she was not present for the last meeting but she read the entire agenda packet, read all the public comment that was received, and watched the entire recording of the meeting. She is prepared to vote on this resolution. She also discloses that her husband works for Medtronic but will most likely not be working from the Louisville campus as he travels a great deal for the company. She believes that she has no conflict of interest regarding this agenda item.

Moline says that he thinks both resolutions capture the commissioners concerns and are both well constructed. He is supportive of the approval of the resolutions.

Diehl says he agrees with Commissioner Moline. He thinks staff did an excellent job of saying what the commissioner's findings were and is supportive of both resolutions.

Brauneis agrees and says that staff did a good job capturing the commissioners concerns.

Williams says she agrees with her fellow commissioners. Based on the commissioner's discussion, she believes these resolutions are well crafted.

Rice says he thinks the resolutions are well done and synopsize the commissioner's discussion. He makes note of though that without being able to look back on the minutes from that meeting, it is difficult to be mindful of all of the commissioner comments.

Moline moves and **Diehl** seconds to approve Resolution 3, Series 2020. Motion passes unanimously by a roll call vote.

Howe moves and **Brauneis** seconds to approve Resolution 4, Series 2020. Motion passes unanimously by a roll call vote.

CONTINUED PUBLIC ITEMS

Agenda Item A: Napa Auto Parts PUD Amendment *Continued from June 25, 2020*
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 5, Series 2020)

- Applicant: Emilia Construct, LLC
- Case Manager: Harry Brennan, Planner II

Staff Presentation:

Before staff begins their presentation, Brennan verifies that this application's public notice requirements have been met. They were mailed to the surrounding property owners on May 20, 2020, published in the Boulder Daily Camera on May 24, 2020, and the property was posted on May 20, 2020.

Brennan discusses the property's location and background history.

Staff Recommendations:
Staff finds that the proposal meets the PUD criteria outlined in Section 17.28.120 of the Louisville Municipal Code as well as the requirements of the CDDSG. No waivers are requested.

Staff recommends approval of Resolution 5, Series 2020, a resolution recommending approval of an amendment to the Napa Auto Parts Planned Unit Development to allow the construction of a commercial building and associated site improvements, with the following condition:

- That physical backshields be added to the pole mounted light fixtures, or that a new light fixture model that does include physical backshields be used in place to those currently proposed for the pole mounted lights.

Commissioner Questions of Staff:
Moline asks regarding the extra parking spaces, did staff have a discussion with the applicant about that.

Brennan says that he would not say that it was a subject of discussion. The CDDSG identifies a minimum number of parking spaces. It is possible that in the future, those extra spaces could accommodate for future development.

Moline asks if he is correct in thinking that in 2002/2003 there was an approval action that created this lot and zoned the property.

Brennan says that that action did split one single lot into two but the original commercial retail zoning was put into place within the 1994 Louisville Plaza GDP.

Williams says regarding the marijuana land use for this particular plot, before October of 2019, this was not a land use possibility, correct?

Brennan says he believes that is correct. That was a text amendment in title 17, which updated the list for appropriate uses and added retail marijuana to this zone district.

Williams says that North End homes were there before this had a change in land use, correct?

Brennan says yes, that is accurate.

Williams asks what the hours of operation is for Napa Auto Parts.

Brennan says it is 7:30am-7:00pm.

Williams asks what the hours of operation is for Speedy Sparkle.

Brennan says it is 7:00am-7:00pm.

Williams asks if the applicant is allowed to do more parking than the minimum. Is there a maximum on the parking?

Brennan says that the current design standards and guidelines do not provide a maximum number.

Hoefner mentions that there was a number of public comments regarding a vinyl fence. Is there a vinyl fence going up somewhere on the property?

Brennan says the vinyl fence design was in the applicant's second submittal and is no longer in place in their most recent submittal.

Diehl asks if he can you elaborate more on the lighting condition staff is recommending.

Brennan says that the currently proposed lights do have backlight controls so they are full cutoff LED lights that can be aimed slightly. During staff's discussions though, because of the grade change from the site down into the neighborhood, we were concerned there would be a direct line of site from say somebody on the street looking up at the light and being able to see the actual fixtures.

Diehl asks if the lighting is intended to be on all night.

Brennan says that he believes they will have turn off sensors. He mentions that the commissioners could that to be a condition if needed.

Diehl says he appreciates how the applicant added the buffer with the fence to give some separation between the residential and commercial spaces.

Howe asks if he can speak to the armed violence requirements for this lot.

Brennan says he believes that is a reference to the term used in the licensing hearing. He is not familiar with that particular term being used for this PUD proposal.

Howe asks if there are any requirements for this type of business as opposed to other businesses in pertaining to armed violence requirements.

Brennan says no, there are no security requirements or design retail marijuana requirements beyond a typical retail establishment review. There are certain conditions for design signage, but the signage is not being reviewed with this application and will be reviewed at the time of building permit.

Howe discusses the medical marijuana business ordinance and how it talks about the operational requirements for ventilation. He asks if this has been taken into account for the surrounding residential areas.

Brennan says that just like with signage, staff would evaluate the ventilation specifications at the time of building permit, not during the PUD review.

Applicant Presentation:
Brandon Banks, Founder and Chief Operating Officer, 5 Eyed Jack LLC

Banks begins his presentation by discussing his business's mission. It has the following objectives:

- A compliant operation in good standing with state and local regulations
- Safe, consistent, and effective cannabis and cannabis products of the highest quality
- Commitment to serving and educating customers, patients, and caregivers
- Commitment to scientific research and development

He then reviews the project's proposal and tells the commissioners his background history. He discusses the security measures that would be put in place for this business that includes, architectural, operational, and electronic security measures, making it a well integrated security design.

He mentions that he understands the high risk associated with cultivating and dispensing cannabis, but he is committed to preventing any incidents of diversion by implementing the following measures:

- Building a strong employee culture with a shared commitment to anti-diversion policies
- Enforcing strict chain of custody and inventory control procedures
- Implementing and patrolling state-of-the-art surveillance system

He concludes his presentation by listing the benefits to Louisville, which include the following:

- Local job creation
- Enhancing security of the area
- Community engagement
- Sales tax revenue
- Charitable contributions to local causes

Commissioner Questions of Applicant:
Williams asks what made him decide to build a new building, and did he look at any vacant buildings in Louisville.

Banks says there were only a few plots that were available when Louisville approved the ordinance to expand their dispensary program. There was a lot of competition; for example, 20-25 applicants were competing to buy just one parcel, and there are not many parcels in Louisville that conform to this use.

Williams asks if that means that he other buildings he looked into, there was heavy competition in order to get them.

Banks says that there was certainly a rush and competition, so yes there was heavy competition.

Diehl asks to get his perspective on staff's lighting condition and asks if he can discuss how he came up with the proposed hours of operation.

Banks says he understands staff's recommendation of the lighting and he does want to be a good neighbor. He says he will do everything in his power to not have any light pollution. As far as the hours of operation, those hours were chosen because that is what Louisville's code allows.

Moline asks if he could address the concerns related to the extra parking.

Banks mentions that he has presented to other commissioning boards and says that typically people want more parking. Usually individuals say that there is not enough parking spaces being proposed. The decision behind the parking was very simple though. We have the ability to have 5 parking spaces so we went with that additional availability.

Hoefner says that he is interested to know their take on the screening along the open space trail and their response to all the public comment regarding that topic.

Banks says that their intent is to beautify that plot, not make it worse. He thinks with the mature landscaping put it in, it will enhance the area.

Jessica Emilia, property manager / owner of Emilia Construct, LLC, says that they worked with the city planners to increase the landscaping evergreens above and beyond what code required, in addition to the concrete wall. Instead of the concrete wall, she mentions that they could have just used landscape shielding but thought headlights would still be an issue so they proposed a concrete wall instead which is not required by code.

Hoefner asks if they could address the concern regarding the truck turn around.

Emilia says they have been working with the owner of Lot 4. In the owner's original plan to divide the lot, their design proposal is what they actually preferred.

Hoefner asks if they prefer to have the trucks back in on how they are doing it now.

Emilia says she does not know if she would say preferred, but that was their original plan and intention to have the trucks back in that way once the land was divided and sold.

Howe asks if she can speak on the public comments received about the buffer from the north side of the parking lot to Clover Lane. He asks if she can go over what the buffer is like between the north and east parking lot to the residential property.

Emilia says that there is a 30 foot landscaping buffer on the east side that staff touched on in their presentation. On the north side, we extended the headlight shielding all the way onto the Napa property and ran the wall all the way to the Napa building.

Howe asks if the 30 foot landscaping buffer is just east of the building or if it is between the parking lot and the edge of the property on the east.

Emilia says that the 30 foot buffer is an easement that the city requires from the property line on the east. She points out that they could not encroach on that buffer so they had to bring the parking lot 30 feet away from the eastern property line.

Howe asks if that is to the parking lot.

Emilia says that is correct.

Howe asks what the distance is from the parking lot to the north.

Emilia asks if staff has that information available.

Brennan says that he believes it is 10 feet from the parking lot to the northern property line.

Howe asks where the 6 foot wall is going to be placed.

Brennan shows the commissioners a drawing showing the location of the wall. He says it goes along right at the edge of the parking lot, separates from the parking lot slightly, runs up to the northern property line and jogs back closer to the parking lot where the grade changes and there is an existing retaining wall.

Howe asks how close the residential is from the northern property line.

Brennan says the width of the trail corridor is 20 feet, so imagine 20 feet from the northeastern corner. Then parking would be about 50 feet way, but the parking distance is from the eastern side of the property, which happens to be the side that residential is closest to. The large property to the north is just for the drainage facility.

Williams asks is the distance is from the wall to the residential homes.

Brennan says approximately 40 feet.

Howe asks staff to show on the plans where the garbage will be located.

Brennan says it will be closer to the rear of the property and nearly adjacent to the screen wall and will have its own screen enclosure.

Howe asks staff to confirm that the property to the north is undeveloped.

Brennan says that it is undeveloped and zoned the same as this property which is PC. It is privately owned.

Howe asks since it is privately owned, has there been any comment from this owner?

Brennan refers to Emilia since her team is working on the drainage report with them.

Emilia says that the owner has not expressed any concern with the use of the land to their knowledge.

Brauneis mentions that there were many public comments regarding the security measures. Do these security measures fit within the best practices for this type of business?

Banks says that there are many protocols we use that fit within the best practices for this type of business. For example, when closing we have a procedure where no one opens or closes the store by themselves. We also have a security guard on site 24-7. We outsource a lot of the security.

Moline says that it looks like a lot of the landscaping is located in the drainage swale. Will that hinder the drainage with all that landscaping in that location?

Brennan says the swale is not a traditional swale but acts more like a berm. It actually would be raised and that way it blocks the offsite drainage and minimizes runoff from going to the trail corridor and to the residential neighborhood.

Williams asks if the berm is irrigated.

Brennan says that in terms of watering for the plantings, he is unsure.

Emilia says she is also unsure but assumes that it is irrigated.

Williams asks if it drains to the north into the detention pond.

Brennan says that the flows would not go further than the swale.

Williams states that the landscape area is draining to the west and then to the north onto the back of the property. She then asks staff if the current applicant is the original applicant for this marijuana license.

Brennan says that it is.

Public Comment:
Laura Chernikoff, 1459 Hecla Way

Chernikoff says she is the closet townhouse to this property. She is a three story townhouse and says that the proposed 6 ft fence does nothing for the property. The applicant choosing to place the building on Hecla Way and not further back on the property leaves the parking directly facing her building. She is concerned about parking headlights shining through her windows. She appreciates that the applicant says he wants to be a good neighbor but herself and other neighbors have reached out and not

gotten a response from him. There has been little consideration to the residential properties adjacent to the property. She asks that the commissioners recommend denial and ask the applicant to place the building in a way that is less disruptive to the adjacent properties.

Mark Cathcart, 1763 Sweet Clover Lane

Cathcart shares through his presentation photos of the property and discusses the current issues with semi-trucks and its entryway to and from the property. He then mentions issues with having more parking spaces and how it will affect the surrounding properties.

Barbara Parnell, 1534 White Violet Way

Parnell says she does not think this an appropriate use for this intended development. She thinks the notion of this being adjacent to a residential neighborhood is offensive. These houses have been in place since at least 2014 and those residential owners never thought when they purchased them that they could be living by marijuana retail. Although it allowed on that land technically, she asks the commissioners if they would want marijuana retail next to their neighborhood. There are many kids in this neighborhood and they should not have to live next to this type of use. She finds it insincere that the company says they are trying to be a good neighbor when their hours of operation will be until 10:00pm. The surrounding properties close at 7:00pm. The proposed wall and landscaping do not add to the property. She adds that she thinks the residential property values will be negatively affected by this, which should be a concern to the commissioners and mentions that traffic will increase.

Kate Ripley, 1763 Sweet Clover Lane

Ripley discusses the wall being proposed and mentions that nothing will be visible except the wall. She reached out to the applicant a long time ago asking about for more details on the development but never heard back from him. She asks how the applicant has been engaged with the community when she never received a response from him herself. This will be placed in the front of the lot and seeks additional parking spaces that seem unnecessary. This seems ill fitting of the existing character of the neighborhood. The design as submitted will cause traffic blockage for the residents and commercial customers. She asks the commissioners to recommend denial for this application.

Lazar Gintchin, 1491 Hecla Way

Gintchin says this will be blocking the street and semi's will be blocking it because they will have to back up into the street, blocking the rest of the street. He discusses how in the snow season it will cause even greater trouble for the rest of the neighborhood and mentions how it will affect the traffic flow. He adds that the business requires an armed guard while the business is open and that indicates that crime could take place. All the residents that walk to King Soopers will be walking by that and it makes him uncomfortable that they will have to walk by it, especially since it operates until 10:00pm. He asks that the commissioners deny this application.

Gregory Jones, 1809 Sweet Clover Lane

Jones says that he does not understand why the business should be placed where it will be facing the residents versus having it face Hecla Way. It does not seem appropriate to have this type of use near residential property. He thinks that they are having an empty lot next to them in order to build a second building there, which he would also have an issue with.

Scott McElroy, 1873 Sweet Clover Lane

McElroy says the biggest problem is the insistence on placing this on the southwest corner on the lot. Originally, the applicant was suggested to build two buildings on the lot, one to the east of the current building. The additional parking and the location of the building seems to be aimed preserving that right for another building on the lot at some time in the future. The result being that the parking and wall will be very intrusive. The wall is a problem to the north. This lot and where the wall will be is highly visible from Hecla Lake.

Leslie Jones, 1809 Sweet Clover Lane

Jones says the location of the building is out of place and out of character of Louisville. It does not provide the appropriate separation between the residential and commercial space. Families will be able to see the sign, building, and cars. She thinks this location in relation to its proximity to residential is inappropriate and asks that the commissioners deny this request. She the mentions that if this request is approved, that the commissioners add a condition that would provide an appropriate barrier between the commercial and residential space, such as a wall and trees.

Closing Statement by Staff:
Brennan clarifies that the entrance to the building is facing west towards the shared drive in between Napa and the proposed drive. In addition, regarding the North End GDP, to give extra background/context to that, it was originally created in 2006. The areas directly adjacent to this particular property were actually identified as commercial and mixed-use development, not single family.

Williams mentions that she tried to find language in the Louisville Municipal Code for a buffer between a marijuana facility and residential property. When the commissioners assessed this particular ordinance for marijuana in 2019, there was no buffer between marijuana and residential, but there was language added to have a buffer for parks and schools. For this proposal though, it has been discussed of this 30 feet buffer. Where in the municipal code does it mention this need?

Brennan says that that particular prevision is in the commercial design guidelines and standards. They are not specific to retail marijuana. This is specific to just when a commercial is abutting residential property.

Zuccaro confirms that there is no buffer between retail marijuana and residential that was adopted in the final ordinance.

Diehl asks if staff reviewed some of the traffic concerns regarding the trucks.

Brennan says that staff did not specifically look at semi access because in looking at the final proposed site plan, by moving the existing trash enclosure to the rear of the lot, staff thought that would give more maneuverability. He mentions that this was reviewed by the fire district for fire truck access and the fire department did approve the plans for that purpose.

Moline asks if staff can discuss some of the public comment concerns regarding the site design issues and the placement of the building.

Brennan says that regarding public comment on the location of the parking, it is on the rear of the lot and not in the front. He mentions that one of the city's objectives is to screen parking from viewpoint and with this proposed design, it screens that parking.

Closing Statement by Applicant:
Banks says he wants to be compliant and forthcoming and a good community member. He empathizes with the community residents and is open to working with the neighboring residents.

Hoefner asks what his response is to some of the public comments mentioning that residents tried to get in touch with him to discuss the development but could not get ahold of him.

Banks says that at the first meeting at the City of Louisville, he gave everyone his business card and has no problem with anyone reaching out to him directly. He did receive two letters when he first purchased the property but at that time, he was not even in the planning stage. He did not reach out to the individuals who wrote those two letters and apologizes for that.

Hoefner asks if there were any site designs he considered changing or if he considered moving the parking that is closer to residential.

Banks says that he does not want to encroach on another business's parking but if he received permission to use the other business's parking, he would not mind removing those additional parking spaces. That would not make or break this project.

Discussion by Commissioners:
Moline says that he appreciates the public comment and hearing from the neighborhood. The mentions that the applicant has already made changes to the screening wall and added additional landscaping buffer, and he appreciates those efforts made by them. If the applicant remains having site flexibility, there are ways to address the neighboring concerns. This is a difficult proposal for him, but the town has decided that a commercial use is appropriate for this land and the applicant has obtained the necessary licensing. He is in favor with staff's recommendation.

Williams says she appreciates the efforts made by the staff and the applicant. She has reservations as far as this particular location being so close to residential. She says she is on the fence.

Howe mentions that a lot of this is dependent upon the ordinance from 2019 when the marijuana restrictions changed. He believes that the residents in North End are not being unreasonable when they express their concerns over the parking, traffic flow, lighting, the hours of operation, and the open space trail. He is unsure 30 feet is far enough away from them. Although this PUD meets the quantitative criteria, he thinks there can be steps taken to meet a qualitative acceptance. He lists example such as there being different orientations of the parking spaces, working with the city on the traffic flow, modifying the hours, and working on having more continuity on the open space trail. He does appreciate the applicant's willingness to work with the neighborhood. He suggests that the applicant get together with the North End homeowners and work out some of these issues. He expresses that he has reservations with the residential area being so close. If this is done the right way though, this could bring additional revenue for the city and it could be a continuance with the open space trail.

Hoefner says that in 2018-2019, there was a lot of discussion of appropriate buffer zones. That did not end up becoming law in Louisville though. He thinks there may be other site designs that could be less problematic and encourages the applicant to get in touch with the neighbors that are more adjacent to the store to try to resolve some of the issues mentioned earlier. The design as proposed does show a strong effort to provide separation between the business and the residential and is compliant to what the city law requires with no additional waivers. Because of that, he is likely to support this.

Diehl says he is in alignment with Commissioner Moline's thoughts. The property has been zoned commercial for a long time and most of the homeowners that bought in North End knew at some point that that space would have commercial there. He finds that the design is in alignment with the city code and asks that staff would focus on two things if this proceeds to city council. One, to have the city traffic engineer provide feedback if the truck backing up issue is going to be as problematic as it was suggested. Second, he agrees with staff's condition on the lighting but anything the applicant can do to minimize the lighting impact on the neighbors would be appreciated. He encourages the applicant to reach out to the neighbors and try to work with them as much as possible, but is inclined to support the resolution as is.

Brauneis mentions that in 1994, the land was approved for commercial development and while the approval for retail marijuana came last year, it was passed by city council without any language requiring buffers. Given that, he thinks that the city is fortunate that this will not look like a strip mall development with a large amount of parking. He understands the concerns that have been brought up by the public, but this request is better off with the proposed wall and the location of the parking. He is pleased to see that the lighting issues have been addressed and the added staff condition will ensure that it will minimize the light pollution. At this point, he finds himself in favor of it.

Rice mentions that this GDP was approved in 1994 but that there has been a commercial PUD approved since 2002. Adjacent properties knew this property would have commercial development on it. It is not the commissioner's responsibility to judge what type of commercial use will be on it as long as it is the appropriate use for its zoning. He mentions that while he might not want marijuana near residential property, it is not the planning commission's responsibility to pick winners or losers in regards to different kinds of businesses that can be placed there. He also mentions that it is a rare day when they receive an application that has no waiver requests. The applicant is fully compliant with all the planning department requirements. He says that he has sympathy for the surrounding neighbors, but there is a history for this property and it was always going to have commercial development on it. He is not as optimistic as other commissioners are in regards to the applicant and neighbors finding common ground on some of the concerns discussed tonight. He thinks the neighbors do not want this space developed and mentions that he understands why they would not.

Howe says that when you review the criteria analysis, the first criteria asks if it has an appropriate relationship to the surrounding area. In reality, the commissioners are determining if the use is appropriate for this surrounding neighborhood. In regards to the sixth criteria, it mentions the privacy in terms of the needs of the individual's families and neighbors. He does not think this proposal provides the privacy that these individuals need. Yes, this does follow many of the guidelines, but he finds it needs to be appropriate and provide the privacy for the neighbors.

Williams reminds the commissioners that this plot of land was always supposed to be commercial. That is not this issue. The issue is that the North End property neighbors bought their properties before the commercial uses changed at this site. They bought these properties before the marijuana land use was approved for this site. She agrees with Commissioner Howe in that when you are looking at land use and the properties adjacent to each other, you must ask the question, are they compatible? These two do not seem compatible and when she review the CDDSG, she does not agree that this proposal complies with any of them.

Diehl mentions that in 1994 was when this land was approved for it to be commercial. Then in 2019, the city approved a license for marijuana at this location so both of those factors are a done deal.

Williams says that the problem is that the license that was approved in 2019 approved marijuana retail shops as a land use for this particular plot. It never was before.

Moline says that because that use was approved through a public process in 2019, the ability to regulate that use is finished. Now, we have to focus on the site planning issues because the opportunity for the public to comment on whether or not this site is appropriate for marijuana has already been through that public process in 2019.

Williams says that she sees this issue coming up frequently. There will be other sites that will want retail marijuana and it will be adjacent to residential. It will consistently be an issue between the adjacent properties and their compatible uses.

Howe says in regards to what Commissioner Moline said, he mentions that he read 86 emails for this proposal and only one of those emails was in favor of this. The community as a whole does not want this to happen so how could this be an appropriate relationship to the surrounding area.

Moline says he was referring to the marijuana use approval from 2019 and that process of going through public hearing, not the community involvement on this specific proposal.

Brauneis mentions that any commercial site this close to residential will have concerns and challenges regarding traffic, lighting, and noise. In this case, the applicant has addressed those issues with better design standards than they were required to. This project has come forward with a proposal that is much better off than one we could receive 6-8 months from now.

Diehl moves and **Brauneis** seconds a motion to approve Resolution 5, Series 2020 with staff's recommended condition.

Motion passes 5-2 by a roll call vote.

Name	Vote
Chair Steve Brauneis	Yes
Vice Chair Tom Rice	Yes
Keaton Howe	No
Ben Diehl	Yes
Jeff Moline	Yes
Dietrich Hoefner	Yes
Debra Williams	No
Motion passed/failed:	Passed

<u>Agenda Item B: Project 321 (Medtronic) Preliminary and Final Planned Unit Developments</u> *Continued from June 25, 2020*

- 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 6, Series 2020)
    - Applicant: Ryan Companies
    - Case Manager: Lisa Ritchie, Senior Planner

Rice asks if the commissioners have any disclosures they need to make in regards to this agenda item.

Hoefner discloses that he will not participate in this agenda item due to a conflict of interest.

Williams discloses to the commissioners that her husband works for Medtronic, but that he would not be working at the proposed Medtronic building location. She believes this will not affect her voting because neither she nor her husband will have any financial gain from this.

Moline discloses that he is an employee of Boulder County Parks and Open Space Department. They provided referral comments but he was not involved in that. He does not believe this will affect his voting.

Rice says that this agenda item will be a long discussion and believes that should be continued to a later date in order to have fresh eyes on it after the many long meetings the commissioners have had recently. From the earlier discussion on this subject, he proposes that this agenda item be moved until city council has had a chance to review the Redtail Ridge development and the GDP has been considered by city council.

Howe wants to make a motion to continue this agenda item. He is concerned that they would be voting on something that is not in alignment with the comprehensive plan.

Jim Driessen, Vice President of Medtronic Global Facilities Organization, says that he understands approval would be conditional upon the GDP but Medtronic is very anxious to share their proposal and would like to have this reviewed as soon as possible.

Ritchie says that staff is prepared to move forward with this proposal tonight, but it is up to the commissioner's discretion. There are two agenda items that have been noticed for the July 16, 2020 planning commission meeting. Staff does anticipate that the agenda for the August 13, 2020 meeting will not be very full.

Howe moves and **Williams** seconds a motion to continue this agenda item until there is a GDP that supports this proposal.

Motion passes 6-1 by a roll call vote.

Name	Vote
Chair Steve Brauneis	Yes
Vice Chair Tom Rice	No
Keaton Howe	Yes
Ben Diehl	Yes
Jeff Moline	Yes
Dietrich Hoefner	Yes
Debra Williams	Yes
Motion passed/failed:	Passed

Rice asks for staff to estimate when planning commission could be reviewing this agenda item.

Ritchie says that staff would notice this agenda item for the August 13, 2020 planning commission meeting, but if the Redtail Ridge proposal is still under discussion for city council, planning commission would continue this item for a later date.

Rice thanks Medtronic for their patience during this process.

PLANNING COMMISSION COMMENTS

Howe mentions that it has been difficult to read public comment when it has been submitted the same day as the planning commission meeting. He asks staff if it is possible to adopt a policy that would allow a cut off time for receivable public comment.

Zuccaro says that currently there is no adopted policy for cutoff times for public comment. He mentions that this subject has been recently discussed though and that it would include public comment as well as an applicant cutoff for additional documentation. In the past, a cutoff has not existed.

Rice proposes that this subject be discussed at the next meeting in order for the commissioners to think on the subject and provide adequate feedback for staff.

STAFF COMMENTS

Ritchie mentions that planning commission has a meeting scheduled for July 16, 2020.

Rice asks for a status update on the food court agenda item.

Ritchie says that staff decided to pair that ordinance with the forthcoming PUD and SRU.

ITEMS TENTATIVELY SCHEDULED FOR THE MEETING ON JULY 16, 2020

- 931 Main Street PUD Amendment
- Crystal Estates Replat A Rezoning

ADJOURN

Meeting adjourns at 9:06 PM.

City of Louisville
COLORADO • SINCE 1878

Planning Commission
Meeting Minutes
July 16, 2020
Electronic Meeting
6:30 PM

Call to Order – Vice Chair **Rice** calls the meeting to order at 6:30 PM.

Roll Call is taken and the following members are present:

Commission Members Present:	Steve Brauneis, Chair Tom Rice, Vice Chair Jeff Moline Keaton Howe Dietrich Hoefner Debra Williams
Commission Members Absent:	Ben Diehl
Staff Members Present:	Rob Zuccaro, Dir. of Planning & Building Lisa Ritchie, Senior Planner Elizabeth Schettler, Sen. Admin Assistant

APPROVAL OF AGENDA

Howe moves and **Williams** seconds a motion to approve the July 16, 2020 agenda. Motion passes unanimously by a roll call vote.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None is heard.

NEW PUBLIC ITEMS

Agenda Item A: Lots 1 & 2 Crystal Estates Replat A Rezoning

A request to rezone Lots 1 & 2, Crystal Estates Replat A located at 1655 Courtesy Rd and 1655 Cannon Cir from the Commercial-Business zone district to the Commercial Community – Mixed Use zone district. (Resolution 7, Series 2020)

- Applicant: Little Lemon, LLC
- Case Manager: Lisa Ritchie, Senior Planner

Staff Presentation:

Before staff begins their presentation, Ritchie verifies that this application's public notice requirements have been met. They were mailed to the surrounding property owners on June 26, 2020, published in the Boulder Daily Camera on June 28, 2020, and the property was posted on June 26, 2020.

Ritchie discusses the property's location and background history. She then reviews each criteria and staff's analysis of the criteria.

- Criteria 1: The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the city's comprehensive plan.
    - Staff's Analysis:
        - There is no evidence that the land was zoned in error. However, the land as presently zoned is inconsistent with the policies and goals of the Framework Plan for the Highway 42 Revitalization Area, which serves as the guide for mixed-use redevelopment in the area and to phase out the existing industrial uses. The city's comprehensive plan does not allow industrial uses within the area, and policies support a mix of uses and redevelopment consistent with the Framework Plan.
- Criteria 2: The area for which rezoning is requested has changed or is changing to such a degree that it is in the public interest to encourage a redevelopment of the area.
    - Staff's Analysis:
        - Staff finds that the area is included within the Highway 42 Revitalization Area, which serves as a guide to accommodate desired change within the area. The area has begun to transition to the desired mixed-use development and mixed use rezoning, including DELO and Coal Creek Station. While the property will not undergo physical redevelopment as a result of the zone change at this time, the property is adjacent to Coal Creek Station, and the zone change will facilitate redevelopment over time consistent with the goals and policies of the Framework Plan and Chapter 17.14 of the LMC.
- Criteria 3: The proposed rezoning is necessary to provide land for a community-related use, which was not anticipated at the time of the adoption of the city's comprehensive plan, and such rezoning will be consistent with the policies and goals of the comprehensive plan.
    - Staff's Analysis:
        - Staff finds that the rezoning is not necessary to provide for a community related use.
- Criteria 4: The rezoning would only permit development which, if evaluated as a proposed annexation under the annexation standards and procedures codified in Title 16, would qualify for annexation.
    - Staff's Analysis:
        - Staff finds that the property was previously annexed and is within the corporate city limits of Louisville.

Staff Recommendations:
Staff recommends approval of Resolution 7, Series 2020, and recommending approval of an Ordinance to rezone the property from Commercial Business to Commercial Community – Mixed Use.

Commissioner Questions of Staff:

Moline says that regarding the retail marijuana map shown by staff, the three most southwestern sites do not meet the overlapping of the 1500 ft buffer because they were in existence prior to the institution of this recent regulation, correct?

Ritchie says that is correct.

Brauneis mentions that there is no façade changes currently proposed. It would seem to me that the intent of pushing this to mixed-use is to get rid of the light industrial usage. He says that he understands that it is grandfathered in as it currently exists but does not understand that they are not really getting a motion towards the mixed-use that the city wants if this were to be approved.

Ritchie says that the code does not require re-development upon change of use. It just requires the re-zone to this. It does not require re-development consistent with the mixed-use standards. That being said, once the property is rezoned, any new development or re-development would have to be in alignment.

Brauneis asks why staff's memo focuses on that there will be no changes to the facade.

Ritchie says she wanted planning commission to understand that staff is not talking about re-development at this time.

Brauneis asks for confirmation that moving this rezoning will help the alignment better with whatever may happen to the future of the property.

Ritchie says that is correct. Altering the auto body repair use will further the goals of the mixed use zone district.

Howe asks that in regards to the retail marijuana map shown by staff, how far do the marijuana retail shops have to stay between one other.

Ritchie says that have to be 1500 ft from one other.

Howe states that the map shows a red zone from the Louisville middle school. How far out of that red zone are we?

Ritchie says probably from the adjacent property.

Howe asks how many marijuana based developments or applications are in the process.

Ritchie says that this is the final one that planning commission would be considering. The three along Dillon Rd and McCaslin Blvd are all operating and did not require PUDs. There is also one at Delo Plaza. This is it as long as these six operators remain in good standing with their licenses.

Williams states that the maximum is six that are allowed to be in the city.

Ritchie says that is correct.

Rice asks that under the revitalization step plan, if somebody wants to change the use of that area, are they required to rezone?

Ritchie says that is correct.

Rice asks that if that requirement were not in place, would this use fit into the current zoning.

Ritchie says that is correct.

Rice mentions that looking at the four criteria, the commissioners only need to have one criteria fit and staff has eliminated the third and fourth criteria. He says his problem with the first criteria is word "and." It is stated in the conjunctive. It says, "The land to be rezoned was zoned in error and as presently zoned is inconsistent with the policies and goals of the city's comprehensive plan." He is having a hard time understanding how criteria one applies.

Zuccaro confirms that it does say "and."

Rice mentions that criteria two does apply though.

Ritchie mentions that the commissioners could lean on criteria two for their approval.

Applicant Presentation:
Mike Swisher, general contractor and property manager for the building owner

Swisher says he has no presentation to present to the commissioners and has no further comment.

Commissioner Questions of Applicant:
None is heard.

Public Comment:
None is heard.

Closing Statement by Staff:
Ritchie reminds the commissioners that staff is recommending approval for this proposal.

Closing Statement by Applicant:
None is heard.

Discussion by Commissioners:
Howe mentions that he knows that there will be six retail marijuana shops in the city but he is concerned about their proximity to schools. He asks the commissioners how they feel about this location and its proximity to the schools.

Moline says that it is close to schools but it meets the buffer requirement. Since it meets that buffer and has been issued the appropriate license, the necessary boxes have been checked.

Williams points out that it is interesting that they are discussing revitalization as part of the criteria. We are now putting three marijuana retail shops in close proximity to each other. This area is already dilapidated. She thinks it would be better to spread it out and not have it all in the same location.

Hoefner mentions that this use would go there regardless if they changed the zoning. The zoning change would allow less industrial types of business should this business not work out in the future. He suggests that during the commissioner comments portion of the hearing, the commissioners could ask staff about having more of a buffer.

Moline mentions that they should possibly consider how the applicant has made a good faith effort to follow the city's regulations and have determined that this is a space that meets the rules and regulations. We need to make sure we are treating the businesses fairly when they are using our land use code when choosing a location for their business.

Williams says that based on the fact the zoning that it currently is can be a marijuana shop, it has nothing to do with us rezoning from CB to CC. She mentions that the way it is being brought forth to them is a bit misleading. She asks why they are discussing marijuana shops when they should just be discussing re-zoning.

Moline says that he was trying to address Commissioner Howe's question. He agrees that this is a matter of rezoning not marijuana.

Williams says she agrees that Commissioner Howe has a great question and thought of that question herself. She feels that the way staff presented this was misleading though. We are discussing two different issues that have nothing to do with each other.

Rice mentions that he is personally not a fan of these types of businesses but says that that is not for him to decide. City council has already made these policy decisions to have marijuana in the city. He thinks this is far too close to schools but this is meeting city code and has the appropriate buffer. As far as how this was presented to the commissioners, it is already zoned to handle this. It is only being brought to the commissioners because of the revitalization document, which says that if the use is changed, the zoning has to be updated to mixed-use. It really is just a technical exercise and is not asking the commissioners to weigh in on the policy aspect.

Williams makes it clear that she disagrees with this policy but says that it is not what they are weighing in on tonight.

Brauneis agrees that it is not their responsibility to weigh in on the policy. It was passed with eyes wide open that these locations were going to be possible locations for these types of business.

Howe says it is confusing though because if you read the first sentence of the proposal, it says that the applicant requests to rezone from the CB zone district to the CC mixed-use zone district to accommodate retail marijuana sales. The proposal is saying that it is not just for rezoning. We are changing from auto body repair use to a retail marijuana use. He thinks they have to consider the retail marijuana or else it would not be in the proposal.

Brauneis points out that this commission is not for land use planning though.

Rice says that this is a change of use only though. If the applicant was changing the use for a toy store, they would still have to review it. He asks staff to confirm if that is correct.

Ritchie says yes, that is correct. Staff was not trying to be misleading but be transparent to the commissioners. While the zone change is up for debate tonight, it is the transparency of what could occur. If the commissioners are not inclined to approve this proposal, she suggests that they would tie the denial back to the criteria.

Howe says that that is a good idea to go back to the criteria. He reads criteria two and mentions that he did not see any public comment requesting a change. He asks staff if there was any public comment for this.

Ritchie says that staff did not receive any public comment in either support or in opposition for this proposal. It is her understanding that the applicant had no public comment for their licensing hearing as well. Staff is leaning on all the adopted policies that support a change in development characteristics through the 2003 framework plan and chapter 17.14 from the code zone change to the mixed use. She agrees with Vice Chair Rice that this is more of a technicality zone change to comply with the city's own code. The alternative is that you have a vacant property. This property cannot be used other than for an auto body repair use unless there is a zone change. The community desires change and transition in this area. That was staff's perspective.

Hoefner says that he thinks it is worth having a look at the Highway 42 framework plan to look at what uses would be desirable there versus what uses are there or were there in the early 2000s. He thinks the desirability of the change of use there has existed for a while.

Rice says that the key to revitalization for this area is the coal creek station project. If that project were to ever move forward, it would change that area's whole character. He suspects that the adjacent properties would want to come along with that.

Moline says that they need to think about approving a rezoning that will better benefit the town. We need to look at the long term zoning.

Howe mentions that it has previously been discussed that this is change is crucial for the revitalization. McCaslin was another area in the city that we have tried to revitalize and had a similar approach as this one. He asks staff if that worked and if staff believes that this change and this retail will revitalize this area?

Ritchie says that staff believes that this zone change is an incremental step in order to vitalize this area. As far as the McCaslin small area plan, it recommended many changes. Has that been effective yet? No not yet. We would need to see larger operations at work between the property owners and consolidation.

Moline moves and **Howe** seconds to approve Resolution 7, Series 2020.

Motion passes 5-1 by a roll call vote.

Name	Vote
Chair Steve Brauneis	Yes
Vice Chair Tom Rice	Yes
Dietrich Hoefner	Yes
Keaton Howe	No
Jeff Moline	Yes
Debra Williams	Yes
Motion passed/failed:	Passed

Agenda Item B: 931 Main Street Planned Unit Development Amendment

A request for a Planned Unit Development Amendment to allow a single-story addition to the rear of the existing structure and associated site improvements. (Resolution 8, Series 2020)

- Applicant: Peter Stewart, Stewart Architecture
- Case Manager: Lisa Ritchie, Senior Planner

Howe discloses that a member of the applicant's team is a client of his but he has no interest or financial gain in this project. He says that in no way will this affect his judgment for this proposal.

Staff Presentation:

Before staff begins their presentation, Ritchie verifies that this application's public notice requirements have been met. They were mailed to the surrounding property owners on June 26, 2020, published in the Boulder Daily Camera on June 28, 2020, and the property was posted on June 26, 2020.

Ritchie discusses the property's location and background history.

Ritchie then reviews staff's analysis of this proposal in regards to the design handbook for downtown Louisville, the Louisville Municipal Code section 17.20.025 parking criteria and section 17.28.120 PUD criteria.

Staff Recommendations:

Staff recommends approval of Resolution 8, Series 2020 to allow a single-story addition to the rear of the existing structure.

Commissioner Questions of Staff:

None is heard.

Applicant Presentation:

7:18pm-7:19pm

Emily Kean, 931 Main St

Kean says that they originally bought the property to use it as a therapy office but then decided to keep the space for retail as they saw that that use fit the property better and wanted to support downtown Louisville in that way. She thinks this is a low impact development and is happy to answer any questions the commissioners may have for her.

Commissioner Questions of Applicant:
None is heard.

Public Comment:
None is heard.

Closing Statement by Staff:
Ritchie reminds the commissioners that staff is recommending approval for this proposal.

Closing Statement by Applicant:
None is heard.

Discussion by Commissioners:
Brauneis mentions that this work would transform the building to make it more accessible for wheelchairs and is encouraged to see that.

Rice says that he recalls hearings on two different occasions for this property and at the time was in favor of both of them. When they did have a hearing on this, one of the concerns mentioned was the second story because it might be more obtrusive. Since that has been eliminated, he thinks this is a better proposal and is in full support of it.

Moline mentions that we are fortunate in this town to have historic buildings that keep a uniqueness in the downtown area. He also mentions that applicant and architects in this case are able to do creative things and enhance downtown.

Brauneis moves and **Howe** seconds to approve Resolution 8, Series 2020. Motion passes unanimously by a roll call vote.

PLANNING COMMISSION COMMENTS

Rice opens the discussion of possibly having a cutoff time for public comments due to the more recent higher profile applications that have an extravagant amount of public comment and the limited time commissioners have to review them before the meeting.

Williams says that this was something on her mind as well. She emailed staff about this before this discussion started at the last meeting. She thinks that there needs to be a cutoff in order to have fairness for everyone.

Ritchie mentions that planning commission could make a recommendation to city council to create a policy that would have a cutoff time, but it would need apply to all boards and commissions in order to have consistency throughout the city.

Hoefner agrees that a cutoff time makes sense because the public usually just has a week between the time the agenda is posted and when the meeting takes place. That is not a lot of time for the public to talk to their neighbors and write to the city. He thinks a same day or a 24 hour cutoff before the meeting makes sense in order to allow the public to optimize their time as much as possible.

Williams asks staff if they have any information on which cities have a cutoff and what time that cutoff is.

Ritchie says she has not looked into it yet, but could research it and provide that information for them at a future meeting.

Moline wonders if it is possible to inform the public that if they get their public comment to us within 24 hours before the meeting, we will have a chance to review it. If it is just a few hours before the meeting though, we would not be able to guarantee that it has been read before the meeting.

Brauneis says that he wants to make sure that they are not making a reactionary decision. In the past, they often had printed hard copy emails because of receiving last minute public comments. He is not opposed to a cutoff time but feels like in the past and currently they have been able to accommodate last minute public comments.

Zuccaro reminds the commissioners that there may be items they get in land use hearings that an applicant might bring additional documents for their application and does not happen until the day before the meeting. It is in the commissioner's rights to continue the hearing until they have felt they have had the sufficient amount of time to review the additional documents. He mentions that if a cutoff exists for public comment, that cutoff should include any additional documents provide from the applicant that is not in the agenda packet as well.

Howe says that it is important to remember that the public could always choose to speak during the meeting. Just because we have a cutoff for emails does not mean they cannot speak at the time of the hearing. He does not think it is fair to the commissioners to have the responsibility to read written comments only hours before the meeting.

Rice says that he thinks there should be no deadlines. Individuals who want us to read their thoughts should have an understanding that we would need to receive those comments in a timely fashion before the hearing. If someone has a comment, we always include it into the record and that should be continued. If someone really wants to speak on a public matter, they can speak at the hearing.

Williams mentions that she remembers at Superior that there was no deadline for public comment and that new information could be provided at the meeting as well. At some point, they could say that if there were too many changes or those changes were deemed to fundamental to the application, they could continue the hearing.

Ritchie says that she recalls there being a cutoff for emails but staff can confirm that at the next meeting.

Rice tells staff that planning commission should digest this topic for another month and bring it up again at the next meeting. He shares staff's ideas that if they want to recommend a policy that has a cutoff time, it should go to city council and be put into place for all boards and commissions.

Ritchie asks the commissioners if they would like this to be a formal agenda item at the next meeting so that it is publicly noticed.

Rice says that that would be a good idea because someone from the public could have an opinion on the agenda item and then they could speak on it.

Moline asks if staff will be able to make a recommendation on this subject as well.

Ritchie says that they could list pros and cons from staff's perspective and check neighboring cities to see what their policy is.

Rice suggests that staff notice it as a discussion on considering making a recommendation on a cutoff time for receiving record materials for the hearings.

Rice also mentions that there was also a discussion from the last meeting about letting the commission express its views in regards to retail marijuana and the distancing required.

Hoefner says that is correct. He had mentioned earlier that at the last meeting and this meeting there has been an interest in discussing the policy choices in regards to marijuana. There are a number of us who have concerns about it and whether that should warrant a formal agenda item at the next meeting. He is concerned though that even if they make an official agenda item for this topic, there might not be much that comes from it.

Williams agrees that it would be a good discussion. If we look at it, we have reached six of these businesses in Louisville and zoning changes overtime. It is good to revisit it because you never know what could happen in the future.

Ritchie mentions that the code allows planning commission to make recommendations to amendments to both text and the zoning map itself. Under city code, they could make a recommendation to city council to amend this section of the code.

Brauneis says that he is surprised by this discussion. He appreciates that it is an issue that is a concern to some commissioners, but says that he cannot remember an issue in the past that planning commission thought it was important enough to make recommendations on amending code that has already been passed by city council. He thinks this is an activist approach but would stop and think of this change of direction because they are strictly an advisory board to city council.

Rice says he agrees with what Commissioner Brauneis has said. This was brought to planning commission in the past for a recommendation. Based on previous recommendations, it has been made a policy by city council. He believes that if there would be a change down the line, it would then trigger the need for planning commission's review and comment. To come back and tell city council that what they approved is no longer what planning commission wants is probably not a good idea.

Williams counters saying that who is better than planning commission to know when policy needs to be revised and reevaluated. That is what planning commission does all the time. If we see that there is a policy issue with this, she can see that the commissioners could bring this forward to have a discussion and not discuss it from an emotional level but from a policy level. She is unsure when the best timing to have that discussion is though.

Rice says that that is a good point and provides both sides to the argument. He mentions that they should decide if they want to create a more formal discussion on this subject for a future meeting.

Moline asks if there is some specific policy item that is problematic to the commissioners such as the buffers not being big enough. He thinks the discussion would need to be centered around some portion of the code.

Hoefner says that he would like have a study session and the outcome of that would be to identify something from that where they would recommend a change. The reason for this suggestion is that he is noticing that this conversation seems to have a lot of interest within this group.

Williams says she completely agrees and can think of one policy piece that they did not establish and that was to have a buffer between residential. They never created that and she sees this as a future issue for residents. That would be something she would like to discuss if they have a formal discussion on this subject.

Rice says that they should discuss this next month in order to think on this more.

Ritchie asks for clarification on if they would like this as an agenda item for the next meeting.

Rice says no, do not make it as an agenda item for the next meeting.

Howe asks what the process is to distributing the previous ordinances and how he can get a copy of those to review.

Zuccaro mentions that there is a lot of background and comparison information from other jurisdictions that staff can send Commissioner Howe to review. He also says that he thinks a study session would be a great way to discuss this subject.

Rice ends the discussion saying that they should discuss this topic in further detail next month.

STAFF COMMENTS

Ritchie mentions that city council has approved electronic public hearings for all land use applications moving forward. There is also another land use application, at least one possibly two, coming up for the August 13, 2020 meeting. When planning commission is not as busy as they have been recently, staff will work on possible future dates for training for them.

Rice asks if there is anything else coming up other than 578 S Pierce PUD and SRU application.

Ritchie says there is a PUD amendment that has been recently applied for that is a part of the Parbois PUD, which would be a relatively minor PUD amendment.

ITEMS TENTATIVELY SCHEDULED FOR THE MEETING ON AUGUST 13, 2020

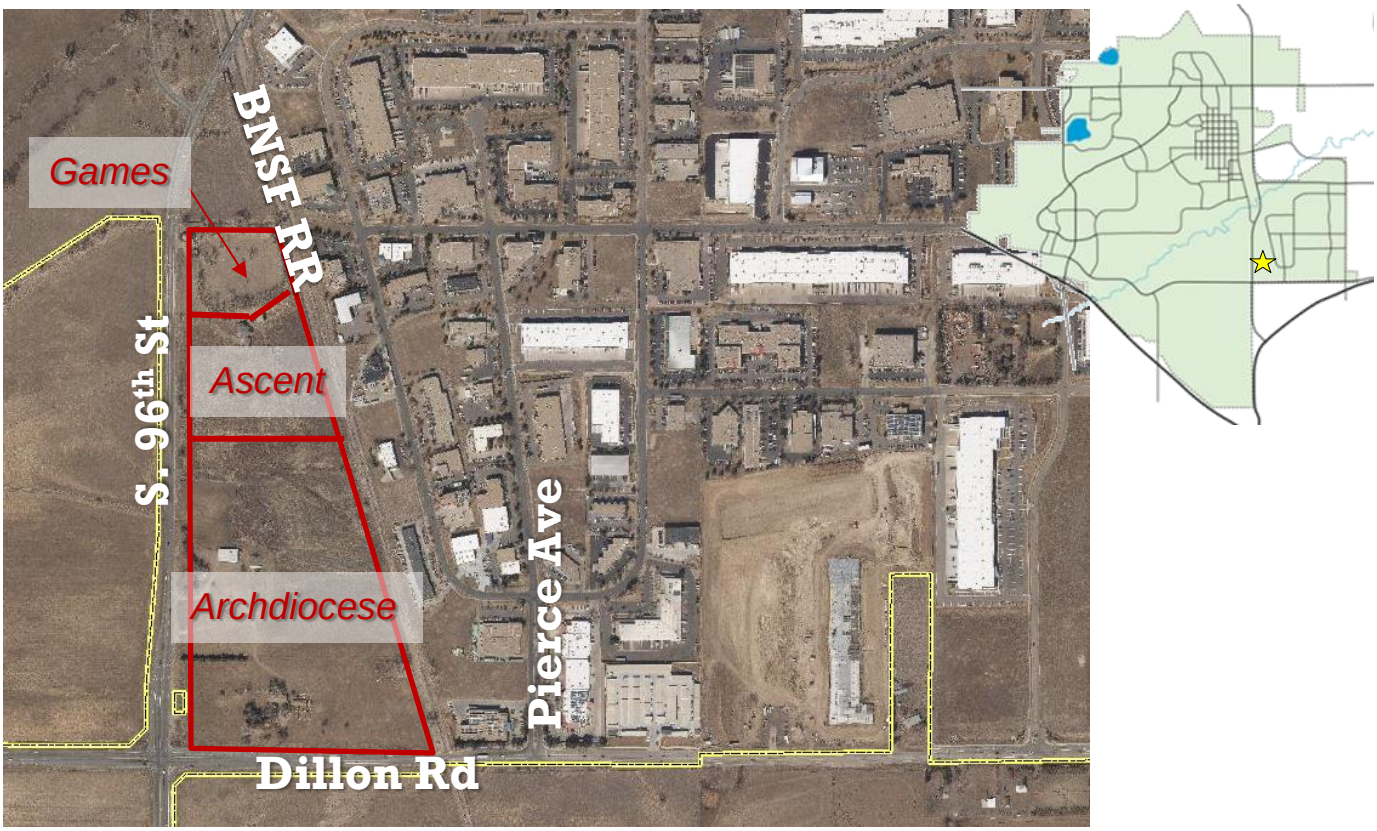
- 578 S Pierce PUD and SRU

ADJOURN

Williams moves and **Howe** seconds a motion to adjourn the meeting. Motion passes unanimously by voice vote. Meeting adjourns at 7:49 PM.

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. 10, Series 2020, recommending approval of the application with conditions

VICINITY MAP:



SUMMARY:
On June 25, 2020, Planning Commission held a public hearing, continued from June 11, to consider the St Louis Parish and Commercial Park General Development Plan Second Amendment application. Planning Commission approved Resolution 2, Series 2020 recommending approval with two conditions:

1. The applicant shall revise the application to provide for a minimum 55-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.

The applicant requests consideration of an amended application to allow a 30-foot parking setback in lieu of the condition of approval for a 55-foot building and parking setback fronting S. 96th St. The applicant has agreed to the condition of approval related to building height which is now included on the GDP. No other changes to the application are proposed at this time. This application has not yet been considered by City Council. The staff report and minutes from June 25, 2020 are included as attachments. This report covers the request associated with the amendment related to the condition of approval.

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 Blvd, 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.

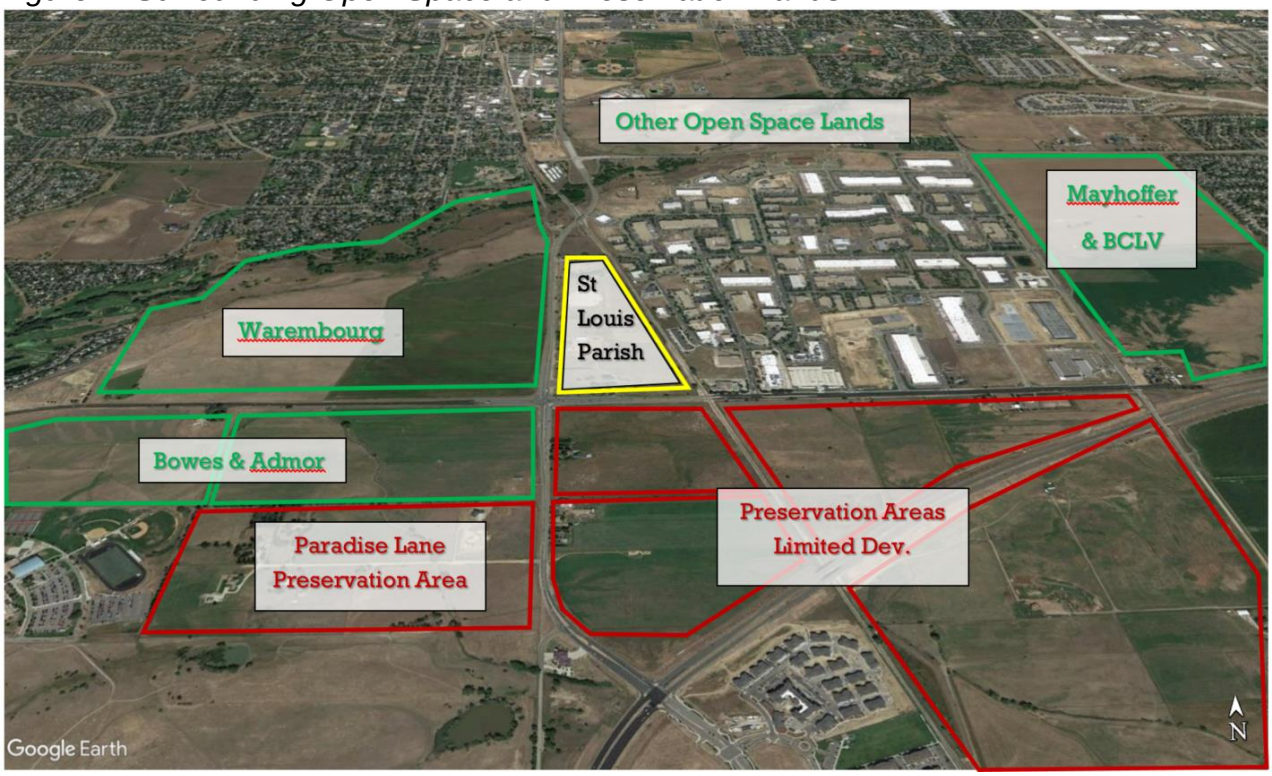
> *The 2004 GDP reflects three zones of development. The GDP specifies design and building bulk standards for each sub-zone, which creates a 'gateway' and/or 'transition' to the City of Louisville. The organization of these planning areas has been organized along 'zones of intensity or transition' rather 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



PROPOSAL:
As noted above, at this time the applicant requests consideration of a revised proposal related to the parking setback along S. 96th St. The table below contains the CDDSG standard, the existing approved standard, the Planning Commission's condition of approval adopted on June 25, and the revised proposal under consideration.

Standard	CDDSG	Adopted GDP	Condition of Approval	Proposed
Building Setback	30 feet	60 feet	55 feet	55 feet
Parking Setback	25 feet	Buildings placed primarily between parking and S. 96th St	55 feet	30 feet

In addition to the setback, the existing adopted GDP includes the following language related to parking lot screening:

- *Parking lots extending beyond the shadow of the building shall be shielded from S. 96th St using landscaping and berms that are a minimum of 30" above the parking lot level.*

In place of this language, the proposal includes the following language:

- *Parking lots adjacent to S. 96th St shall be shielded from S. 96th St using enhanced landscaping techniques such that it is effectively buffered. Enhanced landscaping will exceed the CDDSG 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 St to the greatest extent feasible.*

The current GDP and the proposal do not include specific language prohibiting drive aisles within the setback. These areas would be subject to screening requirements within the CDDSG if they are proposed on future PUD applications.

ANALYSIS:
<u>Revised Proposal for 30-Foot Parking Setback</u>
Following review of the revised proposal, staff continues to recommend the Planning Commission's original condition of approval. Staff finds the setback to be essential to preserving a rural gateway character as envisioned by the City's Comprehensive Plan. The lot constraints noted by the applicant for justification of the changes to the standards are due to the lack of lot depth for Lots 2, 3, and 4. Staff finds that the eastern internal lot boundaries can be moved further to the east to include more lot depth and make the 55-foot setback feasible and would result in a desirable site design and layout meeting both the applicant and the City's goals.

The type of setback required by the condition of approval is not unreasonable and demonstrated by the following examples of recent comparable commercial development around the Metro Area:

Figure 2 & 3: Pad Site Development, Highway 287 and Exempla Cr, Lafayette, CO

Figure 4 & 5: Pad Site Development, Wadsworth Blvd and Metro Airport Ave, Broomfield, C

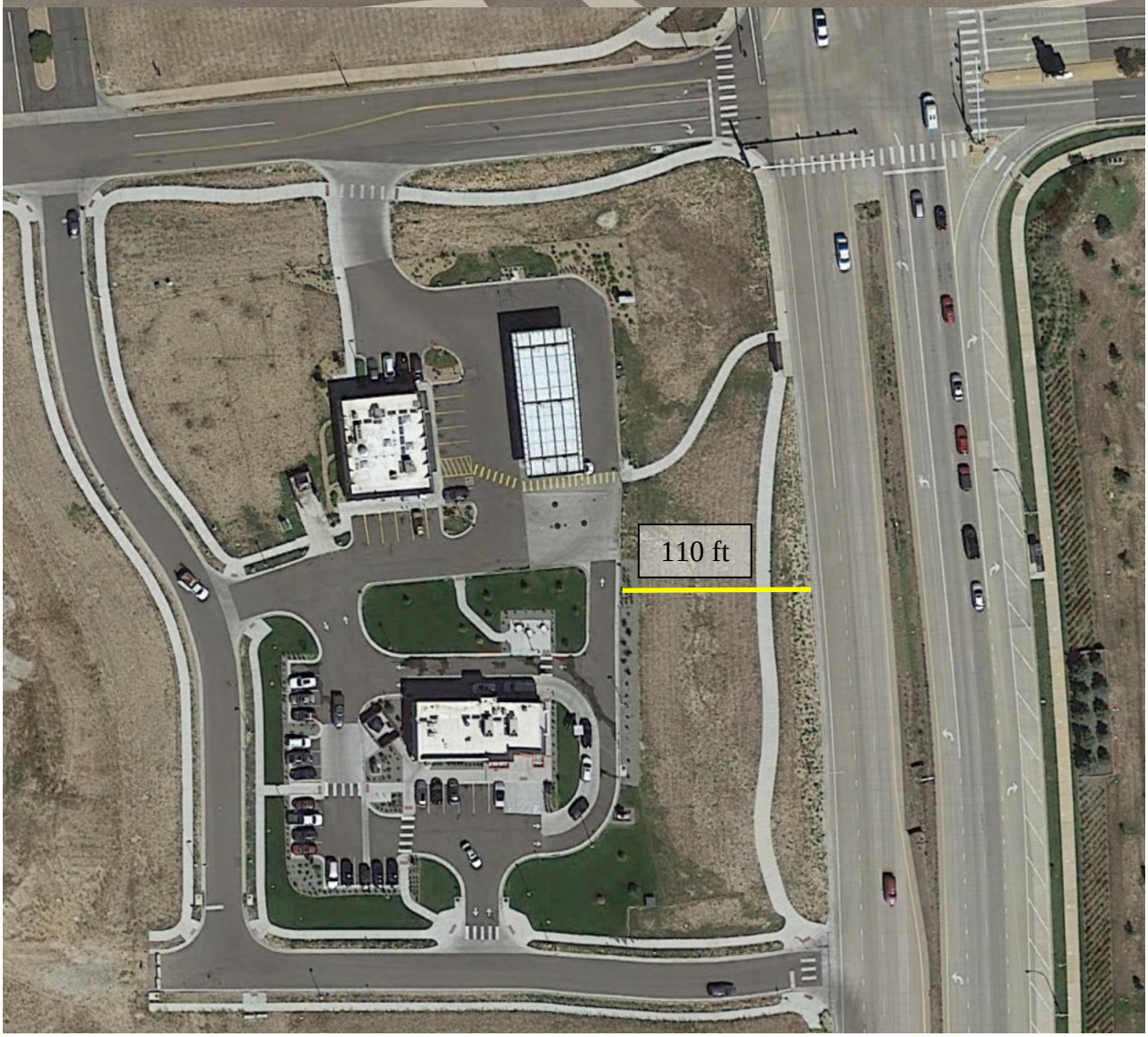
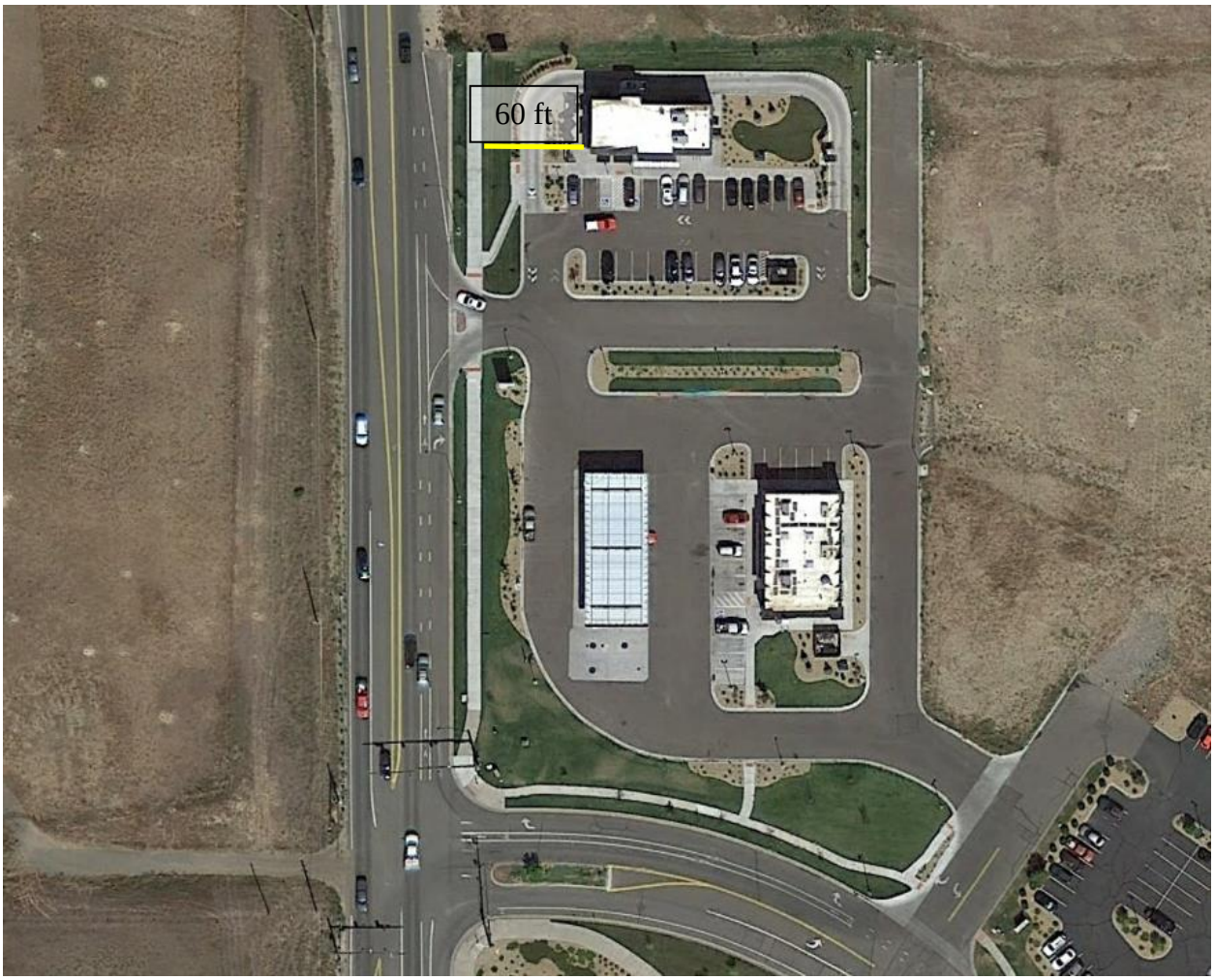


Figure 6 & 7: Pad Site Development, NW Parkway and Via Varra , Broomfield, CO

Figure 8 & 9: Pad Site Development, Indiana St and W. 87th Pkwy, Arvada, CO



PCZD Purpose
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 June 25, 2020 staff report discussed findings of compliance for the entirety of the proposal, and Planning Commission found the proposal met these criteria with the conditions of approval.

The Comprehensive Plan does not utilize a numerical standard for the setback requirement, rather it utilizes qualitative language of "separated and buffered". Staff finds Planning Commission has discretion to determine what the appropriate setback standard should be for this area in order to meet Comprehensive Plan policy.

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

border protected open space lands, as does the property that is the subject of this request.

The CDDSG requires an 8-foot tree lawn and the GDP requires an 8-foot detached sidewalk for the proposal. These will be reviewed during the PUD process and will be provided within the adjacent right-of-way. As a comparison, the eastern side of the CTC also includes an 8-foot detached sidewalk and a tree lawn that varies in width from 2-feet to 12-feet located within right-of-way. This is in addition to the 55-foot conservation easement.

Regarding the applicant's assertion that that they need a minimum truck access area width of 130 feet and a minimum building depth of 180 feet for the industrial lot interior to the site, staff finds these depths to exceed almost all comparable depths seen in the CTC. There are no existing properties in the CTC with truck bays with that depth and the largest buildings typically have a truck bay depth no more than 100-110 feet. 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. As previously discussed, by making minor modifications to this portion of the site development and shifting the internal lot line separating the pad sites from the light industrial site shown in the exhibits to the east, additional area could be provided along S. 96th St to accommodate the setback as recommended for approval by Planning Commission.

The application narrative notes that setting development back further from the street is not conducive to successful retail development. As discussed above, staff has provided other comparable recent developments in the Metro Area that have similar setbacks and still have good visibility. Staff finds that the GDP setbacks are appropriate given the context of the adjacent protected open spaces and agricultural lands and will provide good visibility to the development.

PUBLIC COMMENTS:
All public comment received to date are included as attachments.

STAFF RECOMMENDATION:
For the reasons described above, staff recommends approval of Resolution 9, 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 55-foot building and parking setback.

ATTACHMENTS:
1. Resolution No. 9, 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. City Council Communication, September 21, 2004, see page 112
9. St Louis Parish and Commercial Park GDP, 1st Amendment - 2017
10. Public Comments
11. Staff Report, June 25, 2020
12. Planning Commission minutes, June 25, 2020

RESOLUTION NO. 9
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 Planning Commission previously considered the application at a duly noticed public hearing on June 25, 2020, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated June 25, 2020. Planning Commission approved Resolution 2, Series 2020 recommending approval with 2 conditions.

WHEREAS, the applicant accepted Condition 2, and requests consideration of a revised application related to Condition 1.

WHEREAS, the City Staff has reviewed the information submitted and found that the application, with condition, 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 August 13, 2020, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated August 13, 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 condition:

1. The applicant shall revise the application to provide for a minimum 55-foot building and parking setback.

PASSED AND ADOPTED this 13th day of August, 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 145 820
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: 501 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 TRS - Centre NBR 145820
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): _____

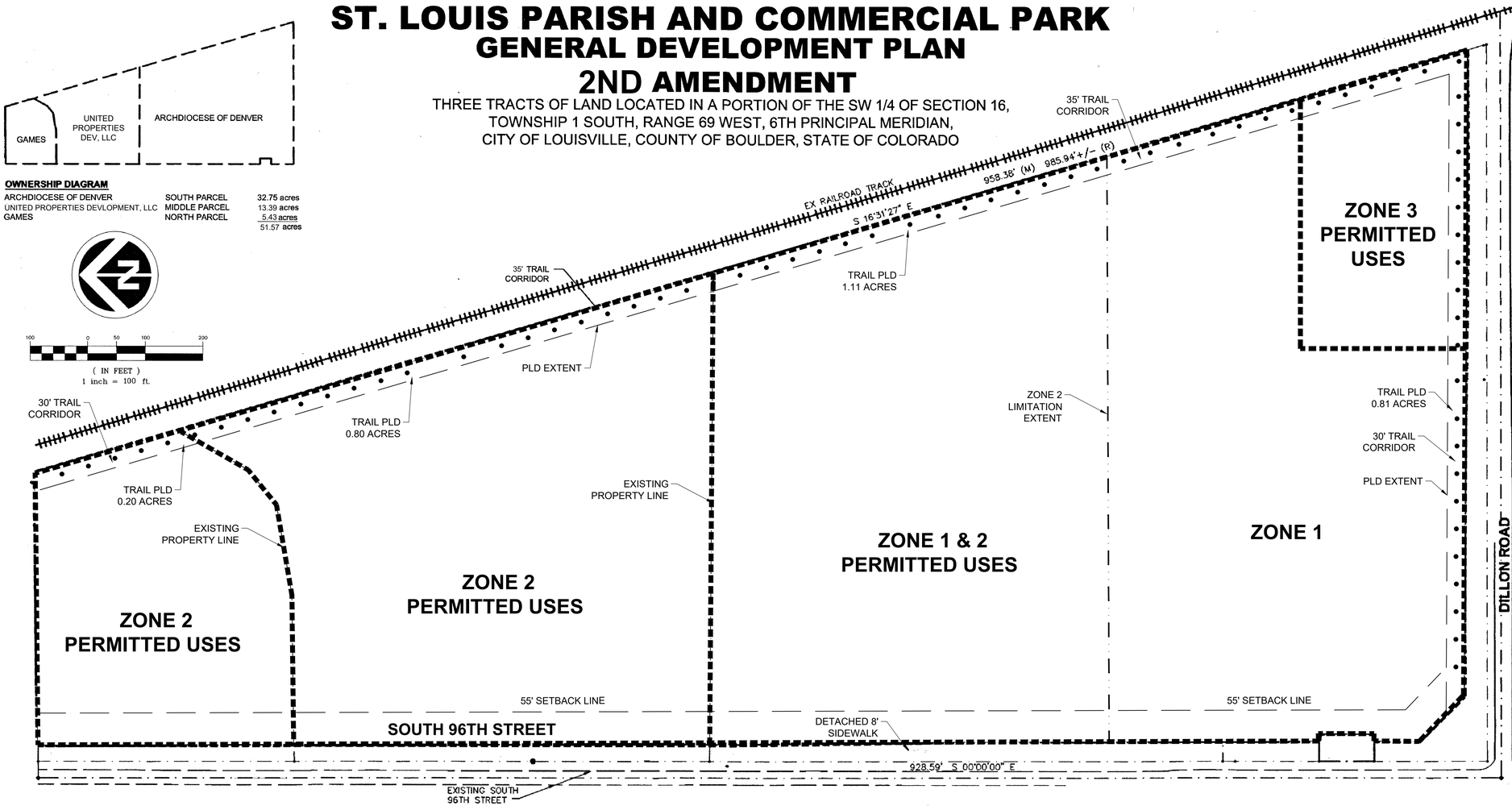
Parcel # 157516000007 Sect. 17 Township 1S Range 69

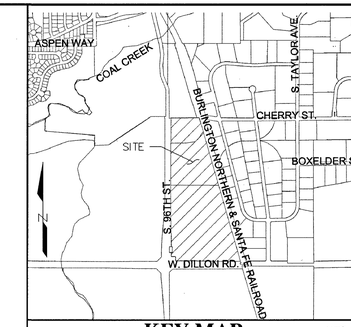
ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

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

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

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 IF PITCHED ROOF OR TWENTY (20) FEET IN HEIGHT IF SLANTED ROOF. 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 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.

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

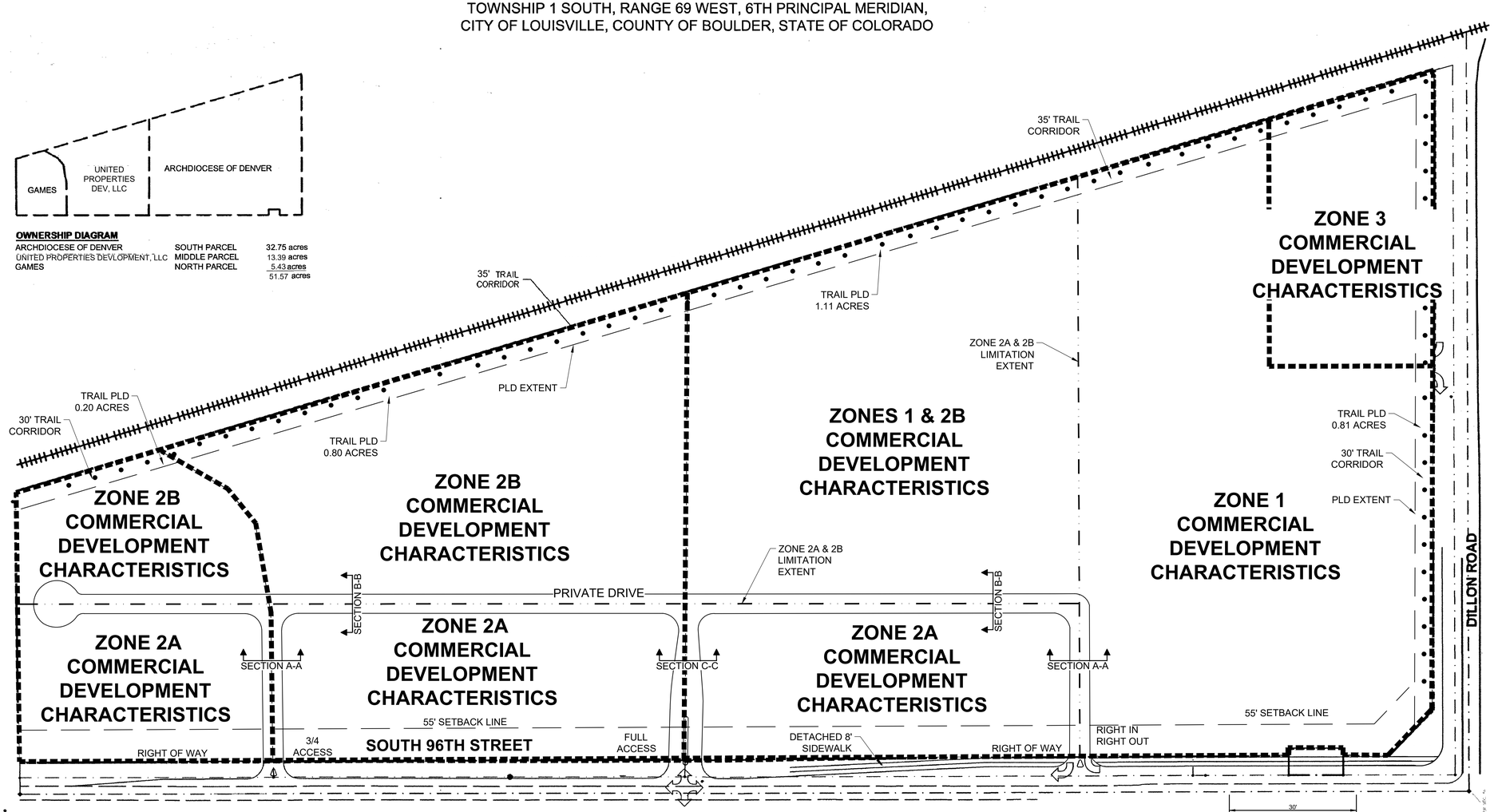
No.	Date	Description
8	08/06/2020	8TH SUBMITTAL - 2ND GDP AMENDMENT
7	03/12/2020	7TH SUBMITTAL - 2ND GDP AMENDMENT
6	03/04/2020	6TH SUBMITTAL - 2ND GDP AMENDMENT
5	01/13/2020	5TH SUBMITTAL - 2ND GDP AMENDMENT
4	11/04/2019	4TH SUBMITTAL - 2ND GDP AMENDMENT
3	09/06/2017	3RD SUBMITTAL
2	08/16/2017	2ND SUBMITTAL
1	06/08/2017	ORIGINAL ISSUE DATE

DOCUMENT AMENDMENTS

Project Number: 175001
Designed By: JDM **Drawn By:** CETB
Checked By: JDM
Sheet Number: 1of 2

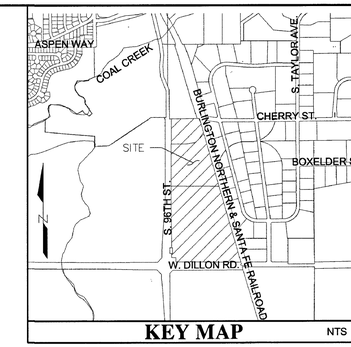
ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

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

(IN FEET)
1 inch = 100 ft.

COMMERCIAL DEVELOPMENT CHARACTERISTICS

ZONE 2A

SETBACKS:	55' FROM 96TH STREET, PER CODE OTHERWISE
PARKING:	30' FROM 96TH STREET RIGHT-OF-WAY WITH ENHANCED LANDSCAPING TO BUFFER FROM S. 96TH STREET, PER CODE OTHERWISE
HEIGHT:	25' MAXIMUM IF PITCHED ROOF OR 20' IF SLANTED ROOF 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

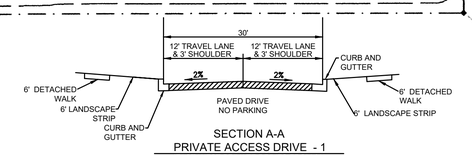
TABLES

PUBLIC LAND DEDICATION	
REQUIRED (51.57 ACRES @ 12%)	6.19 acres
PROPOSED TRAIL DEDICATION	2.92 acres
DEFICIT	3.27 acres

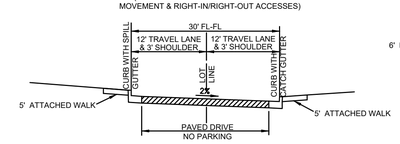
FAR DEVELOPMENT ALLOWANCE

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	

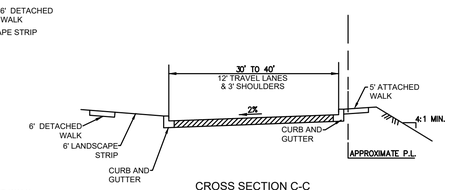
NOTE: DESIGN WILL BE ENCOURAGED TO ESTABLISH CROSS ACCESS TO DILLON ROAD



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.
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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

No.	Date	Description
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DOCUMENT AMENDMENTS

Project Number: 175001
Designed By: JDM
Drawn By: CETB
Checked By: JDM
Sheet Number: 2 of 2

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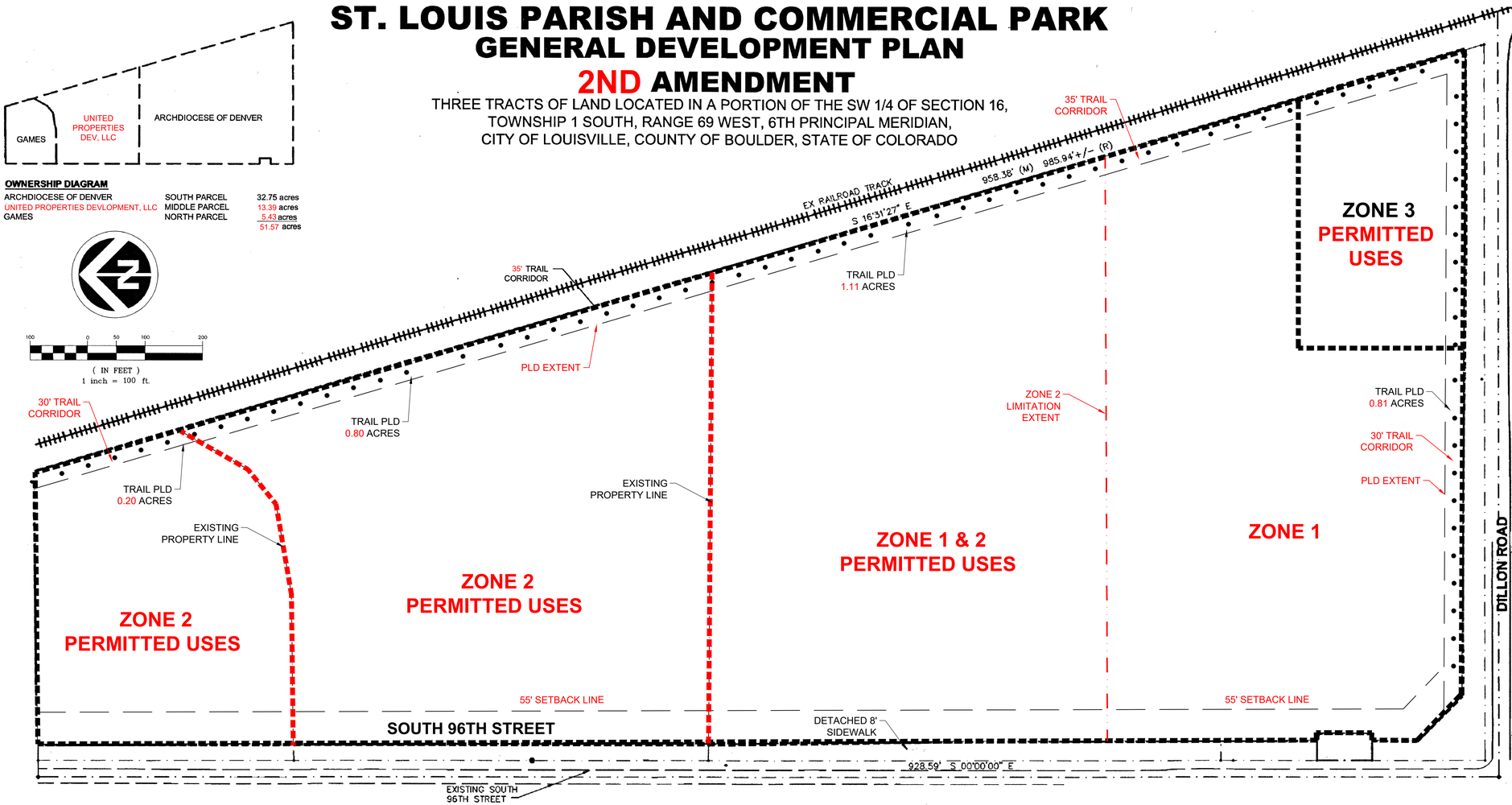
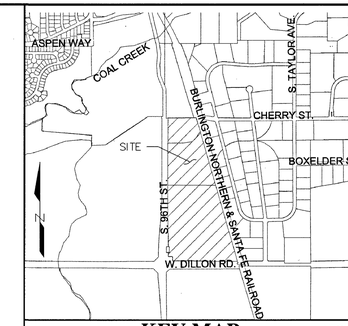
ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

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

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 IF PITCHED ROOF OR TWENTY (20) FEET IN HEIGHT IF SLANTED ROOF. 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 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:
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UNITED PROPERTIES DEVELOPMENT, LLC

STATE OF COLORADO
COUNTY OF _____
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(COMMISSION EXPIRATION)

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ARCHDIOCESE OF DENVER

STATE OF COLORADO
COUNTY OF _____
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(NOTARY'S OFFICIAL SIGNATURE)

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GENERAL DEVELOPMENT PLAN
2ND AMENDMENT

EES ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
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DOCUMENT AMENDMENTS

Project Number: 175001
Designed By: JDM
Drawn By: CETB
Checked By: JDM
Sheet Number: 1of 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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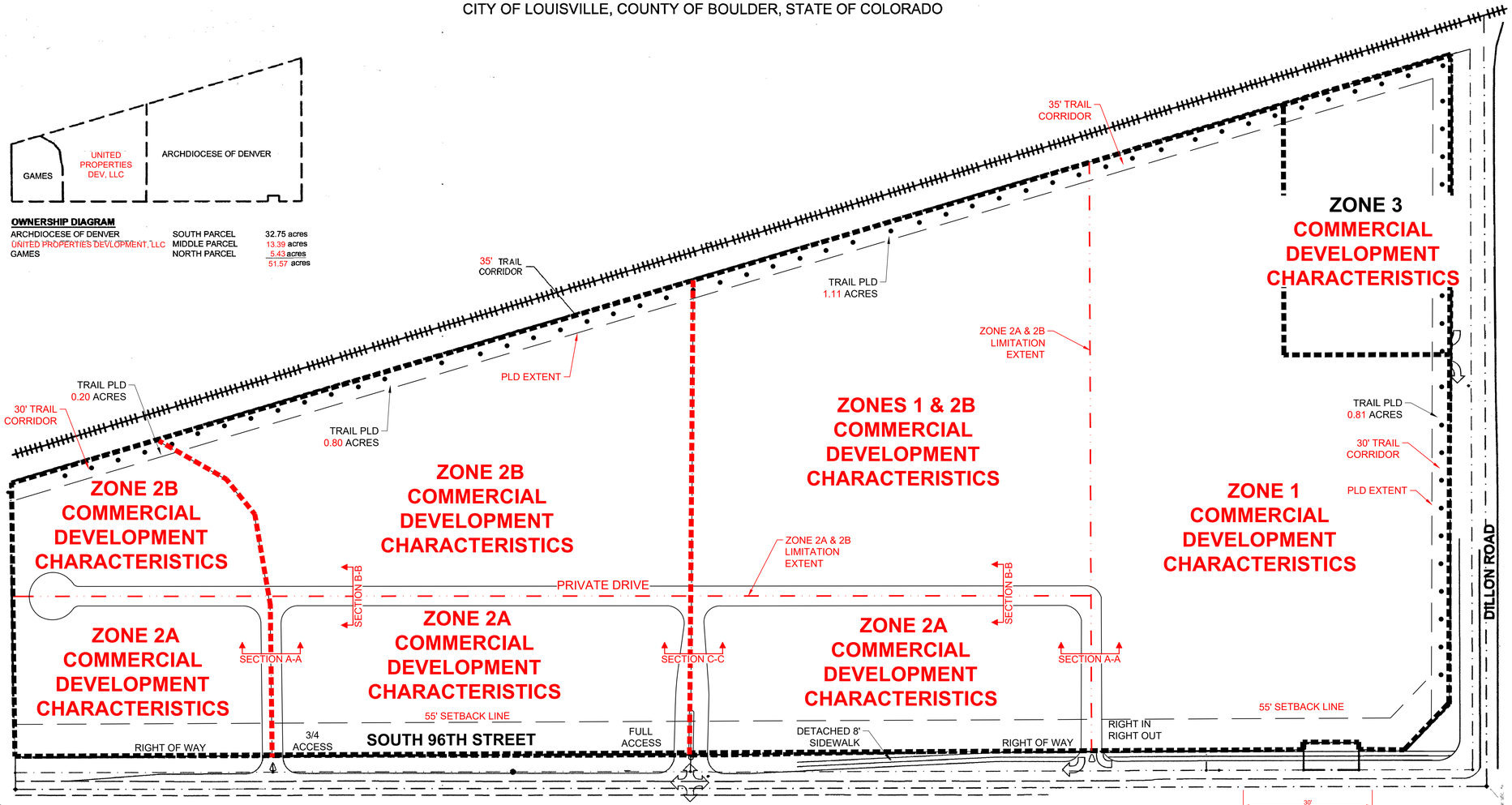

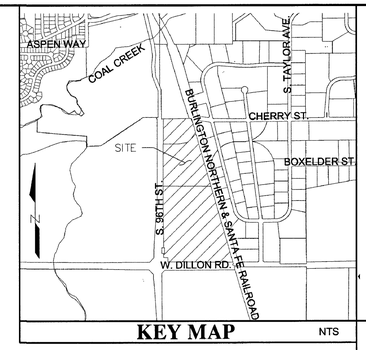

KEY MAP NTS

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:	30' FROM 96TH STREET RIGHT-OF-WAY WITH ENHANCED LANDSCAPING TO BUFFER FROM S. 96TH STREET, PER CODE OTHERWISE
HEIGHT:	25' MAXIMUM IF PITCHED ROOF OR 20' IF SLANTED ROOF 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
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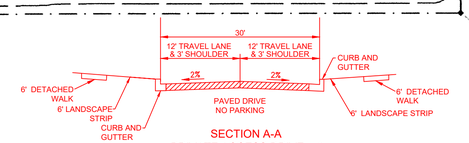

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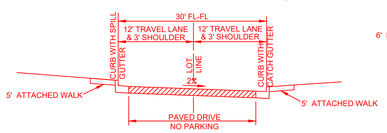

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PRIVATE ACCESS DRIVE WITH ATTACHED SIDEWALK
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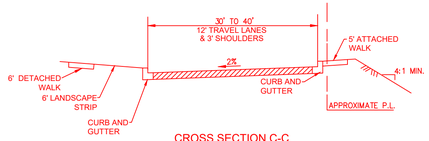

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PRIVATE ACCESS DRIVE - 1
(EAST-WEST PRIVATE DRIVE FROM SIGNALIZED FULL ACCESS)

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GENERAL DEVELOPMENT PLAN
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DOCUMENT AMENDMENTS

Project Number: 175001
Designed By: JDM
Drawn By: CETB
Checked By: JDM
Sheet Number: 2 of 2

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TRANSPORTATION CONSULTANTS, INC.

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															
WB Right	RIRO	--	--	--	--	--	--	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															
WB Right	Three-	--	--	--	--	--	--	B	B	A	--	--	--	B	C	A
SB Left	Quarter	--	--	--	--	--	--	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															
SB Right	RIRO	--	--	--	--	--	--	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.

Figure 1

Vicinity Map

Louisville Industrial Park (LSC #180012)

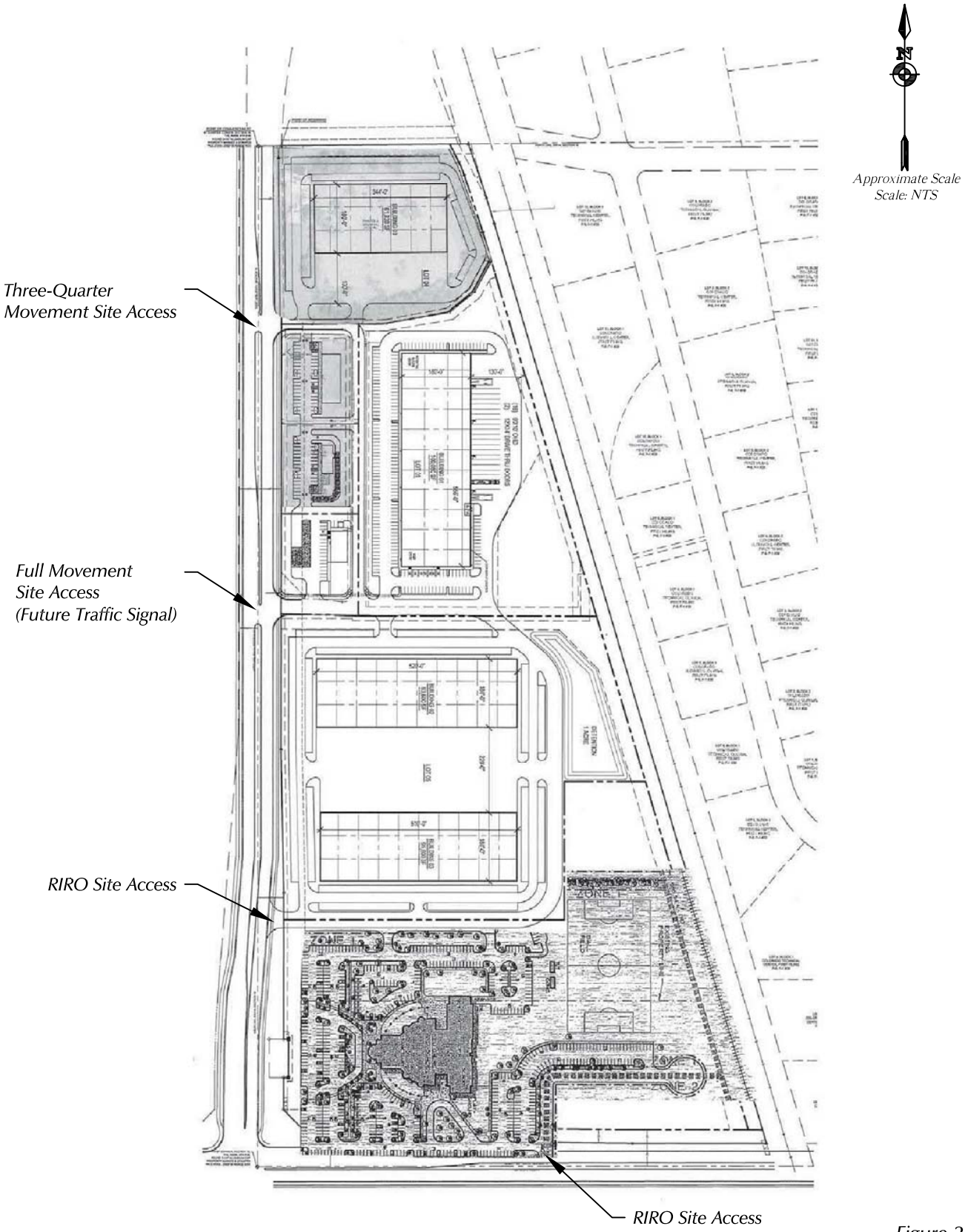
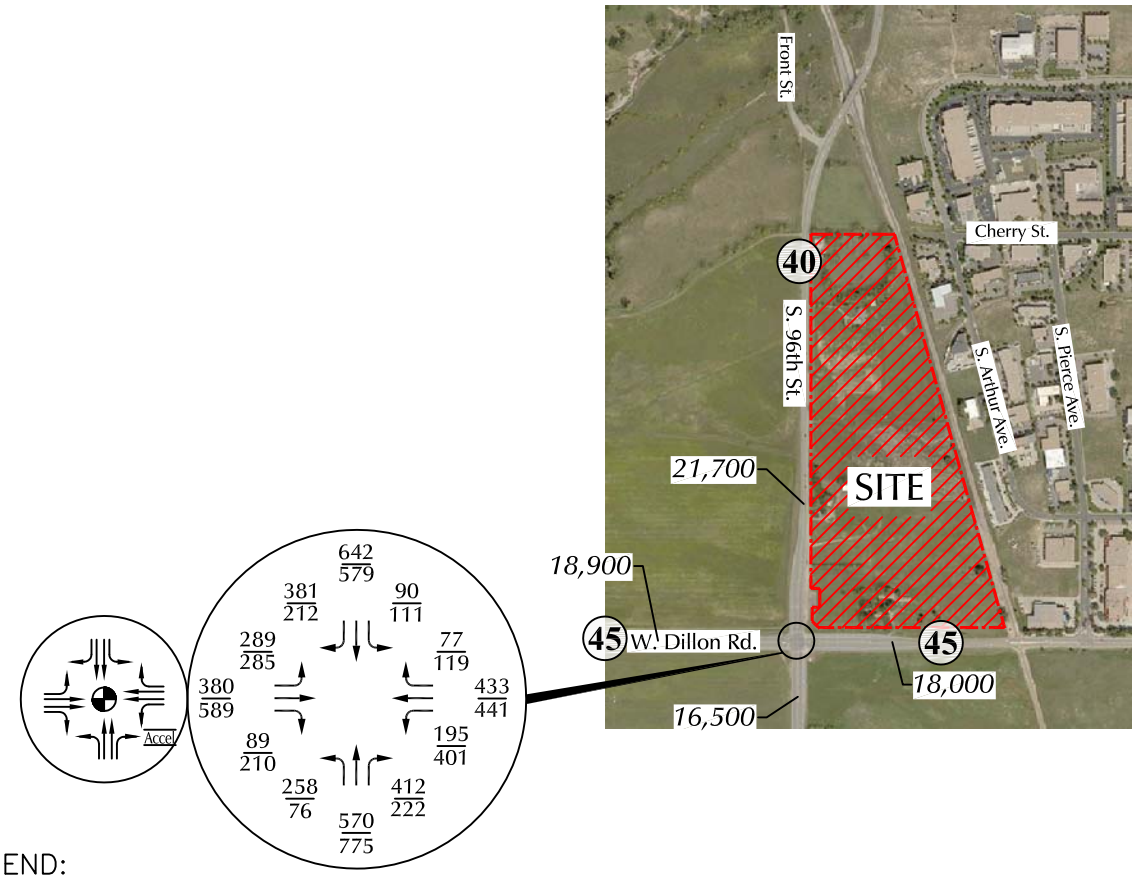


Figure 2

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

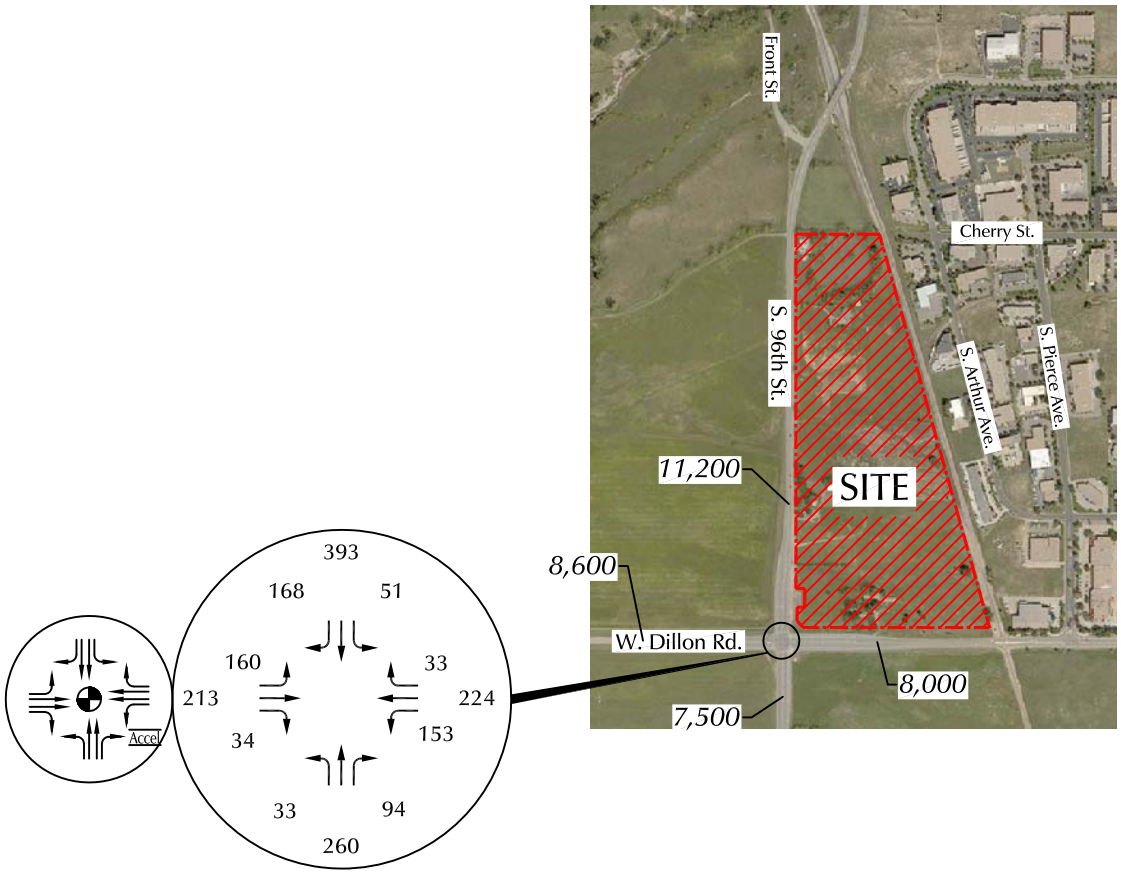
26/35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

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

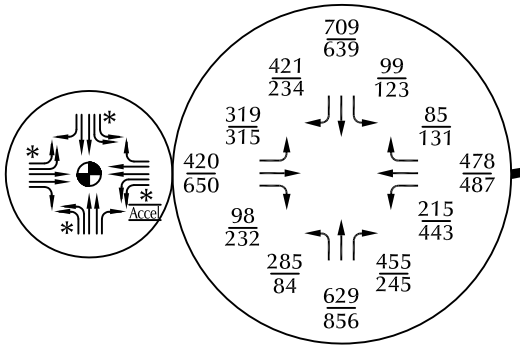
Existing Sunday Traffic, Lane Geometry and Traffic Control

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

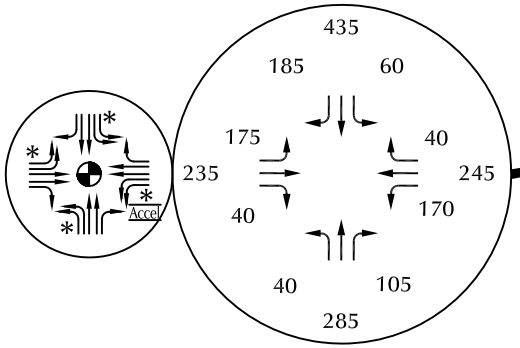
Figure 4a

Year 2024 Weekday Background Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

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

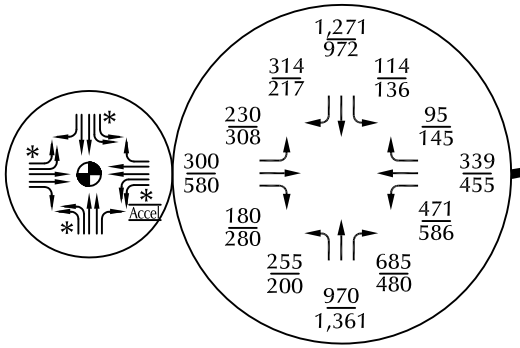
Year 2024 Sunday Background Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

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 Hernadez.

LEGEND:

= Stop Sign

= Traffic Signal

26/35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

500 = Weekday Daily Traffic

Figure 5a

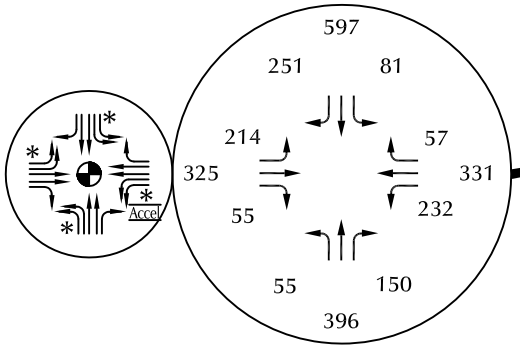
Year 2040 Weekday Background Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

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: Growth rates are assumed to be similar to the weekday scenario.

LEGEND:

= Stop Sign

= Traffic Signal

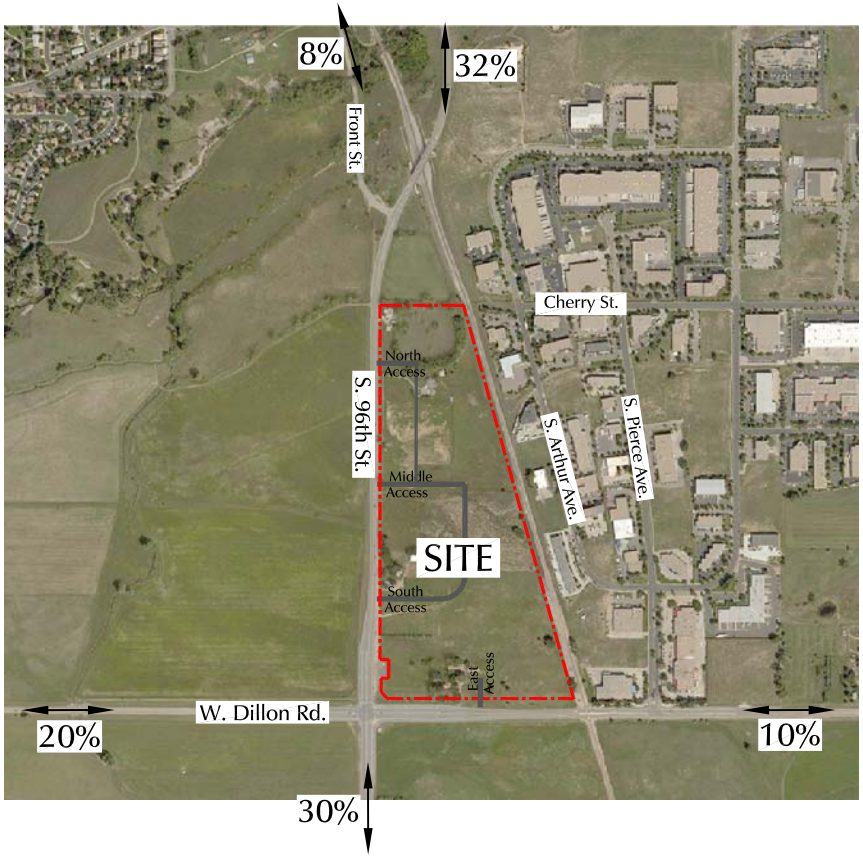
26 = Sunday AM Peak Hour Traffic

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'

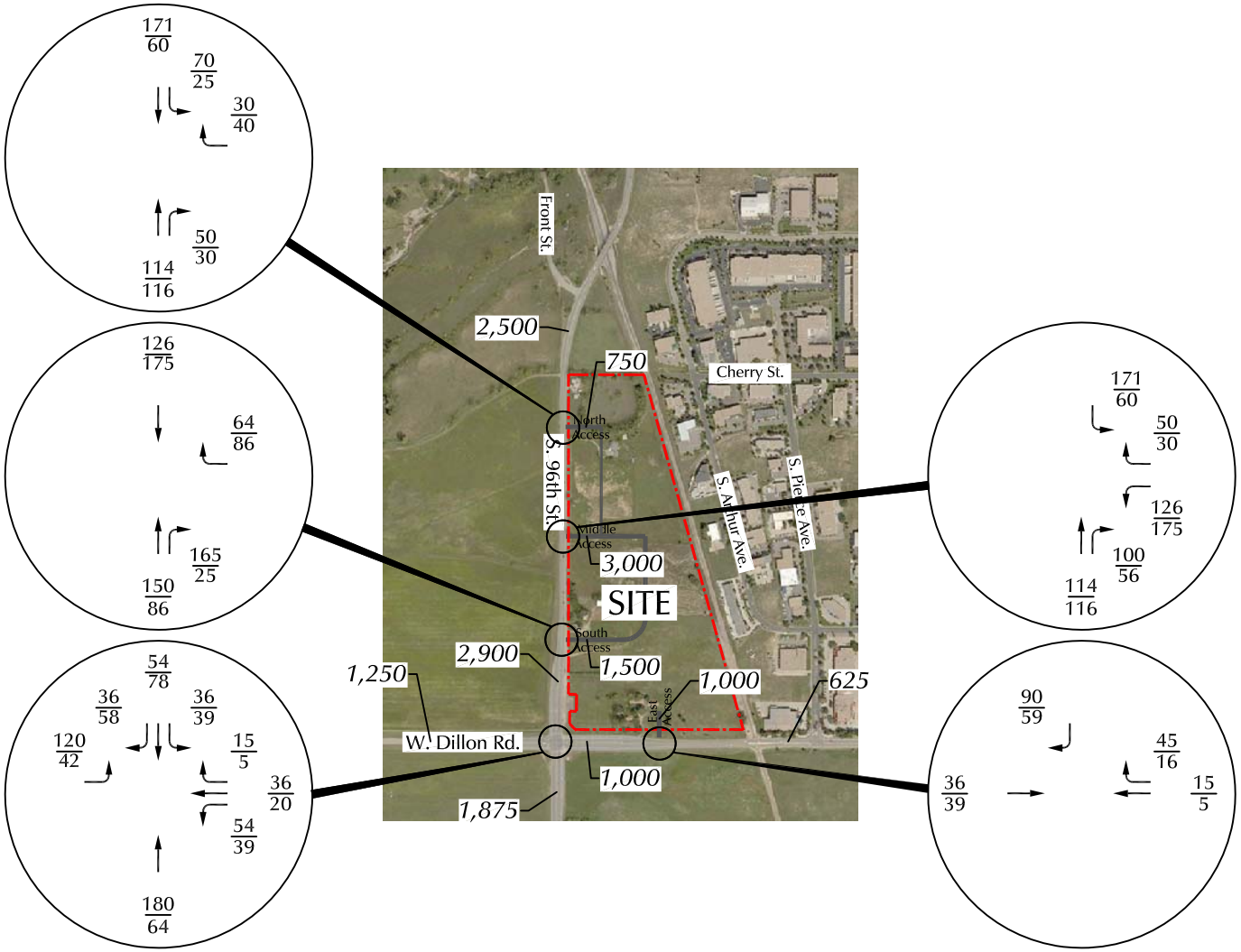
LEGEND:

20% = Percent Directional Distribution

Figure 6

Directional Distribution of Site-Generated Traffic

Louisville Industrial Park (LSC #180012)



LEGEND:

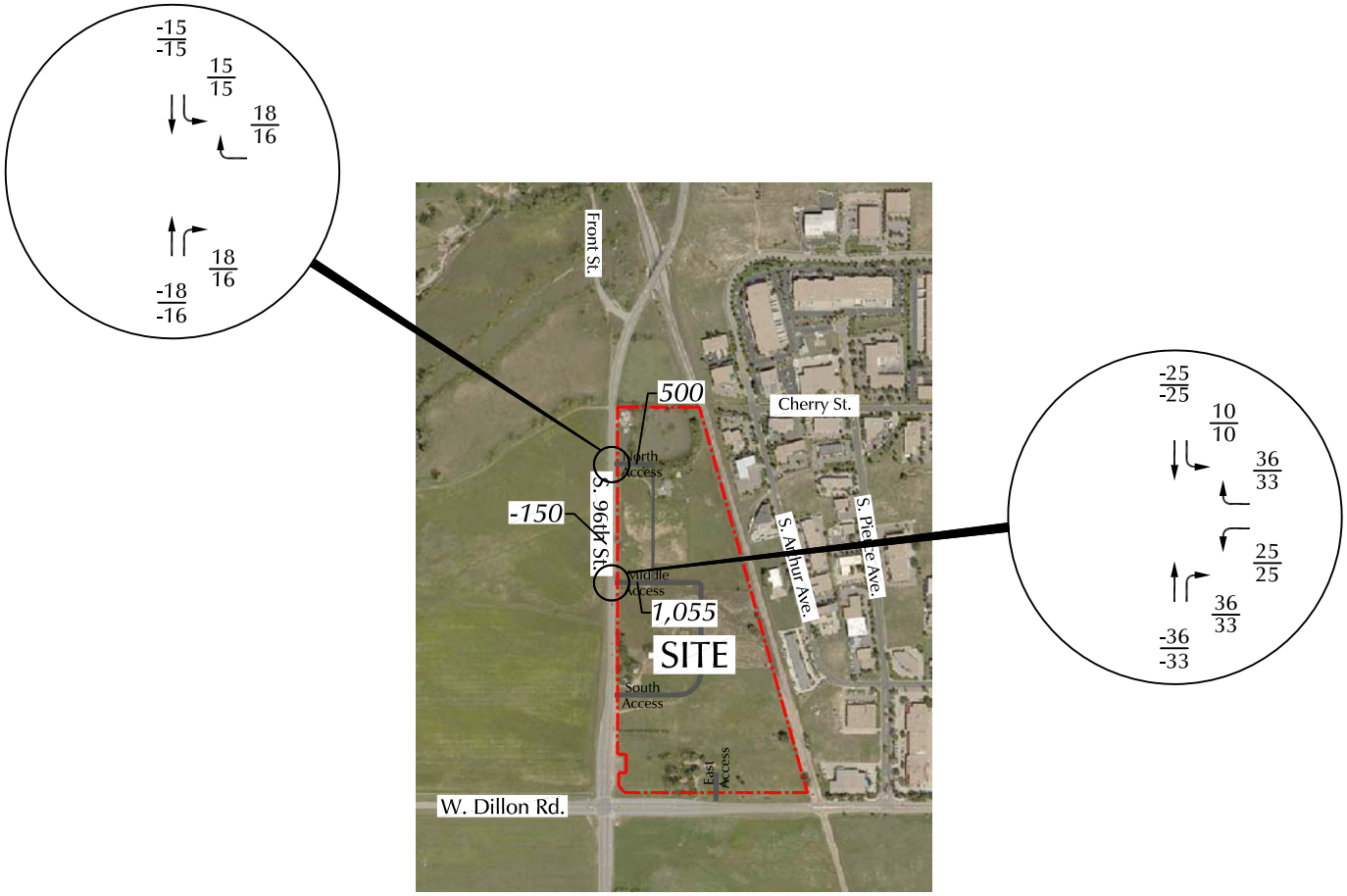
26/35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

500 = Weekday Daily Traffic

Figure 7a

Assignment of Weekday Primary Site-Generated Traffic

Louisville Industrial Park (LSC #180012)



LEGEND:

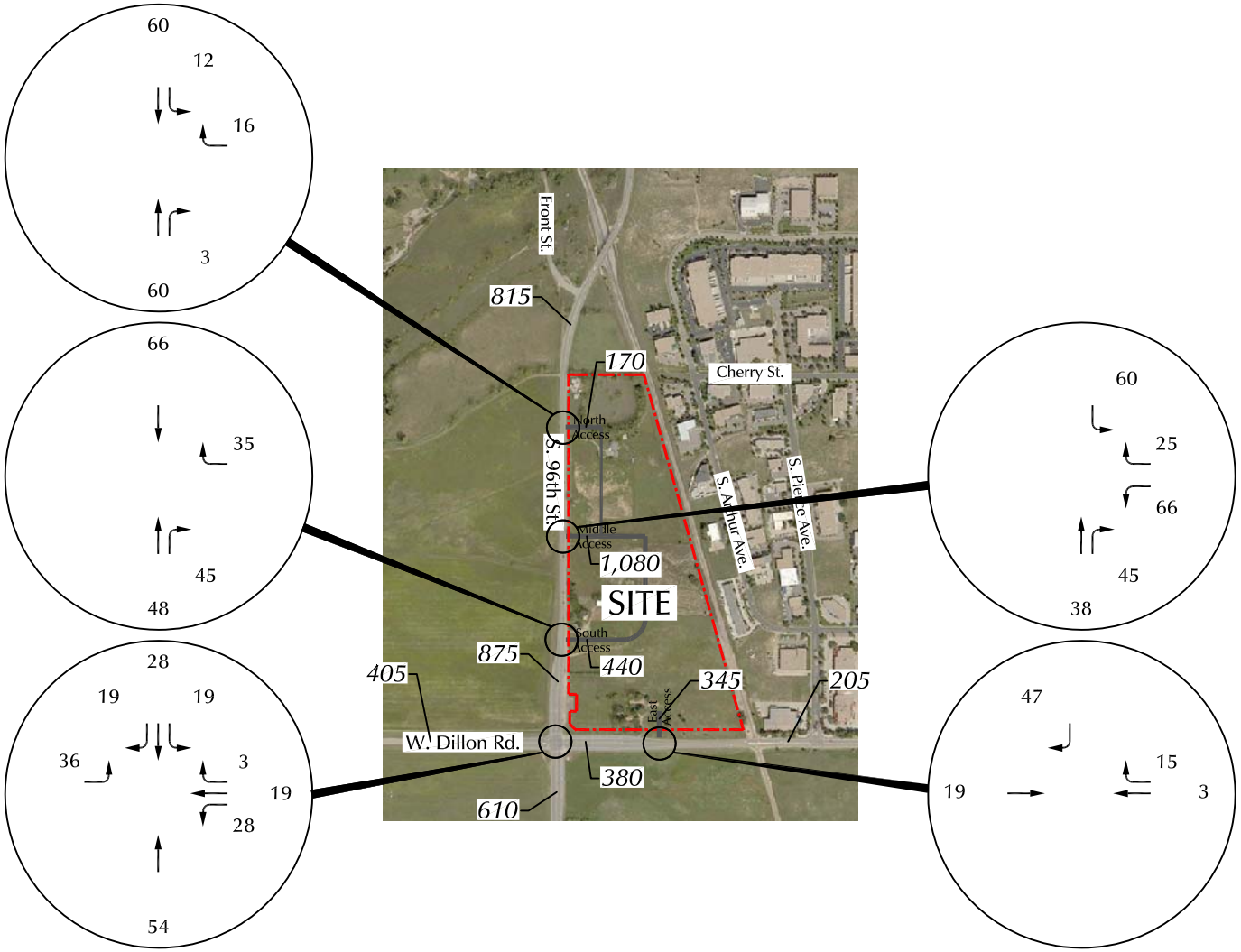
$\frac{26}{35}$ = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

500 = Weekday Daily Traffic

Figure 7b

Assignment of Weekday Passby Site-Generated Traffic

Louisville Industrial Park (LSC #180012)



LEGEND:

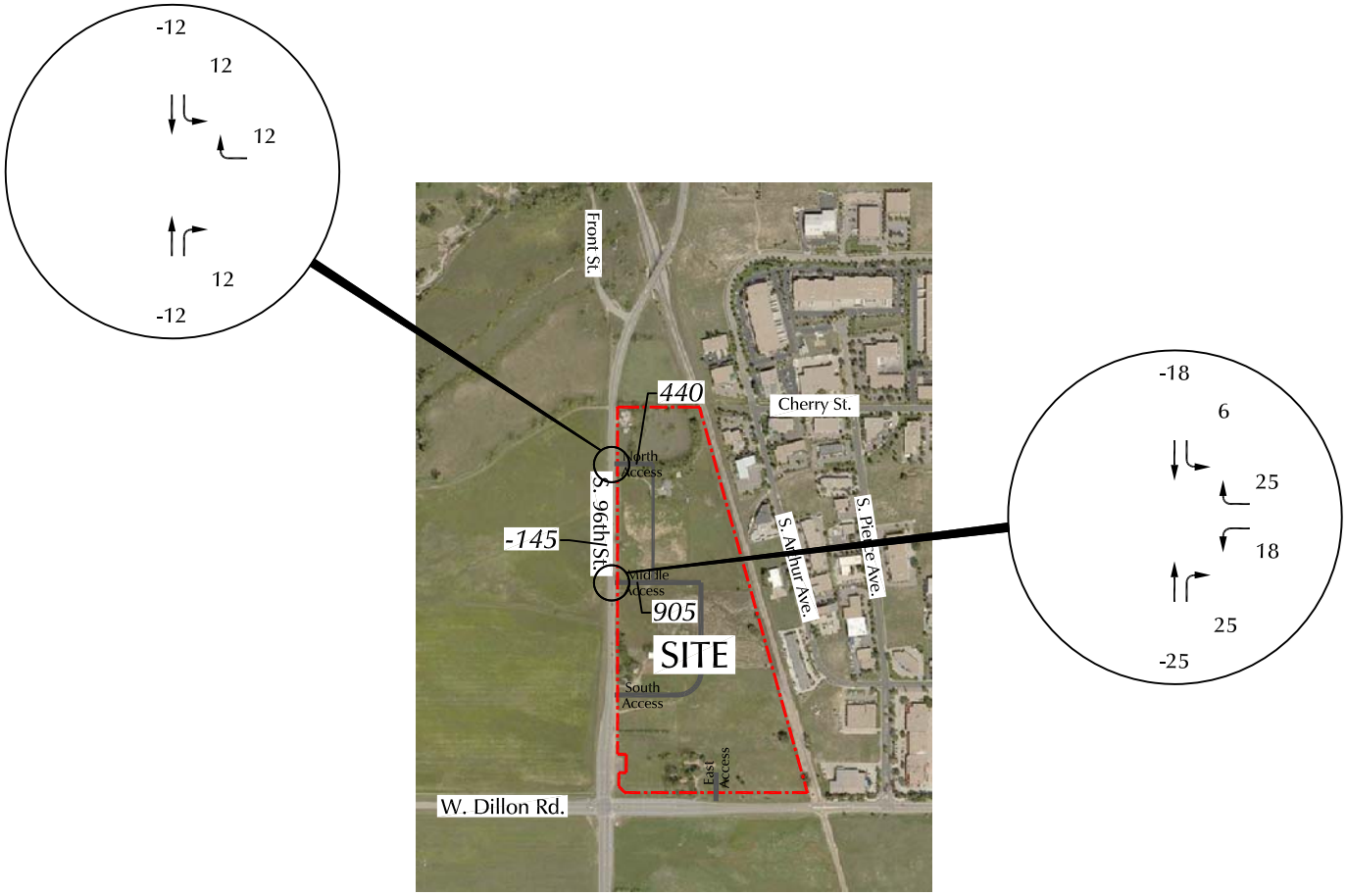
26 = Sunday AM Peak Hour Traffic

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

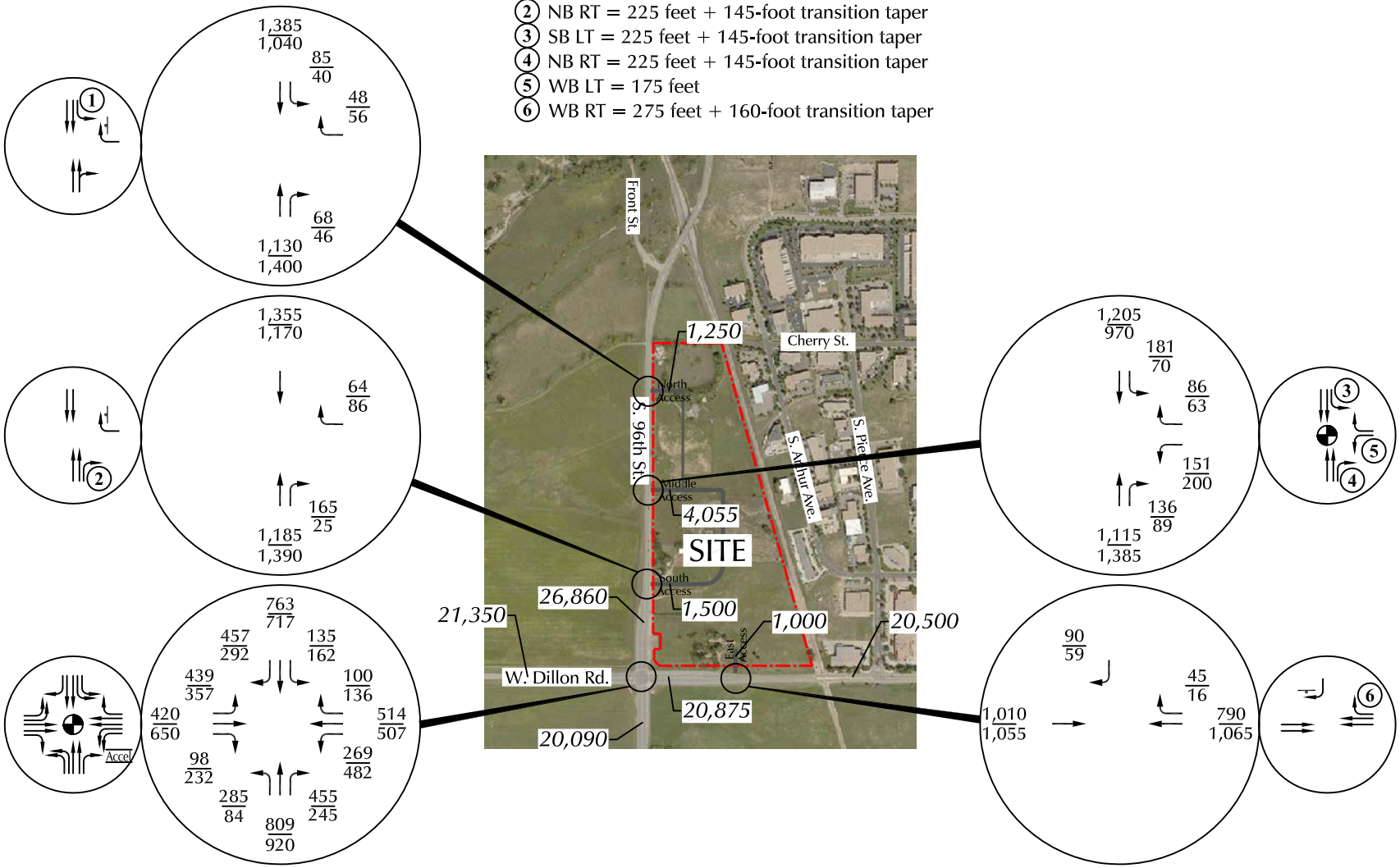
Figure 8b

Assignment of Sunday Passby Site-Generated Traffic

Louisville Industrial Park (LSC #180012)

LSC TRANSPORTATION CONSULTANTS, INC.

1. SB LT = 225 feet + 145-foot transition taper and 30:1 redirect taper
2. NB RT = 225 feet + 145-foot transition taper
3. SB LT = 225 feet + 145-foot transition taper
4. NB RT = 225 feet + 145-foot transition taper
5. WB LT = 175 feet
6. WB RT = 275 feet + 160-foot transition taper



LEGEND:

= Stop Sign

= Traffic Signal

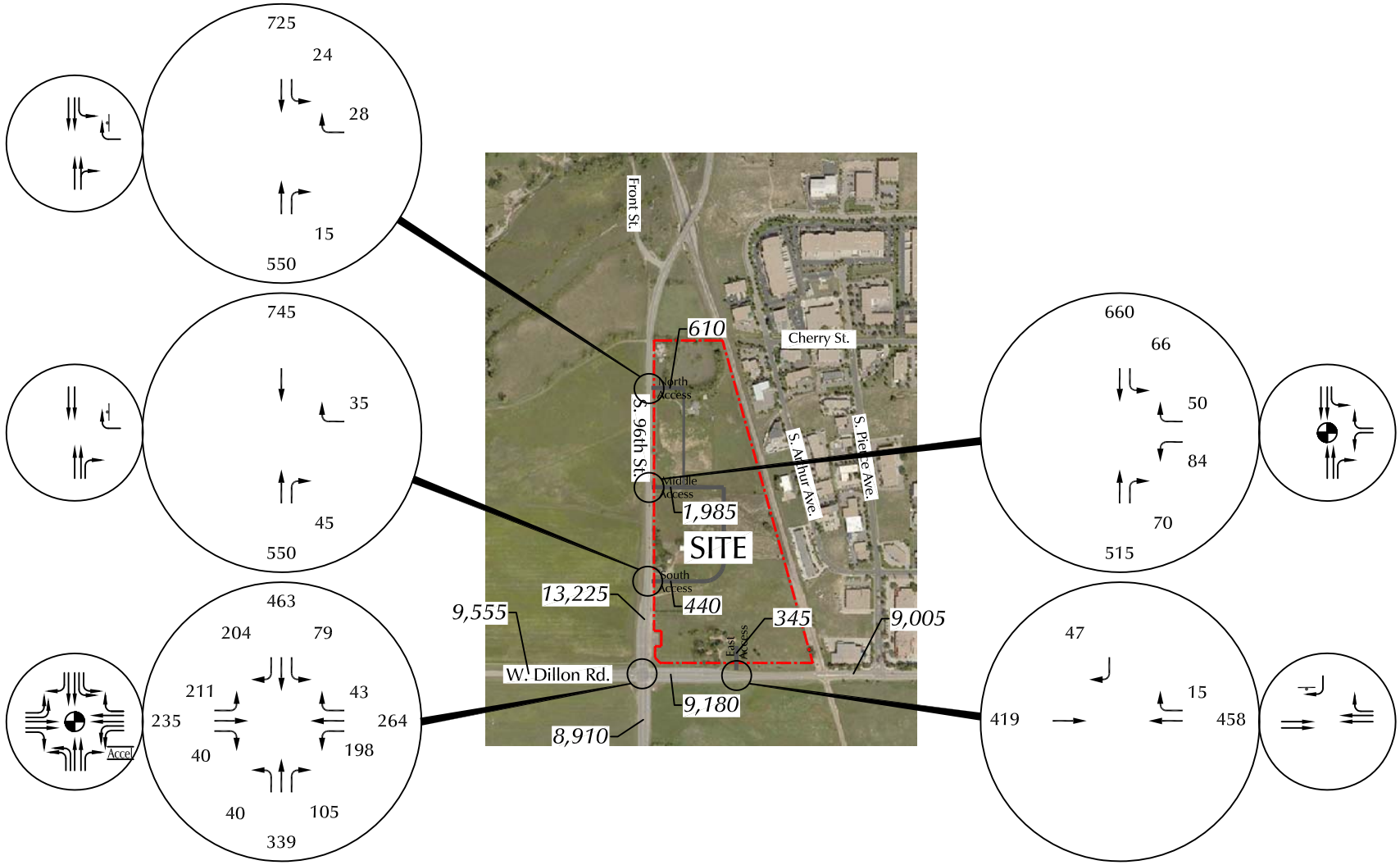
26 / 35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

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

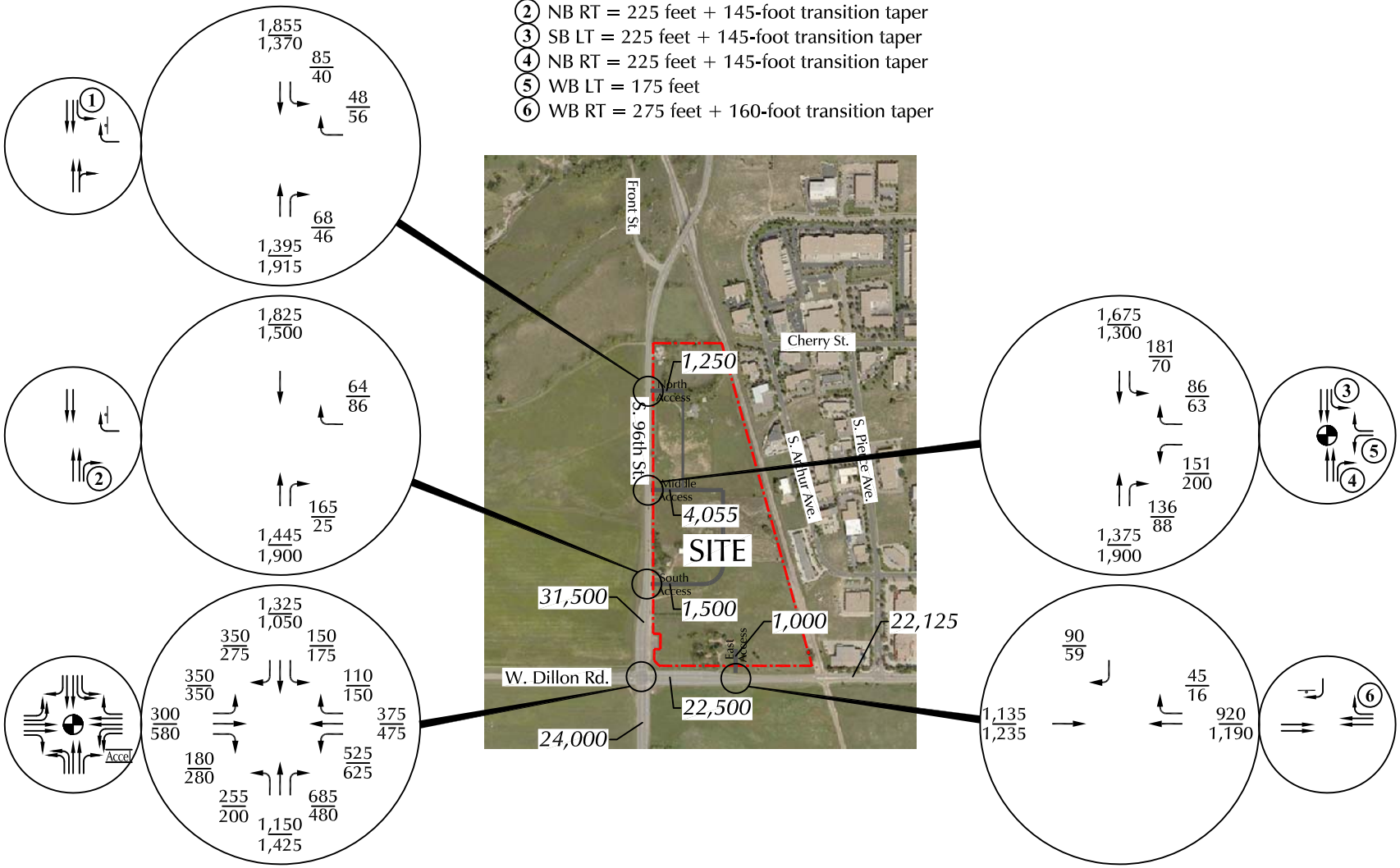
Year 2024 Sunday Total Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

LSC TRANSPORTATION CONSULTANTS, INC.

LSC TRANSPORTATION CONSULTANTS, INC.

1. SB LT = 225 feet + 145-foot transition taper and 30:1 redirect taper
2. NB RT = 225 feet + 145-foot transition taper
3. SB LT = 225 feet + 145-foot transition taper
4. NB RT = 225 feet + 145-foot transition taper
5. WB LT = 175 feet
6. WB RT = 275 feet + 160-foot transition taper



LEGEND:

= Stop Sign

= Traffic Signal

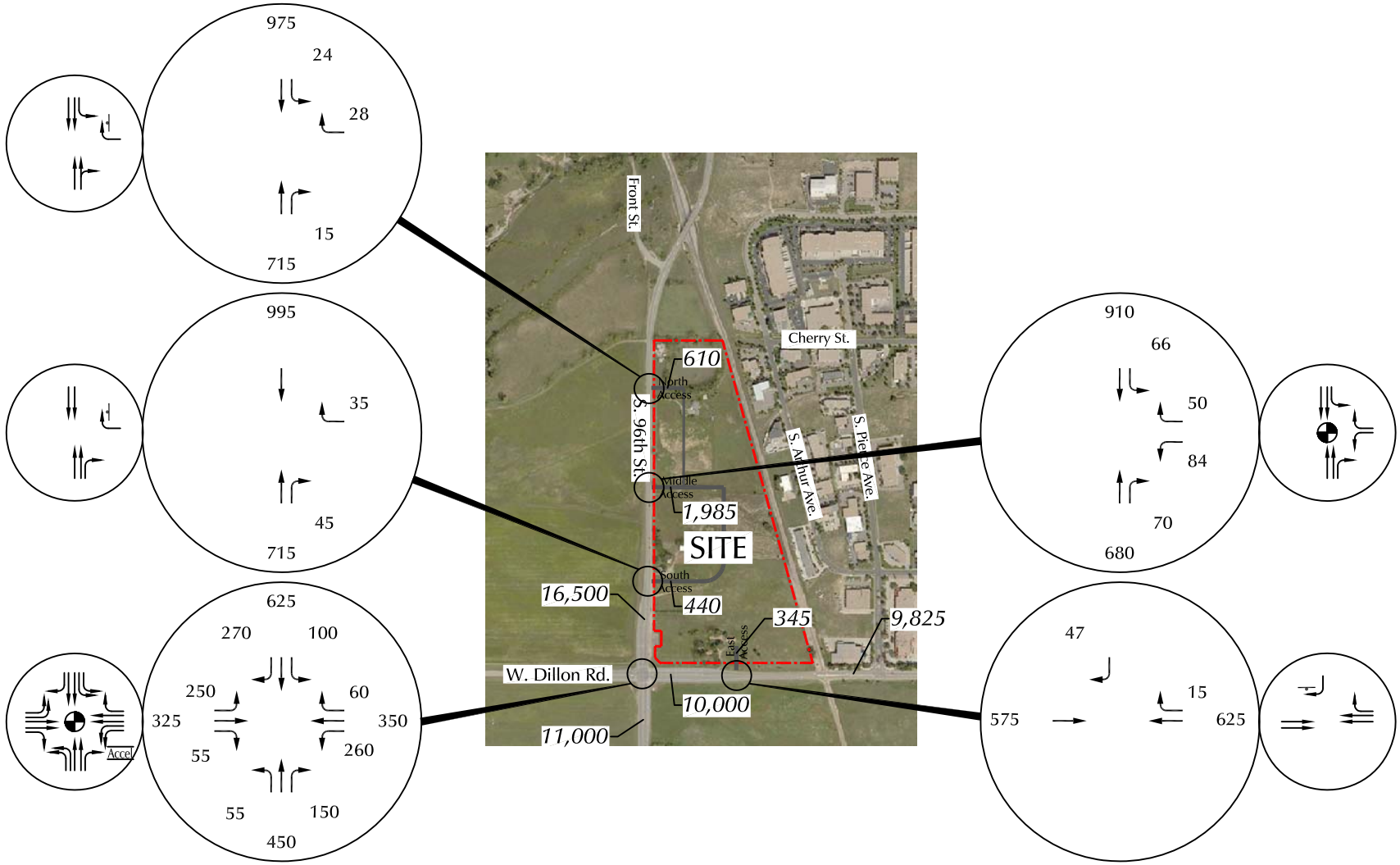
26 / 35 = Weekday AM Peak Hour Traffic / Weekday PM Peak Hour Traffic

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)

LSC TRANSPORTATION CONSULTANTS, INC.

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

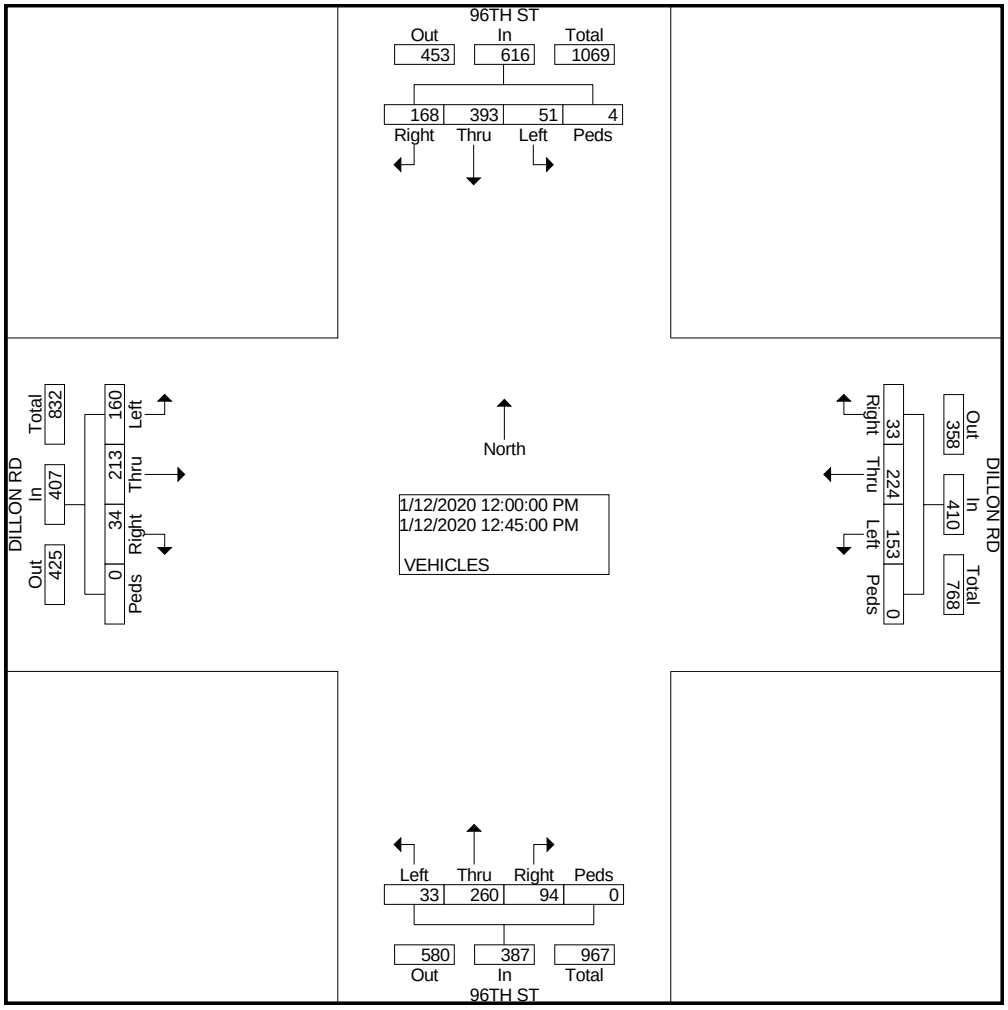
	96TH ST Southbound				DILLON RD Westbound				96TH ST Northbound				DILLON RD Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
10:00 AM	8	71	42	0	17	40	5	0	11	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)

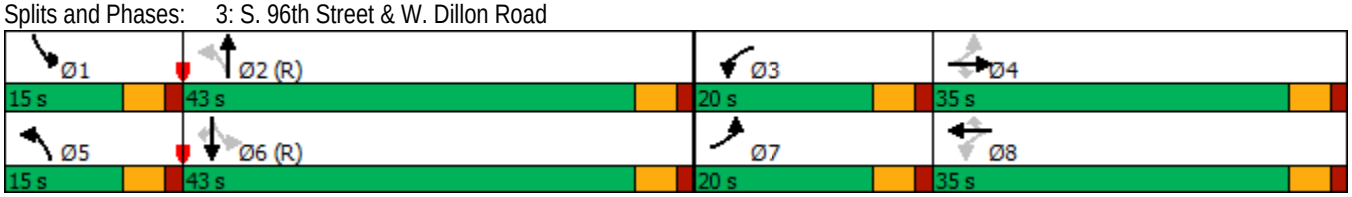
Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

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	

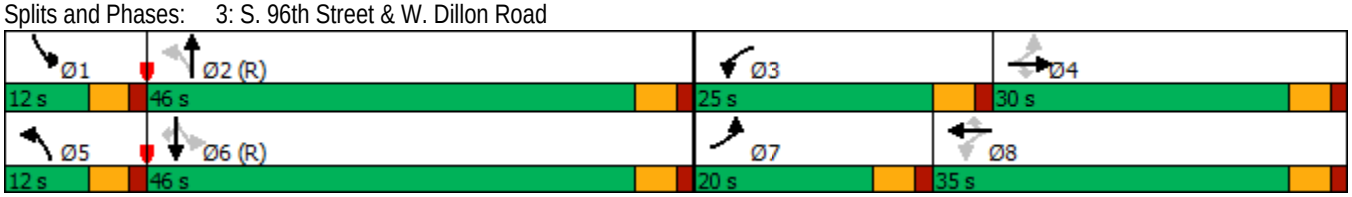
Splits and Phases: 3: S. 96th Street & W. Dillon Road



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	

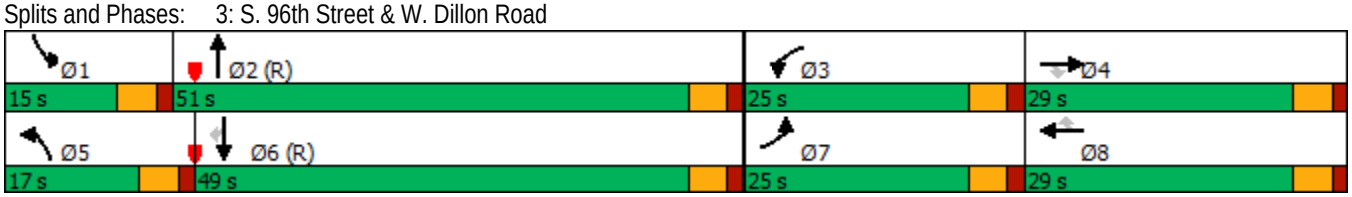
Intersection Summary	
Cycle Length: 113	
Actuated Cycle Length: 113	
Offset: 62 (55%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 24.1	Intersection LOS: C
Intersection Capacity Utilization 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	

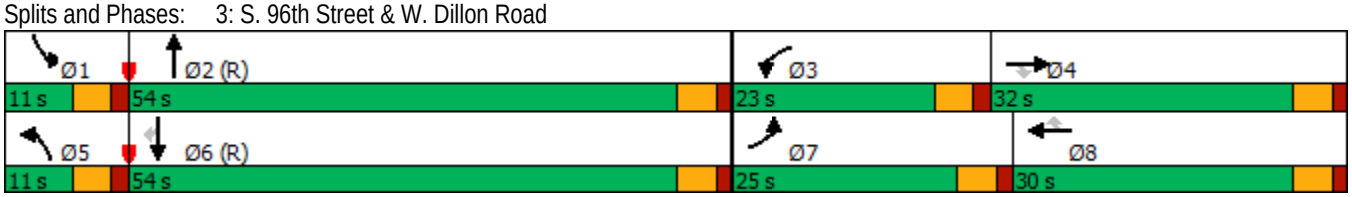
Splits and Phases: 3: S. 96th Street & W. Dillon Road



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	

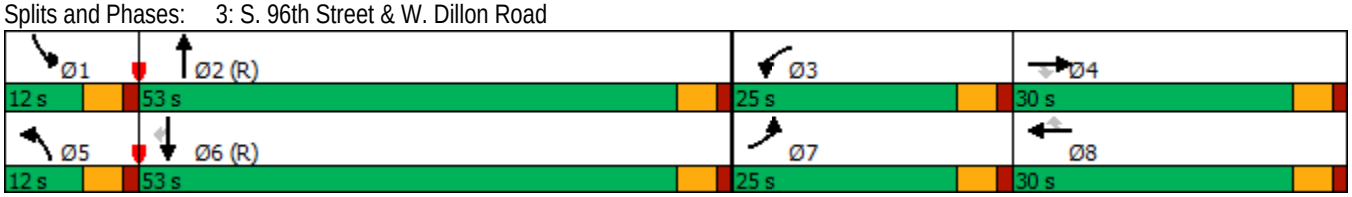
Splits and Phases: 3: S. 96th Street & W. Dillon Road



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	

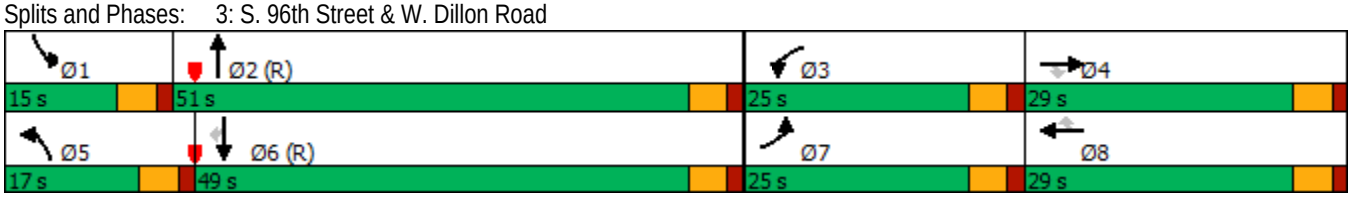
Splits and Phases: 3: S. 96th Street & W. Dillon Road



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	-	-	-	-	-	-

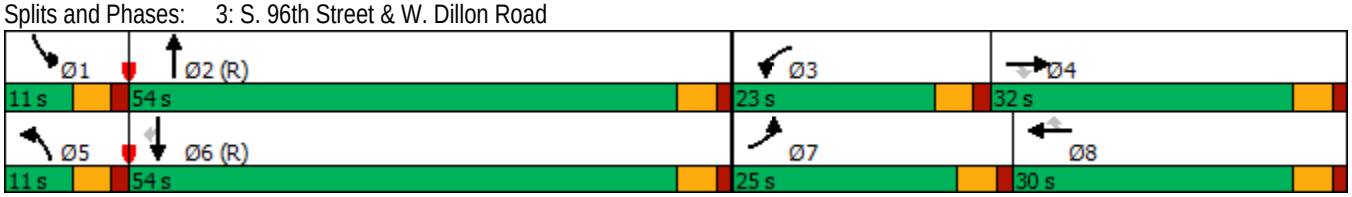
Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

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	-	-	-	-	-	-

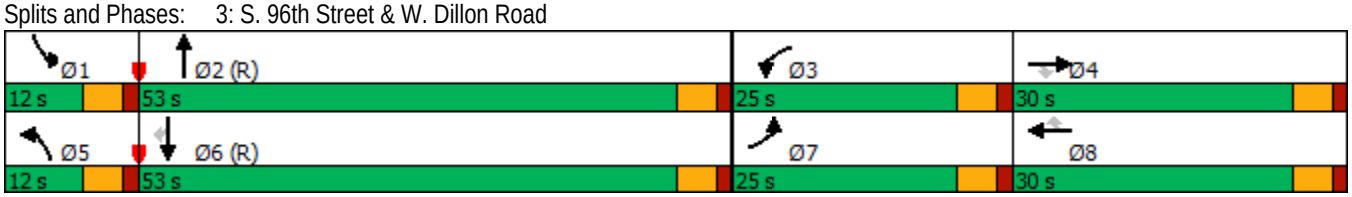
Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.1
HCM LOS			B

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	-	-	-	-	-	-

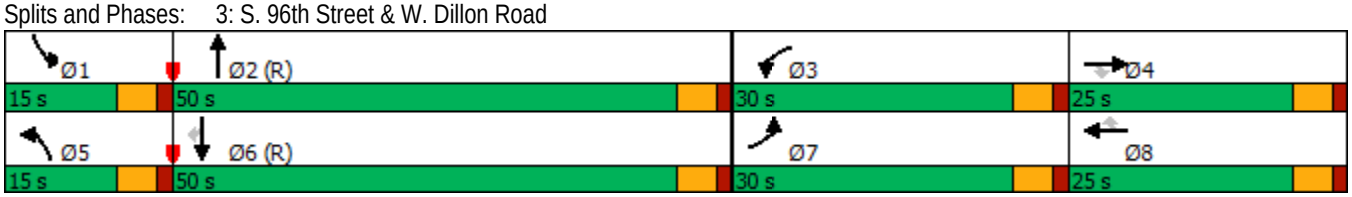
Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

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	

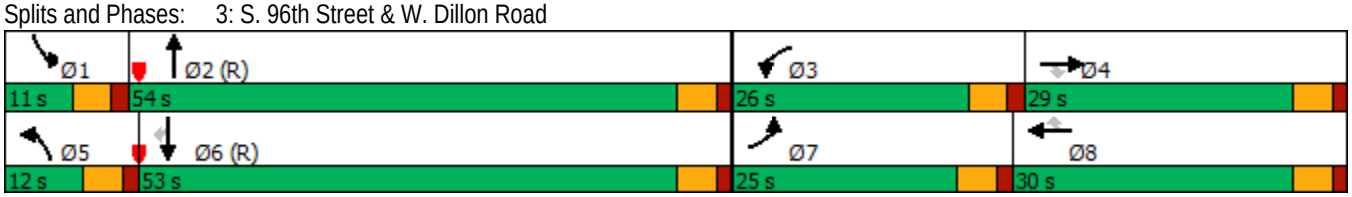
Splits and Phases: 3: S. 96th Street & W. Dillon Road



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	

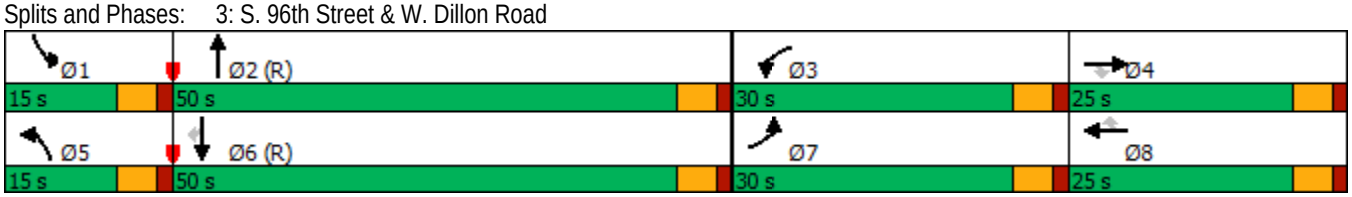
Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 19 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 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	-	-	-	-	-	-

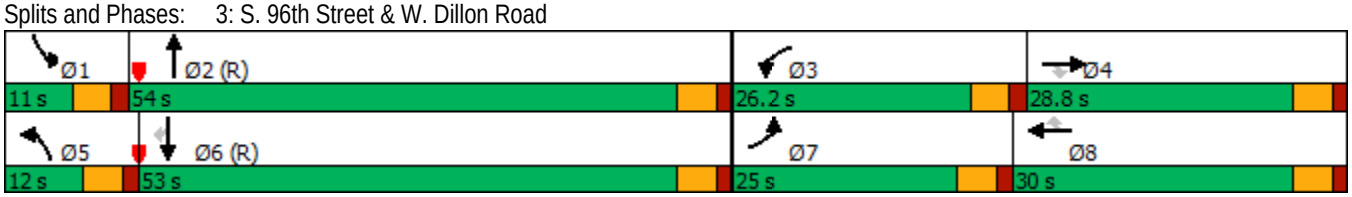
Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

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

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

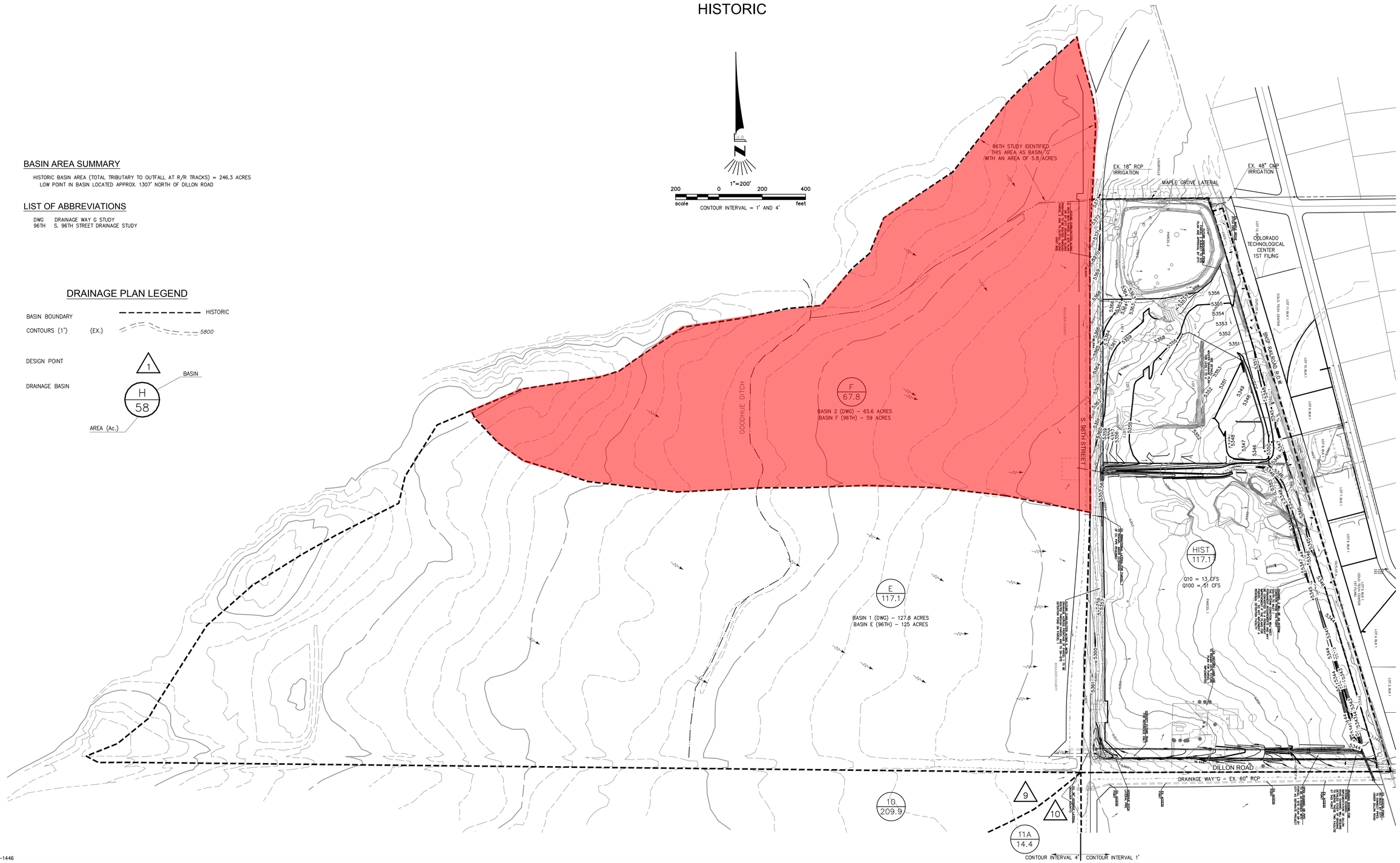
CONTOURS (1') (EX.) — 5800

DESIGN POINT — 1

DRAINAGE BASIN — H / 58 — BASIN

AREA (Ac.)

HISTORIC



FILE: MDP-1446

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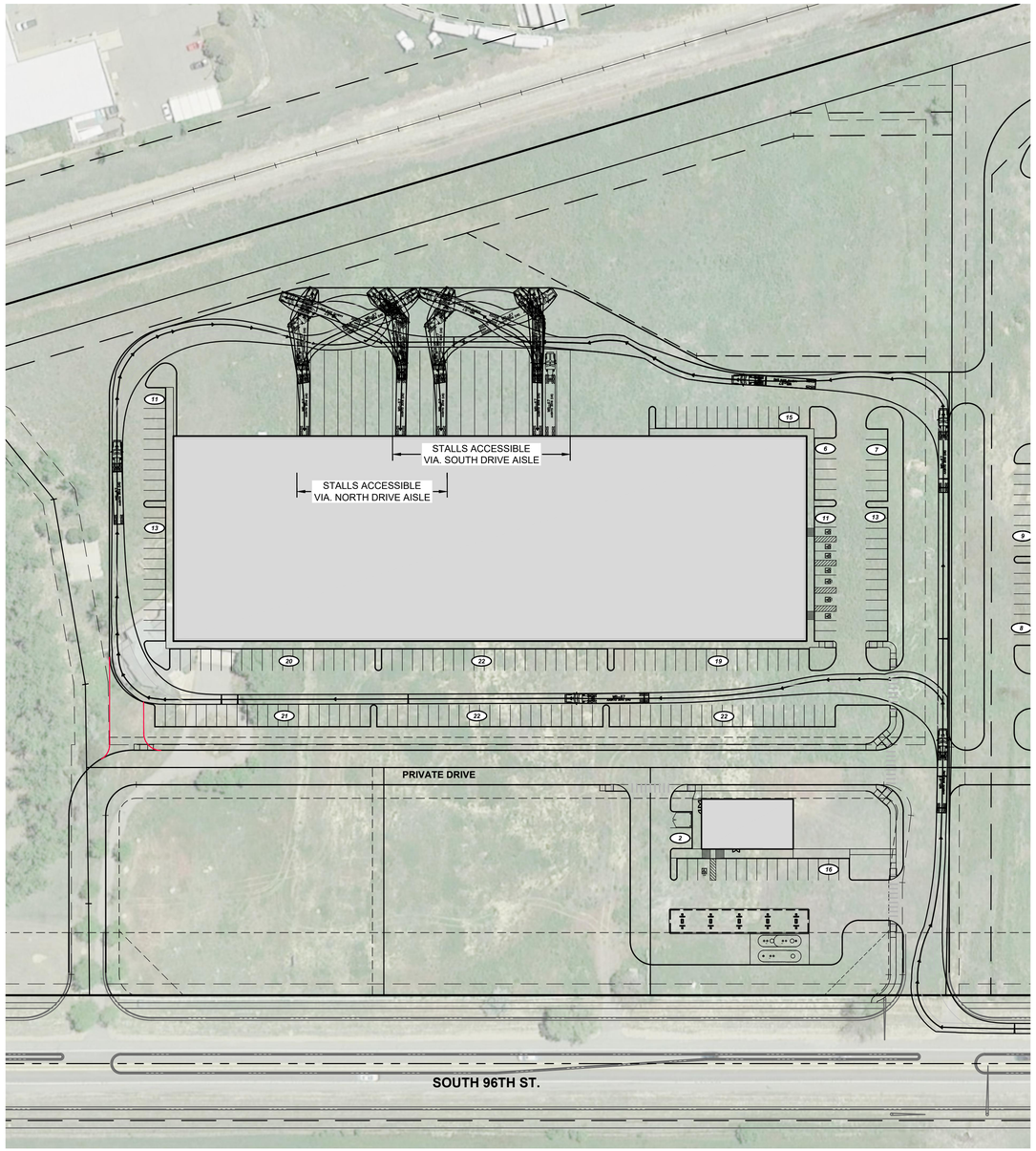
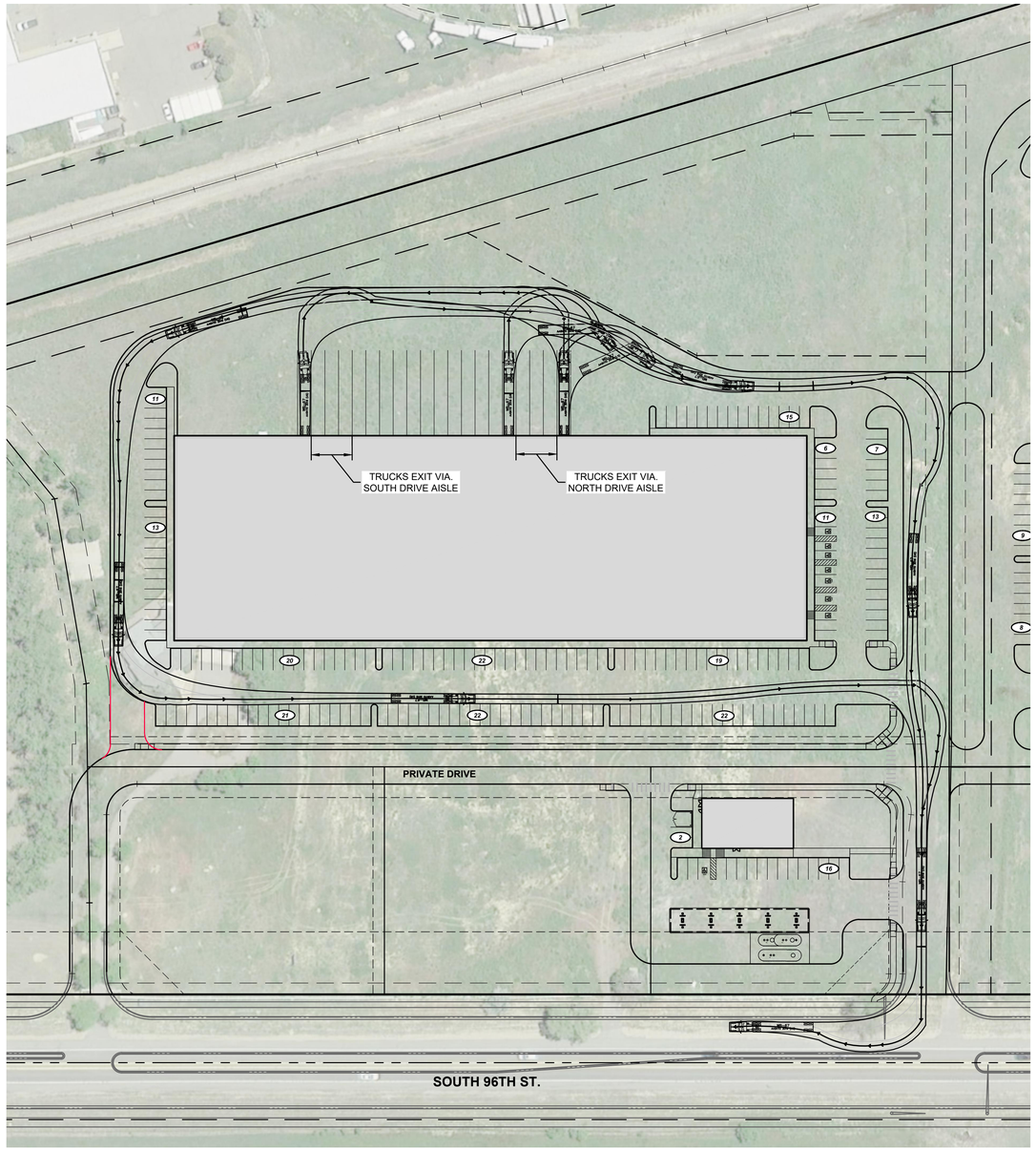
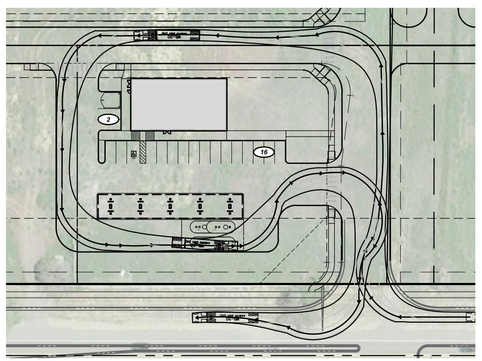


WB-67 TRUCK ROUTE
ENTERING INDUSTRIAL SITE



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.us.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\08 CAD\EXHIBITS\EX-3 - CSP & TRUCK TURN.DWG

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OVERALL DEVELOPMENT AREA

SCALE: 1" = 100'

N

0 100 200

1 INCH = 100 FT.

P:\UNITED PROPERTIES\CO, LOUISVILLE - 96TH & DILLON\08 CAD\EXHIBITS\EX-6 - BUILDOUT EXHIBIT.DWG

No.	REVISION	BY	DATE

EES ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.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

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	11/15/2015	136,610	414,454	9.51	0.318	2.73	3.76	27.6%	79'-0"	92'-6"	105'-6"	127'-6"	38'-0"	165'-0"
13	725 Tech Court - Building B	Rear Load Industrial		146,323	456,096	10.47					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"

3/6/2020

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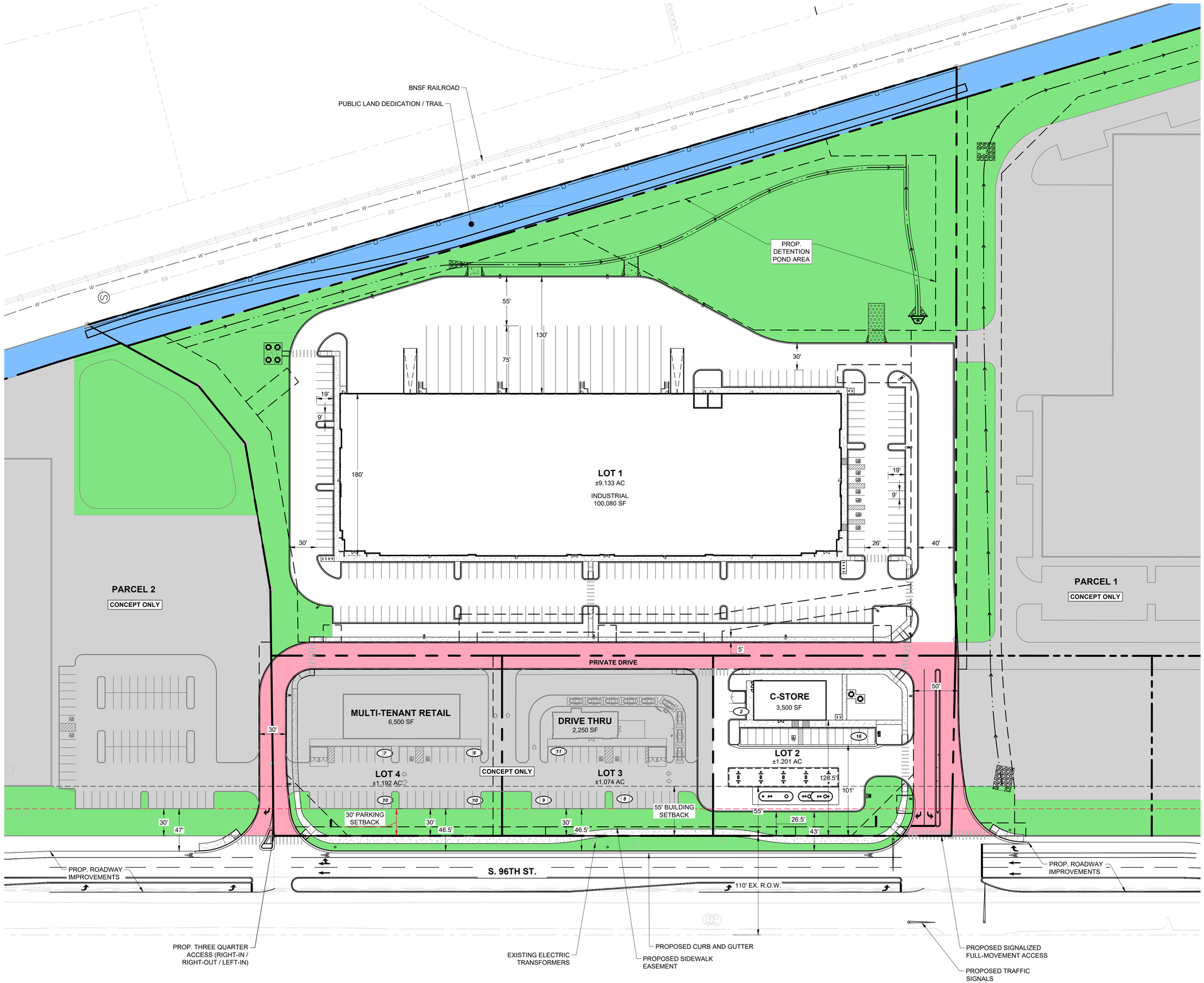

P:\UNITED PROPERTIES\CO, LOUISVILLE - 96TH & DILLON\08 CAD\EXHIBITS\EX 16 - SETBACK EXHIBITS.DWG

No.	REVISION	BY	DATE

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

UNITED PROPERTIES

FINAL P.U.D. AND S.R.U. PLANS

LOT 1 AND LOT 2, ST. LOUIS PARISH AND BOLDER INNOVATION CAMPUS

SOUTH 96TH STREET & DILLON ROAD, CITY OF LOUISVILLE, BOULDER COUNTY, CO

30' PARKING SETBACK

PROJECT NO:	UPR011.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	07/06/2020

EX-4

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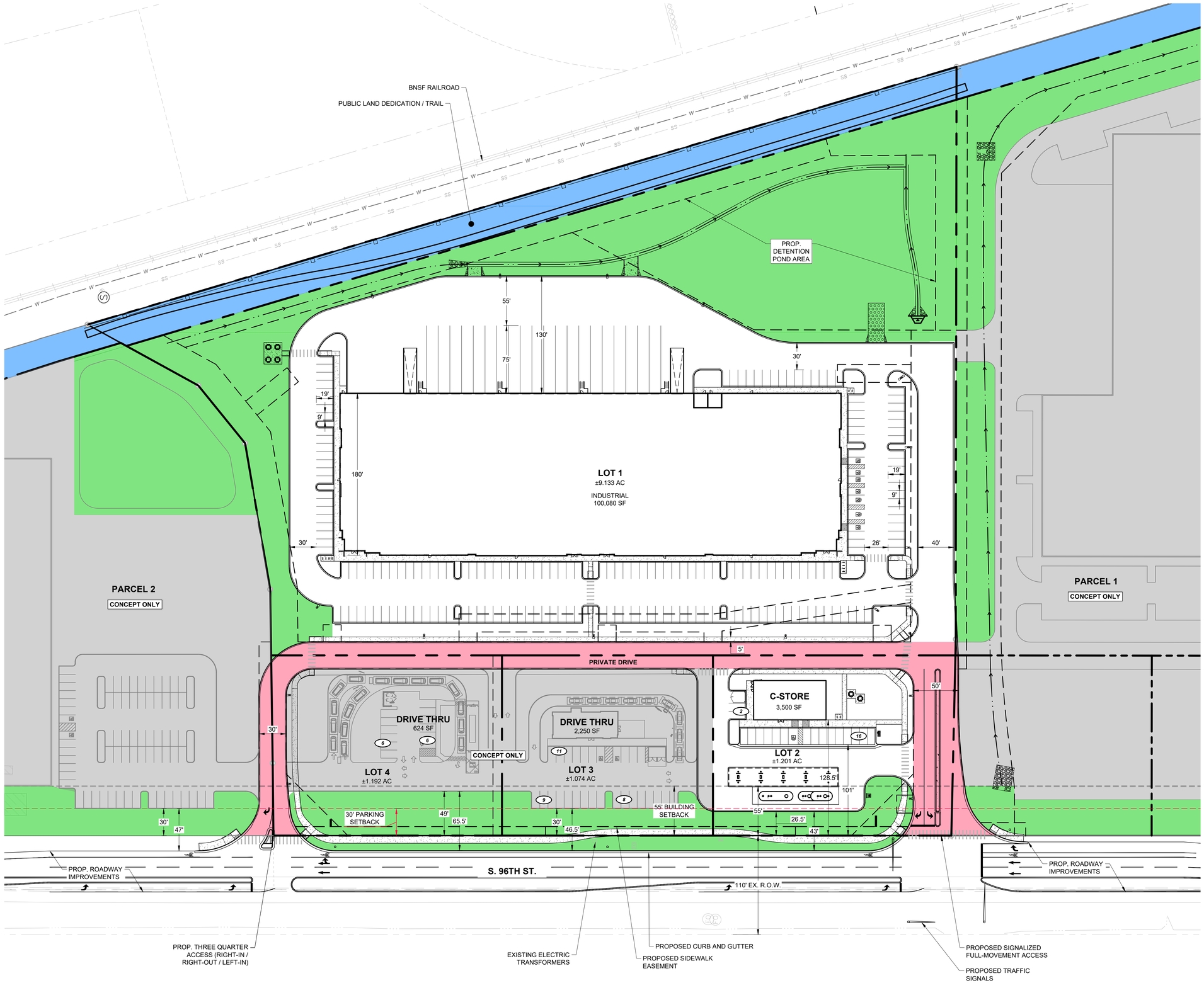


P:\UNITED PROPERTIES\CO, LOUISVILLE - 96TH & DILLON\08 CAD\EXHIBITS\EX 16 - SETBACK EXHIBITS.DWG

No.	REVISION	BY	DATE

EES
ENTITLEMENT AND ENGINEERING SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

UNITED PROPERTIES

FINAL P.U.D. AND S.R.U. PLANS

LOT 1 AND LOT 2, ST. LOUIS PARISH AND BOLDER INNOVATION CAMPUS

SOUTH 96TH STREET & DILLON ROAD, CITY OF LOUISVILLE, BOULDER COUNTY, CO

30' SETBACK WITH DRIVE THRU

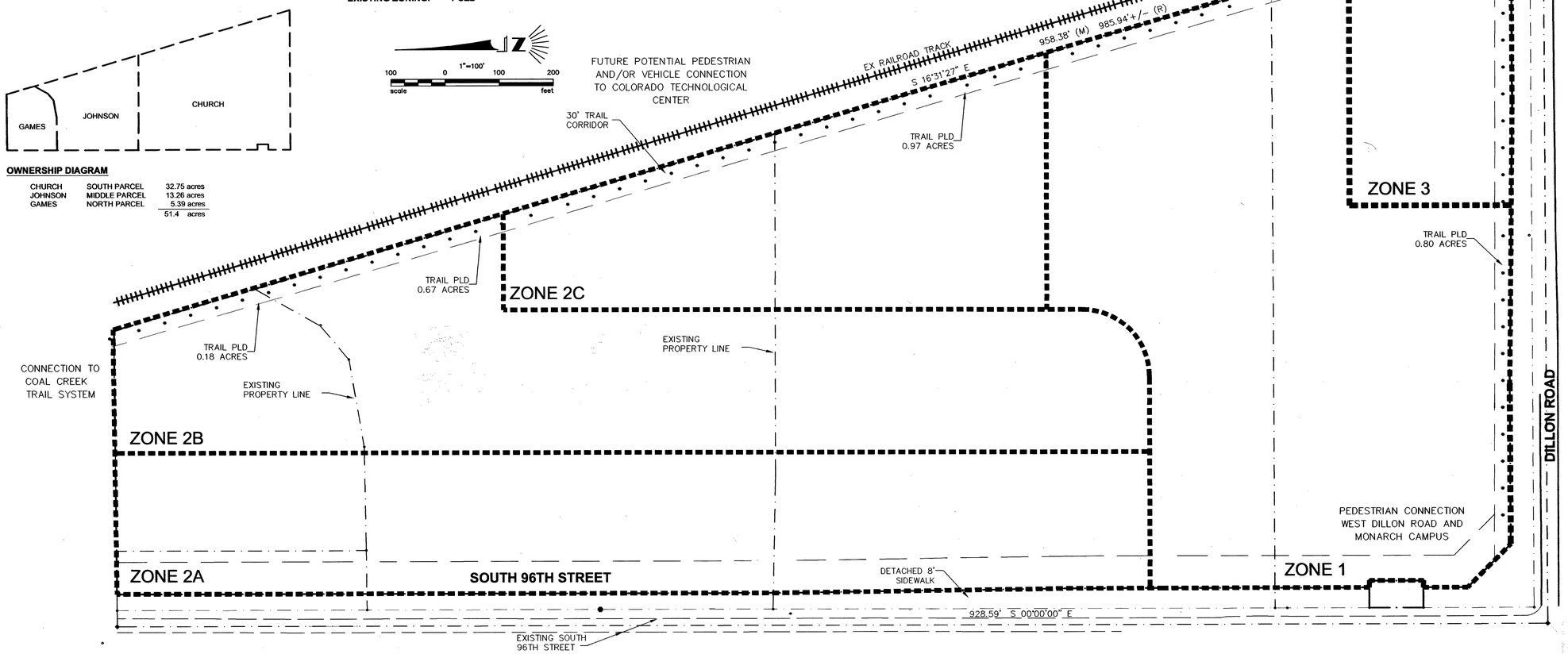
PROJECT NO:	UPR011.01
DESIGNED BY:	CRO
DRAWN BY:	CRO
DATE:	07/06/2020

EX-5

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 COMMERCIAL PURPOSES THAT ARE NOT IN CONFLICT WITH THE PRESENCE 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. A LANDSCAPE BUFFER, BUILDING HEIGHTS, FLOOR AREA RATIOS AND PARKING REQUIREMENTS SHALL ALL BE USED TO FACILITATE THE TRANSITION FROM RURAL/OPEN SPACE OT 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 (C00050).
- 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 70,000 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 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

OWNNERSHIP

- 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 COMMISION 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

for Charles J. Chaput, Archbishop
Archdiocese of Denver

NOTARY NOTARY NOTARY

PHASING

- DEVELOPMENT IN ZONE 3 WILL COMMENCE AFTER DEVELOPMENT IN ZONE 1

TOTAL ACREAGE

- 51.4 ACRES

PREPARED BY:

JLB CONSULTANTS
743 PEAR COURT
LOUISVILLE, COLORADO 80027
303.604.1634

GDP-1
SHEET 1 OF 2

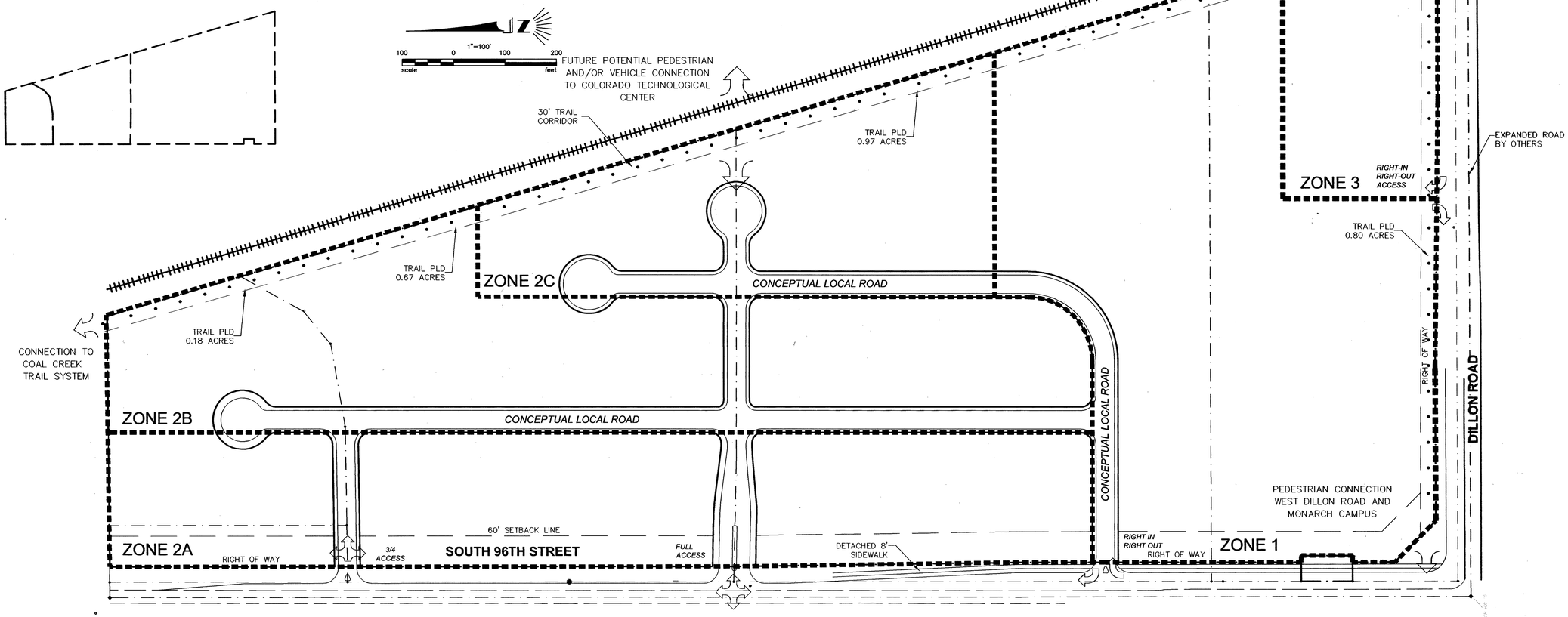
JLB Project No. 1131
File: Rezone\1131development plan.dwg

DRAWING NUMBER
SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 65502
POSITION SIDE OF PART ON THIS LINE

St. Louis Parish & Commercial Park 1 of 2

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 MUNICPAL 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

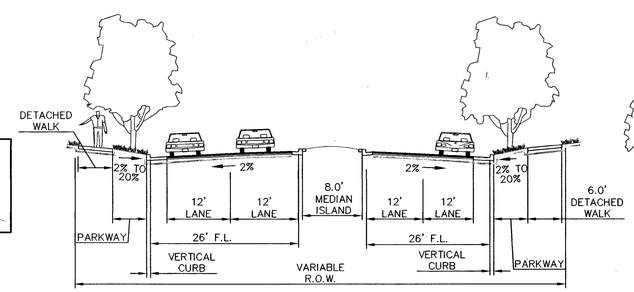
PUBLIC LAND DEDICATION

REQUIRED (51.4 ACRES @ 12%)	6.17 acres
PROPOSED TRAIL DEDICATION	2.62 acres
DEFICIT	3.55 acres

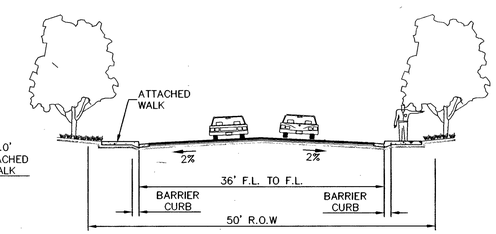
SUMMARY OF POTENTIAL DEVELOPMENT

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
743 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
SAPCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 60302
POSITION CODE OF PART ON THIS LINE

DRAWING NUMBER
SAPCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 60302
POSITION CODE OF PART ON THIS LINE

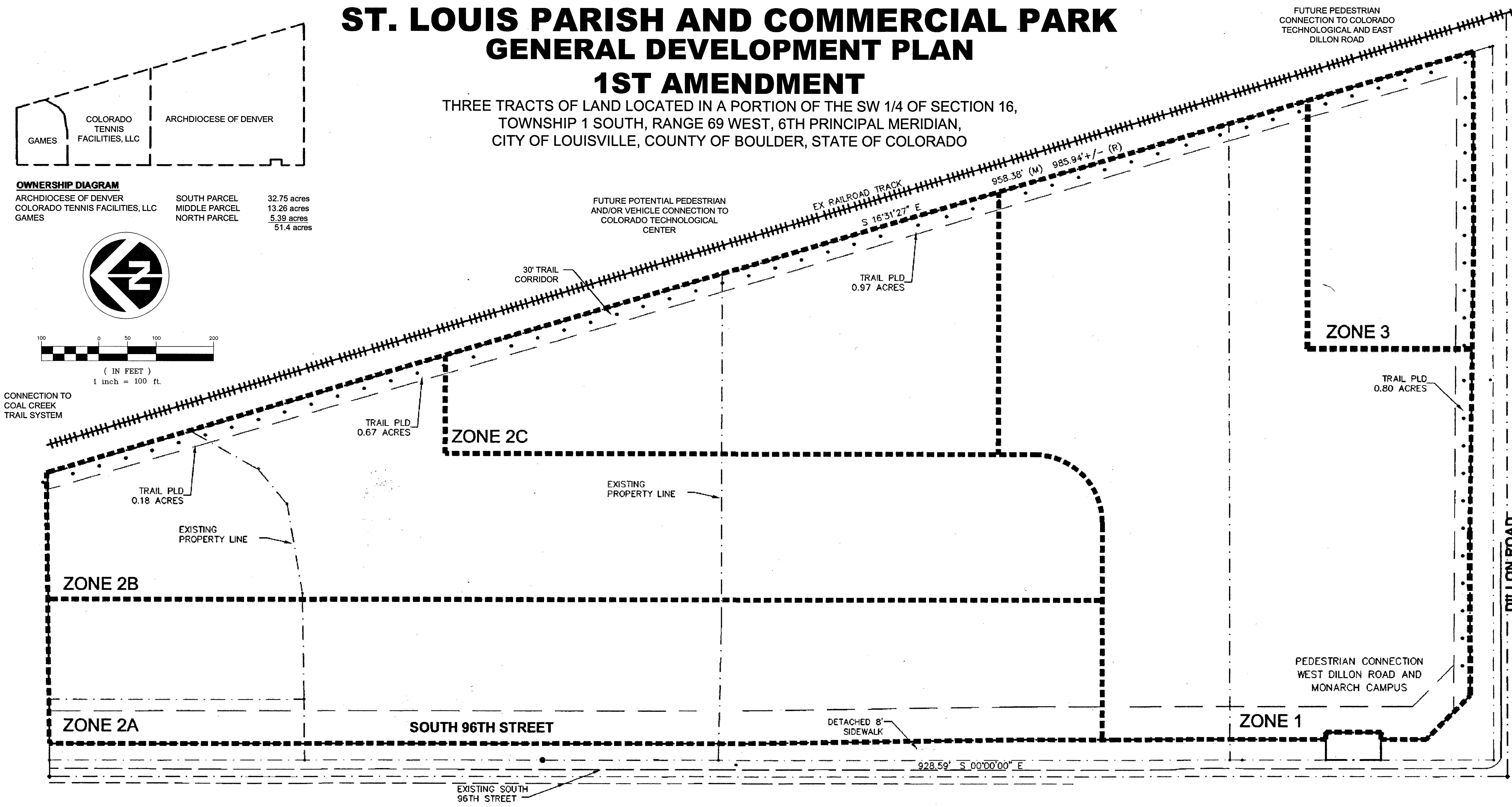
DRAWING NUMBER
SAPCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 60302
POSITION CODE OF PART ON THIS LINE

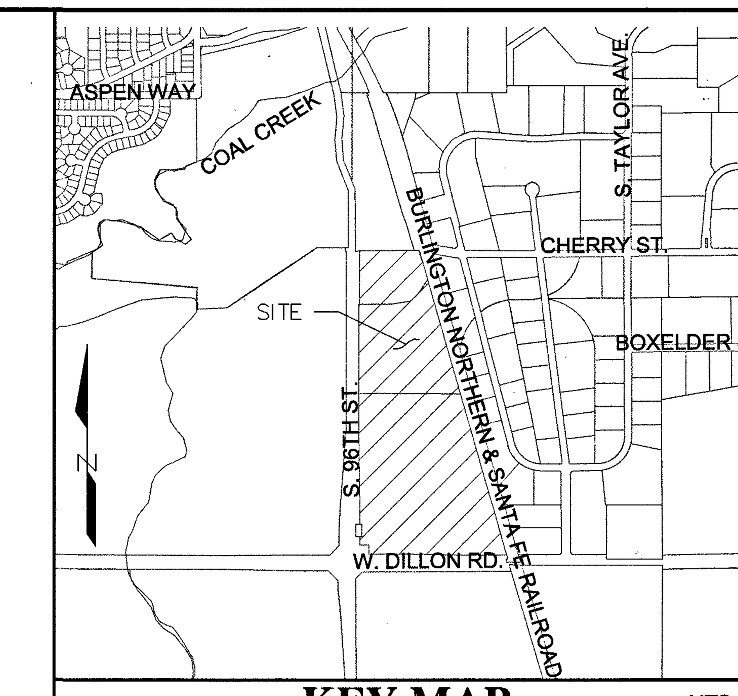
St. Louis Parish & Commercial Park
2 of 2
SAPCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 60302
POSITION CODE OF PART ON THIS LINE

03637627 Page: 1 of 2
01/24/2018 02:43 PM RF: $23.00 DF: $0.00
Boulder County Clerk, CO

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 SEAL COLORADO

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 JAN. 22, 2018
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS (DATE) BY
(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 20164033060
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 JANUARY 23, 2018
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS (DATE) BY
(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)
(NOTARY SEAL)
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.

J3 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

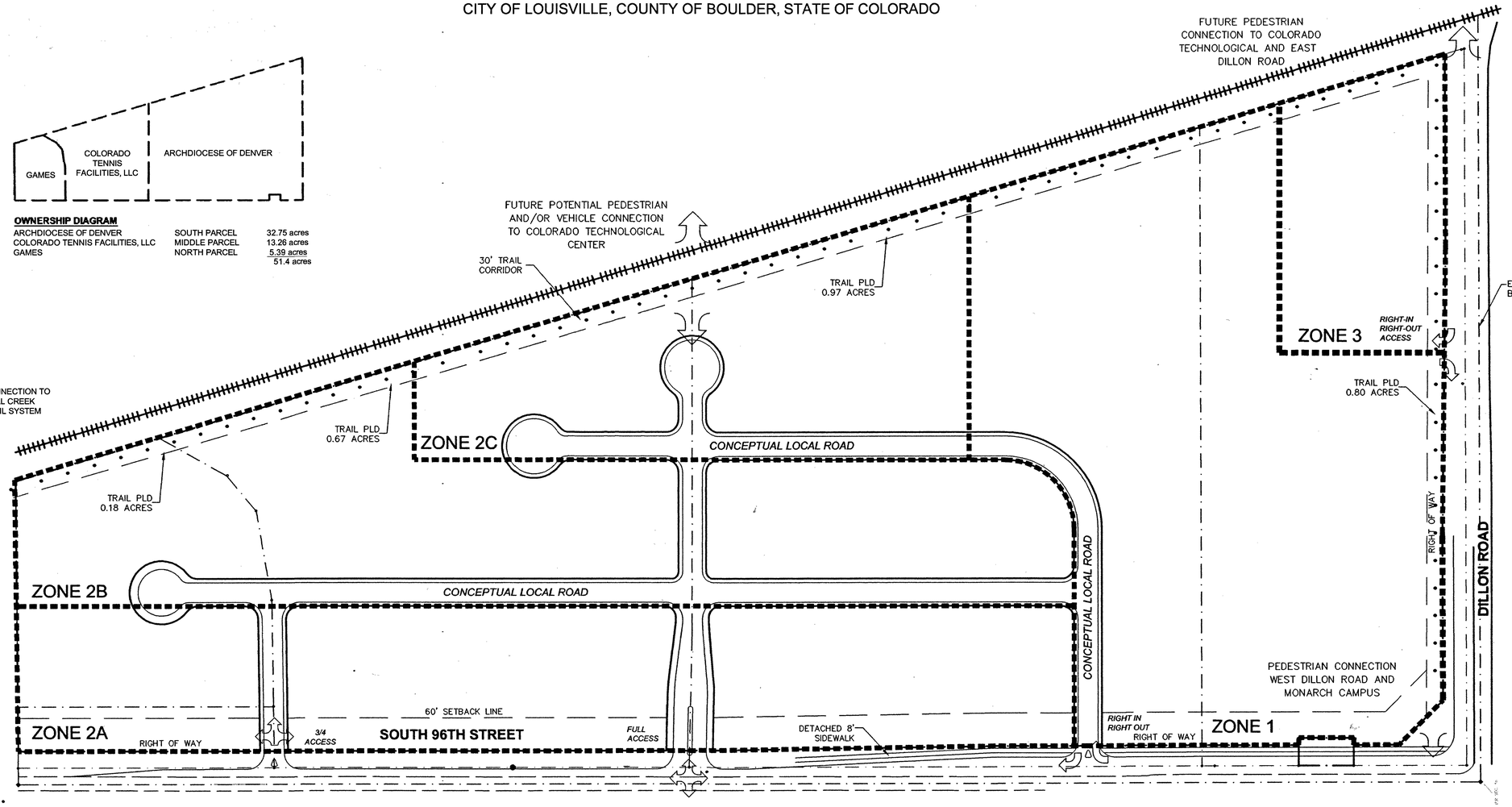
J:\175001\PLAN SETS\GDP\GDP-AMEND1.DWG 9/27/2017 8:30 AM JASON MARGRAF

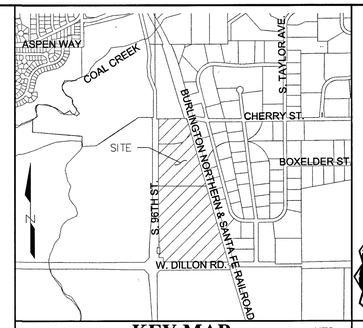
ST. LOUIS PARISH AND COMMERCIAL PARK
GENERAL DEVELOPMENT PLAN
1ST AMENDMENT

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
6503 S. Paris St., Suite B – Centennial, CO 80111-6500
(303) 368-5601 – FAX: (303) 368-5603
Email: jmargraf@3Engineering.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

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

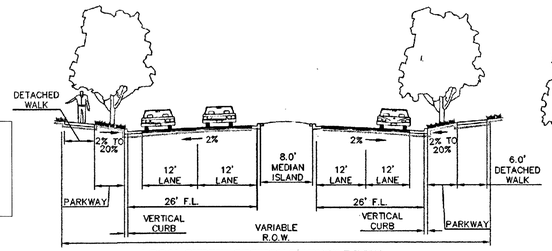
PUBLIC LAND DEDICATION

REQUIRED (51.4 ACRES @ 12%)	6.17 acres
PROPOSED TRAIL DEDICATION	2.62 acres
DEFICIT	3.55 acres

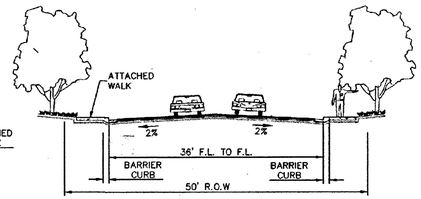
SUMMARY OF POTENTIAL DEVELOPMENT

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.

Project Number: 175001
Designed By: JDM **Drawn By:** CETB
Checked By: JDM
Sheet Number: 2of 2

Boulder County, CO 03637627 2 of 2

J:\175001\PLAN SETS\GDP\GDP-AMEND1.DWG 9/13/2017 4:15 PM JASON MARGRAF

ASCENT
COMMUNITY CHURCH

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.

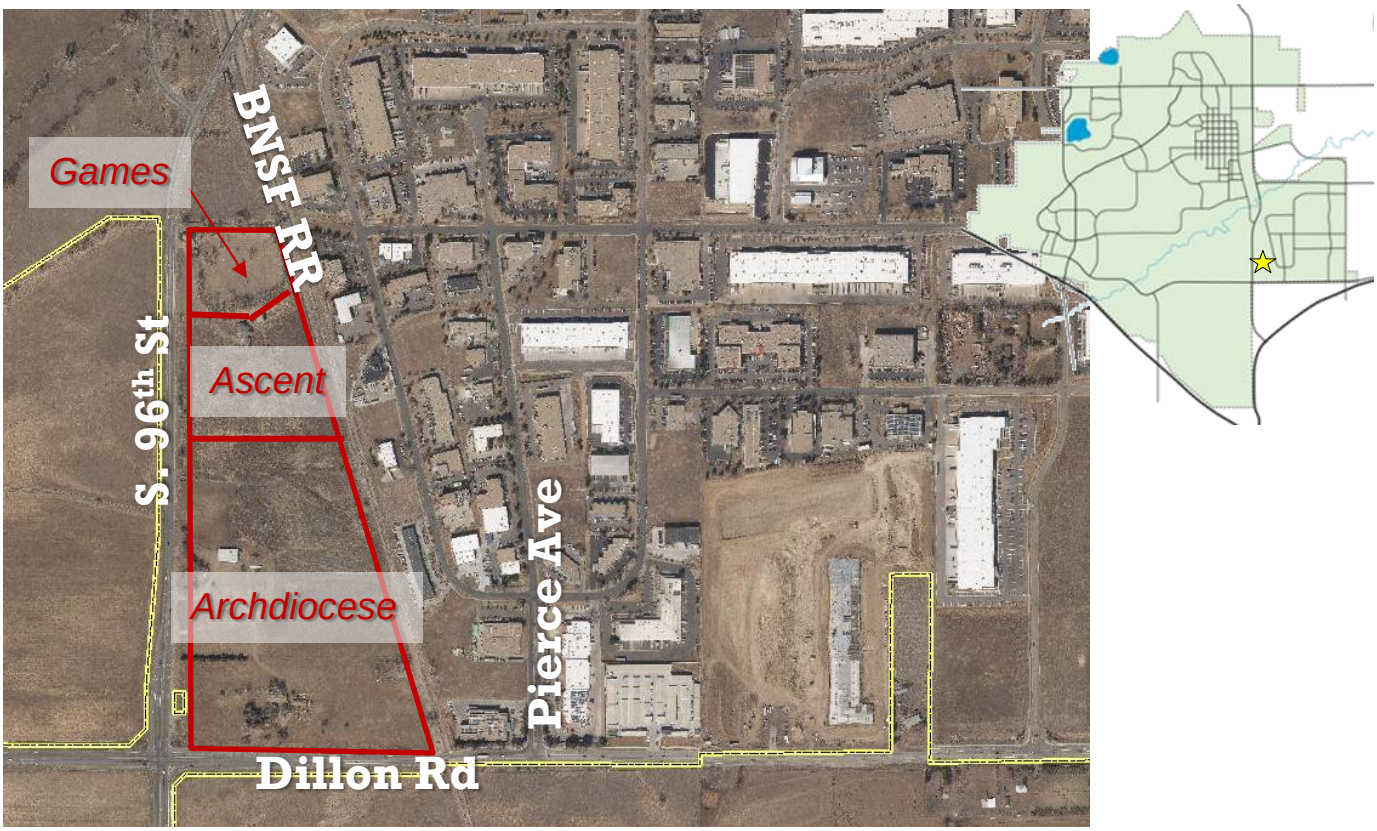
In short, the UP plans seem well thought out and we believe will benefit the city and the people who use the 96th street corridor. We see significant benefits to the city from tax revenue, from the infrastructure that would enable development of the other two lots, from trail system expansion, and from 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:	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 **– CONTINUED FROM JUNE 11, 2020**
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:



UPDATES SINCE JUNE 11, 2020 PLANNING COMMISSION MEETING:
There have been no updates to this staff report or the attachments following the June 11, 2020 Planning Commission meeting, other than acknowledgement of the continuance to the June 25, 2020 date and updated dates in the staff report and resolution. Any new or updated text is highlighted within the staff report.

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. This application was continued during the June 11 meeting to the June 25, 2020 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

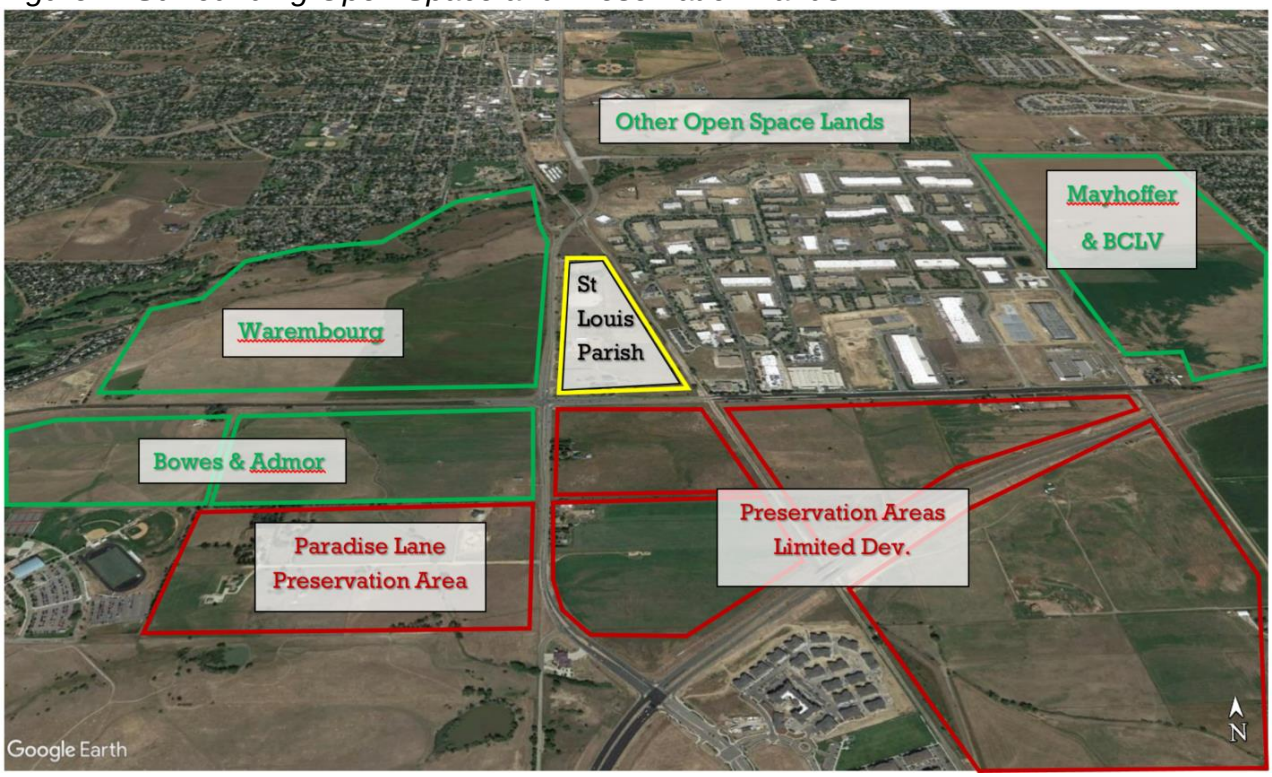
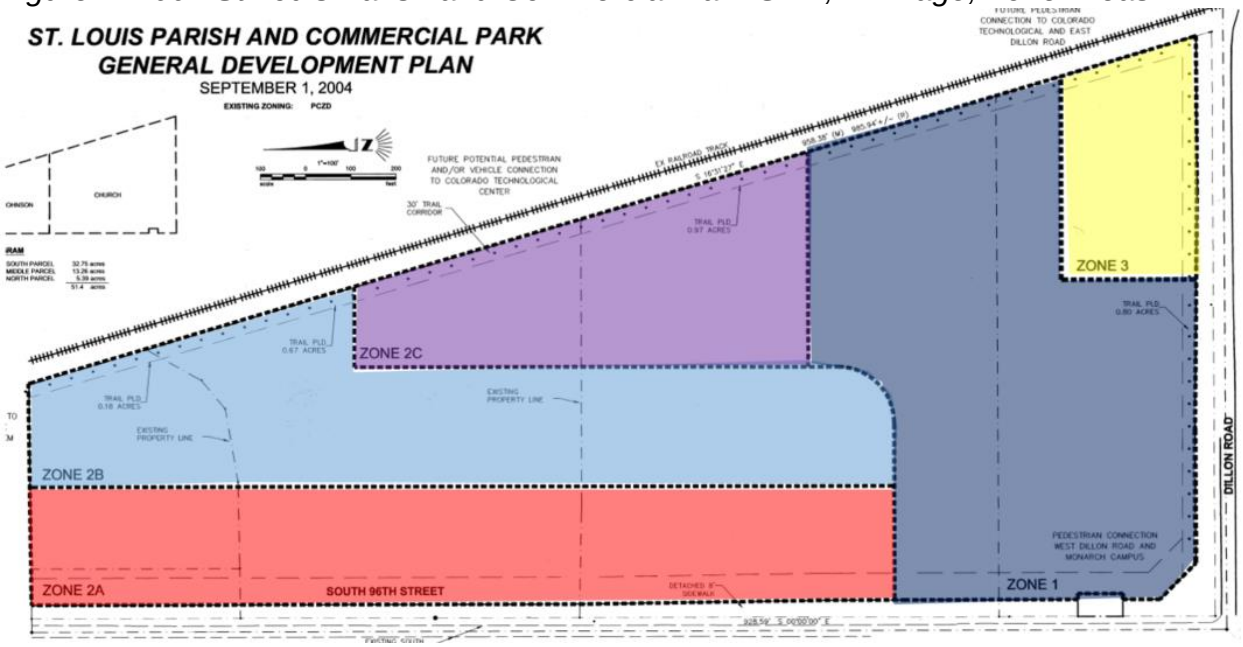


Figure 2: 2004 St Louis Parish and Commercial Park GDP, 2nd Page, Zone Areas



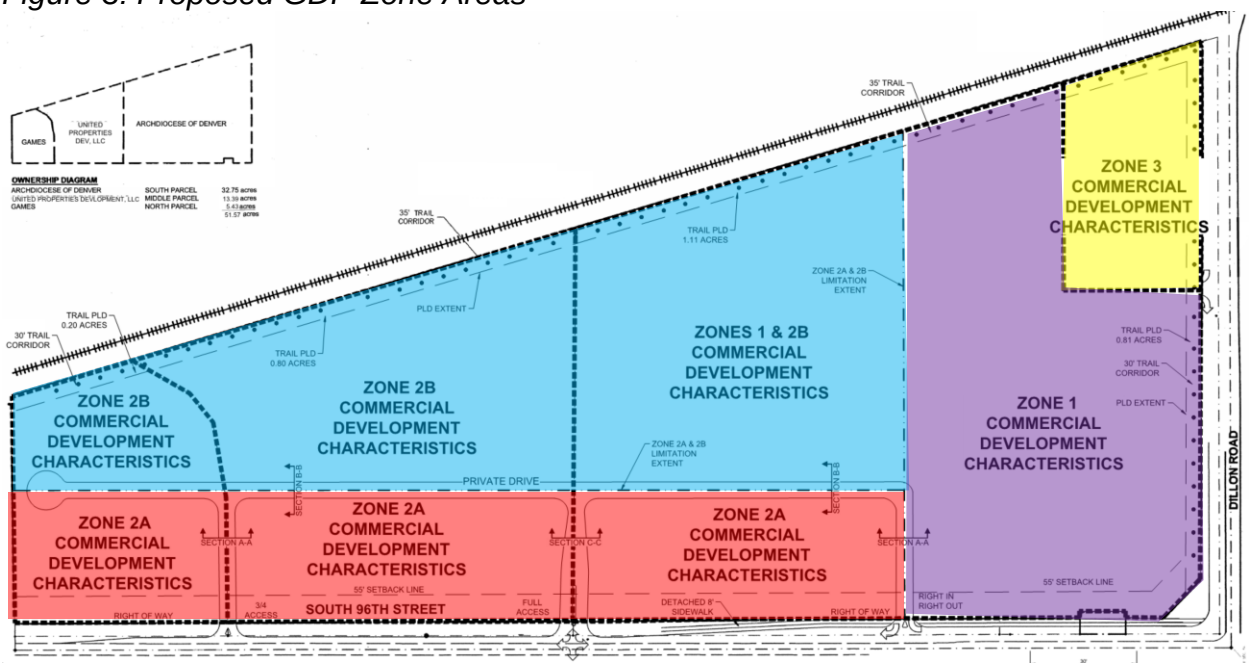
PROPOSAL:
The applicant requests approval of the second amendment to the St Louis Parish and Commercial Park GDP. This following list summarizes the changes requested by the applicant for this second amendment:

- 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

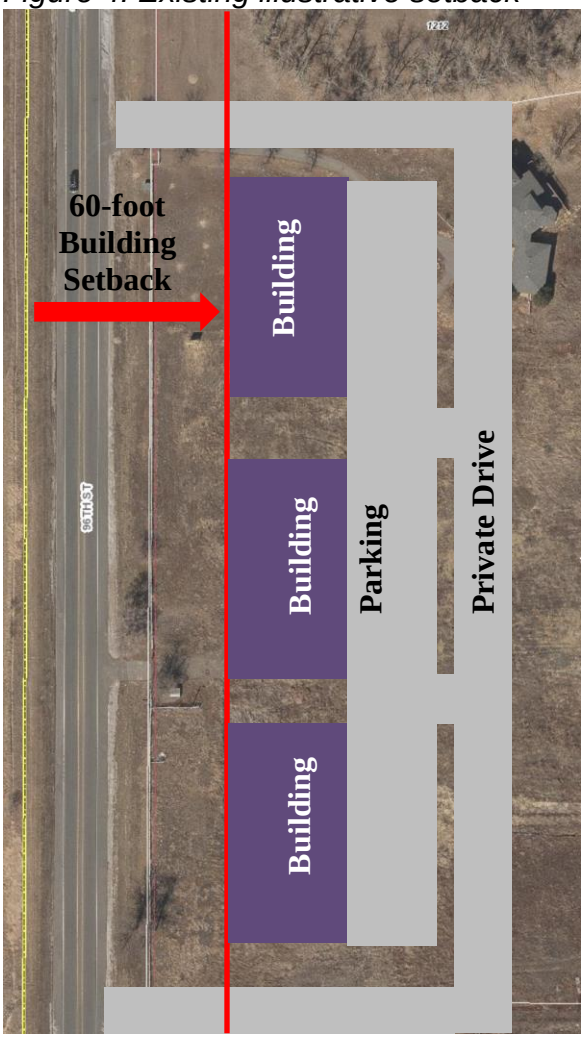
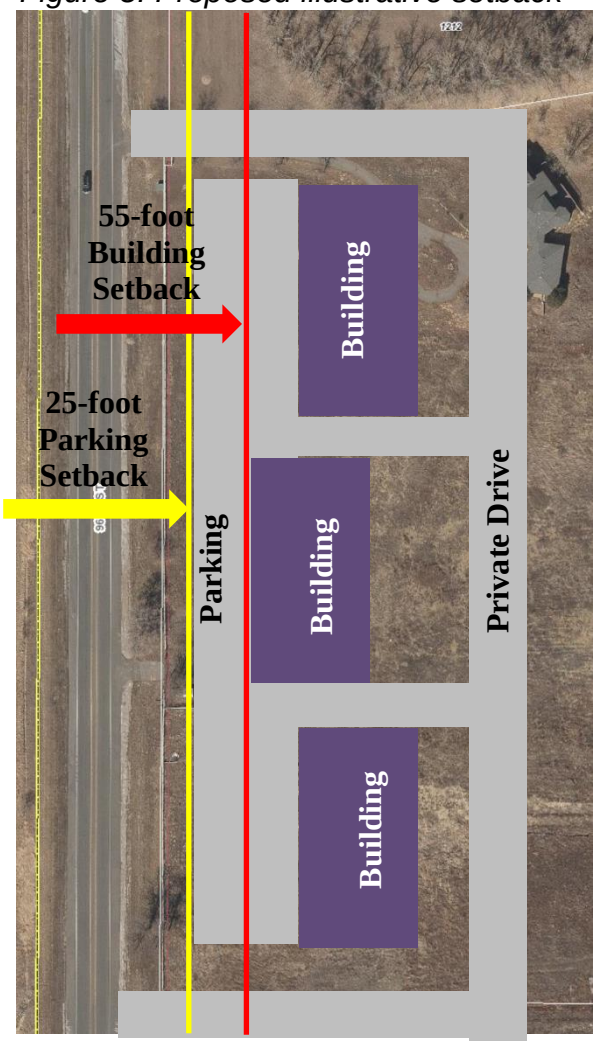


Figure 5: Proposed illustrative setback



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

	SCENARIO	
Revenue by Fund	**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. City Council Communication, September 21, 2004, see page 112
9. St Louis Parish and Commercial Park GDP, 1st Amendment - 2017
10. Public Comments

City of Louisville
COLORADO • SINCE 1878

Planning Commission
Meeting Minutes
June 25, 2020
Electronic Meeting
6:30 PM

Call to Order – Vice Chair **Rice** calls the meeting to order at 6:30 PM.

Roll Call is taken and the following members are present:

Commission Members Present:	Tom Rice, Vice Chair Steve Brauneis, Chair Jeff Moline Keaton Howe Ben Diehl Dietrich Hoefner
Commission Members Absent:	Debra Williams
Staff Members Present:	Rob Zuccaro, Dir. of Planning & Building Lisa Ritchie, Senior Planner

APPROVAL OF AGENDA

Howe moves and **Diehl** seconds a motion to approve the June 25, 2020 agenda. Motion passes unanimously by a roll call vote.

APPROVAL OF MINUTES

Howe moves and **Diehl** seconds a motion to approve the June 11, 2020 minutes. Commissioner Hoefner abstains from voting. Motion passes unanimously by a roll call vote.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA

None is heard.

NEW PUBLIC ITEMS

Agenda Item A: Redtail Ridge Comprehensive Plan Amendment and General Development Plan Amendment *Continued from June 11, 2020*

- 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

DRAFT

Rice says he understands but if the applicant decides to go to city council and no recommendation has been given from Planning Commission for the GDP, the applicant would have to come back to Planning Commission so that the commissioners could vote on that recommendation.

Moline says that that process sounds preferable to him.

Zuccaro says that city council has the opportunity to remand the application back to Planning Commission on the GDP. One option is that the commissioners could recommend denial of the GDP because it does not comply with the comprehensive plan as proposed for amendment. This provides maximum flexibility for the applicant so that city council can review both the comprehensive plan amendment as well as the GDP. The commissioners could request per a resolution that if city council chooses to approve the comprehensive plan amendment, council would have to send the application back to Planning Commission for a formal comprehensive plan amendment recommendation.

Rice asks what the commissioners thoughts are on staff's suggestion.

Moline says that he likes what staff has suggested because that could give the applicant more flexibility.

Brauneis says this may be the best course for the application.

Rice says motion would be to grant staff to create a resolution of denial for the GDP proposal because it does not conform to the comprehensive plan and for staff to present the resolution at the July 9th meeting.

Diehl mentions to add to the motion the request to remand the application back to Planning Commission for their formal recommendation if city council approves the comprehensive plan amendment.

Rice asks staff if that motion would work.

Zuccaro says this motion would work.

Diehl moves and **Moline** seconds a motion to grant staff to create a resolution of declination for the general development plan proposal because it does not conform to the comprehensive plan and for staff to present the resolution at the July 9th meeting. Motion passes unanimously by a roll call vote.

<u>Agenda Item B: St Louis Parish and Commercial Park GDP, Second Amendment</u>
Continued from June 11, 2020

- 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)
    - Applicant: United Properties

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- Case Manager: Lisa Ritchie, Senior Planner

Staff Presentation:
Before staff begins their presentation, Ritchie verifies that this application's public notice requirements have been met. They were mailed to the surrounding property owners on May 22, 2020, published in the Boulder Daily Camera on May 24, 2020, and the property was posted on May 22, 2020.

Ritchie begins her presentation with discussing the property's location and background history.

She then discusses the GDP proposal. The proposal is as follows:
- Amends use areas to align with existing property lines
- Allows portions of Zone 1 to develop with Zone 2 uses
- Adds light industrial to Zone 2 as a use by right
- Adds car wash as a special review use
- Amends FAR zones to a two-tiered system rather than three-tiered
- Revise street network from public to private
- Reduce building setback to 55' from 60'
- Allow parking between buildings and S. 96th Street with enhanced landscaping, rather than behind buildings
- Adds option for slanted roofline elements for buildings fronting S. 96th Street, rather than only requiring pitched roofs
- Amends heights for Zone 2B to 40' from 35'
- Amends FAR to increase from 306,531 sf to 369,479 sf

She also compares the properties current FAR and proposed FAR. She then gives an in depth analysis of the 2013 comprehensive plan and discusses the components that do meet the policy and components that do not meet the policy. The components that meet policy are:
- Uses are acknowledged in comprehensive plan
- Private streets provide same connectivity
- Height increase is consistent with intended character of GDP and surrounding development
- FAR increase is within comprehensive plan limits and maintains the west to east transition
- Traffic study reflects slightly less impact
- Fiscal benefit to the city

The components that do not meet policy are:
- Setback reduction
- Roof proposal in Zone 2A

Staff Recommendations:
Staff recommends approval of Resolution 2, Series 2020, with the following conditions:
- The applicant shall revise the application to provide for a minimum 60-foot building and parking setback.

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- The applicant shall revise the GDP height limits within Zone 2A to be a maximum of 25 ft if a pitched roof is provided or 20 ft if slanted roofline architectural elements are provided.

Commissioner Questions of Staff:
Howe asks if staff has considered the option of a trail connecting to the Coal Creek Trail that is just to the north.

Ritchie says that that it is already an existing requirement within the GDP. It also requires an eight foot detached sidewalk on the S. 96th Street and Dillon frontage.

Howe asks if the eight foot sidewalk affects parking.

Ritchie says that staff does not believe it will affect parking because the eight foot sidewalk will be located entirely within the right of way.

Diehl asks if the original rezoning involves the zoning to cross over all throughout the properties. Is that for them to be developed with a singular design? If we amend to do this, is there a possibility that the individual properties will be developed a little more independently?

Ritchie states that when it says to align the uses within the existing property lines, much of the existing GDP also had that. More of what they were doing is feathering in the height and floor area ratios more distinctly. In this circumstance, it is unlikely given the current ownership that we would see unified development on this property as it stands today. That is why the applicant is proposing to make some of these changes to facilitate development over time. The GDP agreement and the GDP itself is still intended to work with one another in a manner that works for everyone and S. 96th Street.

Diehl says so it is currently zoned PCZD and we are not changing that correct?

Ritchie says that is correct. The only use change is the introduction of the light industrial uses and the introduction of a car wash as a special review. Other than that, the use is staying the same.

Applicant Presentation:
Jim Candy, Co-Pastor of Ascent Church

Candy starts by saying that the church's intent is to be helpful to the city and they want to collaborate with the city, local businesses, and residents.

He states that the property has been a challenge. His land attorney informed him that this property was the most challenging he has seen in the 30 years of his profession. Answering a commissioner's question earlier in the hearing, he says that the likelihood of all three property owners being simultaneous in their development is not likely.

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He does believe the right people have purchased the property. He addresses the setback issue and gives a summary of the journey of why they are requesting a 55 foot setback instead of 60 feet. He has worked with two different realtors to market the property. The constant feedback they received is that the retail needs to be closer. When they talked with potential buyers, they would constantly say that they loved the property but there was no way they would do a 60 foot setback. He does not believe that retail will do well on this property with a 60 foot setback. The only developer they have had that is willing to do this is with a 55 foot setback and mentions that he does not think it will be noticeable when people drive by.

Dan McConville, St Louis Parish

McConville mentions that they had tried many times to develop on property but because it required having the three property owners develop simultaneously, it never seemed to come together. The timing between all the property owners was not working. He does believe this property is a gateway into the city and supports the GDP amendment to create this new space and amenity for Louisville. He hopes the commissioners will approve the 55 foot setback.

Megan Turner, United Properties

Turner gives an overview of the company United Properties and how they are a commercial development company. She mentions InterPark Broomfield that is in Broomfield, CO at W 112th Ave and Main St. This is a property they developed recently that includes industrial and retail space. She shows a short video that highlights the desired setback and the architectural elements for the property site. She discusses what the approval process would look like for them. First, the amendment of the GDP would need to be approved. They would then submit their GDP application for the ascent church parcel. Next is the approval process for the construction documents and then commencing the construction work. This GDP amendment is the catalyst for the parcels development to proceed in the future without GDP amendments

Alicia Rhymer, United Properties

Rhymer discusses the setback hardship and the justification of asking for the reduction of 5 feet. Moving north, the parcels get smaller and the angular shapes along the railroad get tighter. The stress is greater on the parcels when you keep moving north with the layout of the land. All three property owners must dedicate 30-35 feet in the rear for the trail to accommodate for the grade requirements. That results in a loss of 35 feet for the property owners. Each property must also do detention and water quality, which takes up significant space.

She then discusses the private access roads. There is really only one access road which is from S. 96th Street. The parcels are landlocked by the railroad so we will need a 30 foot drive aisle that will be able to accommodate the traffic. In addition, we have an 8 foot tree lawn and 8 foot detached sidewalk along S. 96th Street that we will have to provide, so we have significant hardships east and west of the property.

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She also breaks down the retail development's lots and setbacks. She mentions that they are working with only 185 feet of depth, which is the minimum possible depth. She discusses a development she participated in Arvada that had a 55 setback, but that property also had 250 feet of depth in those lots and did not have the detention requirements.

She mentions how they are operating under a 16 year old GDP document. A lot has changed in this corridor. If we were operating under the city's commercial development design guidelines, an arterial street would be allowed to have a 30 foot setback if the building foot prints were less than or equal to 30,000 gross square feet. We are proposing a 55 foot setback from the arterial, which is a delta of 25 feet. For industrial buildings, an arterial street would be allowed to have a 50 foot setback if the building footprints were greater than 30,000 gross square feet. We are proposing 311 feet from the arterial with a delta of 261 feet.

She adds that their proposed design, setbacks, and building heights are consistent with other approved developments along 96th Street and Dillon Road since 2004.

She then concludes with these points:

- It is consistent with recent surrounding development and approved comprehensive plan
- Transitions building and intensity from west to east to maintain rural transition
- Enhanced and significant landscaping buffer will provided along 96th Street
- All 40-foot buildings will be 300+ feet from the 96th Street right of way (200+ additional feet than CTC on Dillon Road)
- FAR average across development is .22

Megan Turner, United Properties

Turner discusses a truck turning template, mentions the importance for semi-trucks to be able to maneuver on the site, and reiterates the importance of having 185 feet of depth for these business's trucks.

Alicia Rhymer, United Properties

Rhymer reviews the 2004 approved GDP and discusses their height transition for their GDP proposal. They will maintain a 25' maximum height for Zone 2 A, which is consistent with the previous GDP. They will maintain a 40' maximum height for Zone 2 B, which is increased by 5' height for industrial uses. They will also maintain a 35' height for Zone 3, which is no change from the original GDP.

She discusses the proposed FAR changes and gives an in-depth rationale behind the parking orientation design.

She also discusses the design enhancements that are being proposed for this PUD. These are the enhancements mentioned:

- Enhancing landscaping buffer from edge of asphalt from 96th Street

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- Providing larger landscaped corners at entrances of development and line of site of vehicles driving north/south to further soften asphalt/parking to visual eye and draw attention to landscape
- Additional trees/shrubs strategically placed to screen paving area
- Topography – Site sits two-four feet below roadway

She reviews the requested proposed amendment and explains the rationale behind it. The request is to allow Zone 1 to develop with existing Zone 1 uses or any allowed use in Zone 2 with .25 limitation on FAR. The rationale behind this request is that the UP has an agreed upon deal to purchase approximately nine acres of additional land for industrial/retail development from the Archdiocese and wants to avoid future GDP amendments. Archdioceses plans to sell lot eight to end retail user and retain rest for the church/school.

She concludes her presentation by mentioning numerous ways the community will benefit from this approval. They are as follows:

- New retail to provide amenities to nearby Louisville residents and businesses
- Creates jobs through industrial developments
- Immediate activation of vacant commercial property for its highest and best use
- Makes simple a previously complicated development site for property owners and city
- Provides roadways, bike lanes, and sidewalk improvements for public use
- Use and sale tax revenue from industrial and retail users
- Allows Ascent Church to fund their vision at 550 McCaslin Blvd
- GDP amendment provides a path forward for a better project

Commissioner Questions of Applicant:
Diehl asks if they have visualizations of the difference between the 55 and 60 foot setback

Rhymer says that they do not have that.

Howe asks if the commercial and retail buildings are going to be built concurrently or at different times.

Rhymer says yes, they will be as concurrent as possible.

Howe asks if they have three pads for retail per commercial.

Rhymer says no, we have three retail pads and one tenant identified and will break ground with the industrial development at the same time.

Howe asks if the long term plan is to develop the Archdiocese plot on the southwest corner.

Rhymer says their plan of development would be to come in immediately with a phase two portion to develop nine acres of the Archdiocese parcel with industrial and retail.

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Then the Archdiocese will eventually build a school or church there. That will be more immediate as a result of the infrastructure we are putting in.

Brauneis says that they did not mention within the setback if they would be changing parking and driveway access. That is part of what is changing here right?

Rhymer says that in the original parking orientation language, the GDP said the parking lots extending beyond the shadow of the building shall be shielded from S. 96th Street using landscaping that is a minimum of 30 inches above the parking level. Their request is to be able to put drive aisles and parking out in front of the building and screen that through enhanced landscaping techniques.

Diehl asks if under the current GDP, does it allow parking along S. 96th Street.

Ritchie says that when staff reads the GDP original language, it says buildings adjacent to or fronting 96th Street shall be located so as to primarily place the buildings between S. 96th Street and the parking lot. Staff relies more so on the first part of that sentence probably more than the applicant, who is relying more on the second part of the sentence. Staff does agree that the shadow of the building portion is not very clear. She then reminds the commissioners of staff's condition pertaining to this.

Diehl confirms that the first part of that sentence does indicate that parking would be behind the building.

Ritchie says that is how staff is interpreting it.

Diehl says that looking at the city's visualization of the existing setback and the proposed, he asks if this includes staff's condition.

Ritchie says the visualization shows what staff believes is the current GDP language versus what the applicant is proposing. We do not have a visualization of staff's condition.

Howe states that this development is a gateway to Louisville and mentions that he thinks some other developments have parking in the front. He says he is worried about having parking in the front because this is more of a rural setting. Is the parking in front versus the rear a deal breaker for future tenants?

Rhymer says that it is a deal breaker for not only the tenants but for the entire development. There is not enough room to bring the parking to the back of the property. Retail will lose sales if the parking is not at the front.

Howe says that during your presentation, an image showed parking in the front and the back. You are proposing that all parking would be between S. 96th Street and the buildings correct?

Rhymer says that is correct because more retail space needs a minimum of a 50 foot depth. You have to have a two way traffic drive aisle and then you have to have a 6-8

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foot sidewalk for ADA requirements. There is just not enough buildable area left to do that design.

Moline asks if there is a way to reduce in some spots the trail corridor.

Rhymer speaks about the grading restraints that exist and how because of that, the site would not allow what Commissioner Moline is suggesting.

Turner shows a visual to the commissioners of the comparison of the 55 and 60 foot setback line.

Public Comment:
Barbara Parnell, 1534 White Violet Way

Parnell expresses a concern about this development being the gateway into Louisville. She believes this location is one of the most beautiful entries into the city. She is also concerned about sustainability and does not understand the concept of drive by retail. She does not feel like that would add anything to the city. She wonders if the city can buy this land if the property is so hard to develop on, then the community could decide what kind of development is needed there. She says she would like to see a development that is more walkable and less vehicle dependent. Her husband works in the CTC area and he does not envision himself using the suggested type of retail. She would like to see retail that is more community chosen.

Closing Statement by Staff:
Ritchie addresses Commissioner Moline's question about if there is a way to reduce in some areas the trail corridor. She mentions that this has been reviewed by the public works staff and we both agree that the grading as it relates to the trail is already pretty developed. What we do not agree on is the requirement for the 185 foot depth as well as the truck bay depth that the applicant is requesting. This would be the deepest truck bay design in relation to the CTC area.

Howe asks what the setback is for the McCaslin Market Place.

Ritchie says the setback between the parking area and the right of way is 23.2 feet. The setback from the property line to the building face is 96.6 feet.

Closing Statement by Applicant:
Rhymer speaks on the 60 foot building and parking setback, states that it is a big deal to this development, and is most likely a deal breaker for them. She says they have squeezed this down as much as possible with the minimum depth. She feels strongly that they can still provide a quality development that can meet and exceed the commercial design standard requirements if they could only be held to that instead of the outdated 2004 GDP document.

Turner speaks on the 130 foot depth. The truck turning radius exhibit that was shown earlier is very important in our experience that there is the space and capacity for large semi-trucks that give them enough room. It is already constrained with the detention and the configuration of the site being narrower on the north end. From their

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experience, it is very important to the viability of being able to lease this building in addition to the 185 foot depth of the building.

Discussion by Commissioners:
Moline remarks on the applicant's idea of needing to have the parking in the setback. He asks staff if they have any comment on that statement.

Ritchie says that that is why staff is advising to have the parking at the same setback of the buildings instead of between the buildings and S. 96th Street. Staff thinks it is important to maintain the buffer between open space. Parking does have an impact to the adjacent open space and they are just trying to keep the development away from open space.

Moline says that the applicant is saying that the parking arrangement is challenging for the type of development they want to have there. Does staff think that is an accurate statement?

Ritchie says that this development does have drive aisles so the visibility of vehicles is there but not as much as parking areas themselves. She then discusses how parking could work on the back of the property versus in between the buildings and S. 96th Street.

Moline says that he is inclined to support staff on this proposal. He appreciates what the developer is trying to accomplish on this property and the thoughtful design but he is looking for a way to retain the setback on these lots. The parking setback is what most is concerning to him.

Diehl discusses the comprehensive plan guidelines and says the last criteria is what he is having difficulty for this application because it says, "The uses in the special district will be separated and buffered from the surrounding roads to maintain an appearance of a rural entryway to the city." He discusses the zoning history for the property and how it needs to have a buffer in place because it is a gateway into the city. The proposal as it stands right now is giving up that buffer and going against the comprehensive plan. He thinks a good compromise is to have the parking on the side.

Howe says he does not want to lose the buffer between the open space but he wants to see this land developed. He thinks we need to preserve the setback. We are not here redo the comprehensive plan, but to make sure it is enforced for new developments. This area is more rural and that should be upheld. We should abide by that.

Brauneis says that the comprehensive plan is clear and the GDP was originally based on that. This is a different location that we might not want this type of development on. He finds that the setback in place is essential for maintaining the adjacency of the open space and the gateway it is for the city.

Rice says that he is convinced that because of the uniqueness of the property, for instance the narrowness on the north side, the depth may need the additional 5 feet. He does not think that five feet is very substantial in terms of retaining the buffer that we are looking for. He would support that the setback be changed to 55 feet. The bigger issue

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for him is the parking in that area. He is sympathetic to the idea that the retail tenant the applicant would like to market this property to is only in favor for the parking that has been suggested by the applicant. As the fellow commissioners have pointed out though, that seems to be contrary to what we are being told by the comprehensive plan. In all honesty, the applicant's parking suggestion is not providing any buffer. He cannot support the parking for that area.

Brauneis asks if staff's recommendations still maintain that buffer.

Rice says that it does. He reads the resolution and staff's two conditions. He mentions that the applicant is only agreeing to staff's second condition.

Moline says he would like to make a motion to approve the resolution with the two conditions as drafted.

Diehl asks if that would mean that they would allow the 55 foot setback.

Rice says no because according to how the resolution is drafted, it would only allow a 60 foot setback and that setback would be for the building and parking.

Diehl says he agrees with what Rice said about the 55 foot setback. It does not seem very substantial and if that setback is meaningful for the development, he is fine approving that portion. He also agrees though that the proposal as it stands right now is giving up the needed buffer because of the parking location. He asks Vice Chair Rice how they should make this motion.

Rice says that they would just have to make a motion to amend the resolution from a 60 to 55 foot setback.

Howe moves and **Moline** seconds a motion to approve Resolution 2, Series 2020, recommending approval of a second amendment to the St Louis Parish and Commercial Park General Development Plan with the following conditions:

- The applicant shall revise the application to provide for a minimum of a 55 foot building and parking setback
- The applicant shall revise the GDP height limits within Zone 2A to be a maximum of 25 ft if a pitched roof is provided or 20 ft if slanted roofline architectural elements are provided.

Motion passes 4-1 by a roll call vote.

Name	Vote
Tom Rice	Yes
Steve Brauneis	Yes
Keaton Howe	Yes
Ben Diehl	No
Jeff Moline	Yes
Motion passed/failed:	Passed

Howe moves and **Moline** seconds a motion to continue agenda items C and D for the July 9, 2020 meeting. Motion passes unanimously by a roll call vote.

PLANNING COMMISSION COMMENTS

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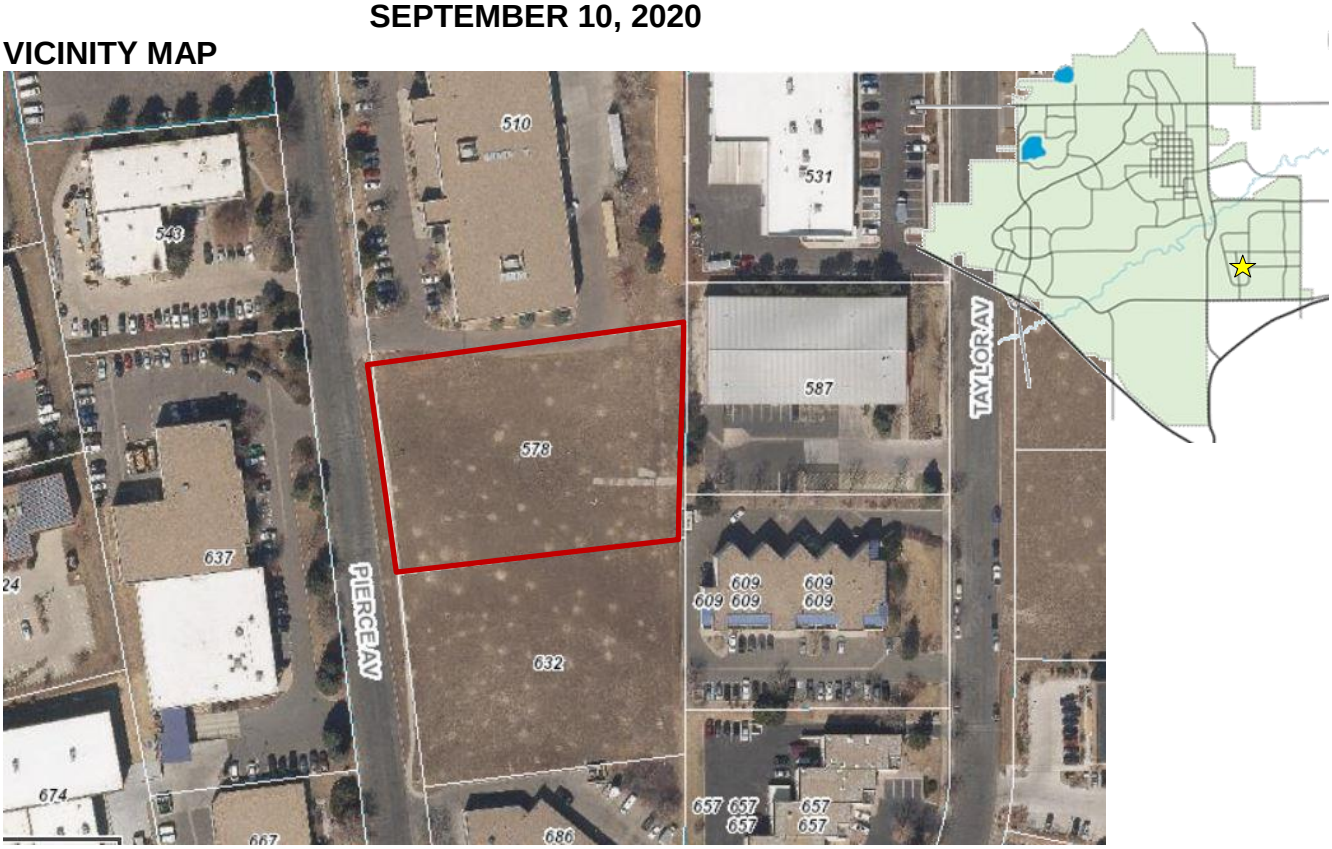
ITEM:	PUD-0291-2020, SRU-0292-2020
PLANNER:	Harry Brennan, Planner II
APPLICANT:	Dogs for Days, LLC, DBA Camp Bow Wow
EXISTING ZONING:	Industrial
LOCATION:	578 S Pierce Ave
TOTAL SITE AREA:	1.3 Acres
REQUEST:	Approval of Resolution 10, Series 2020 recommending approval of request for a Final Planned Unit development and Special Review Use. **REQUEST TO CONTINUE TO SEPTEMBER 10, 2020**

VICINITY MAP



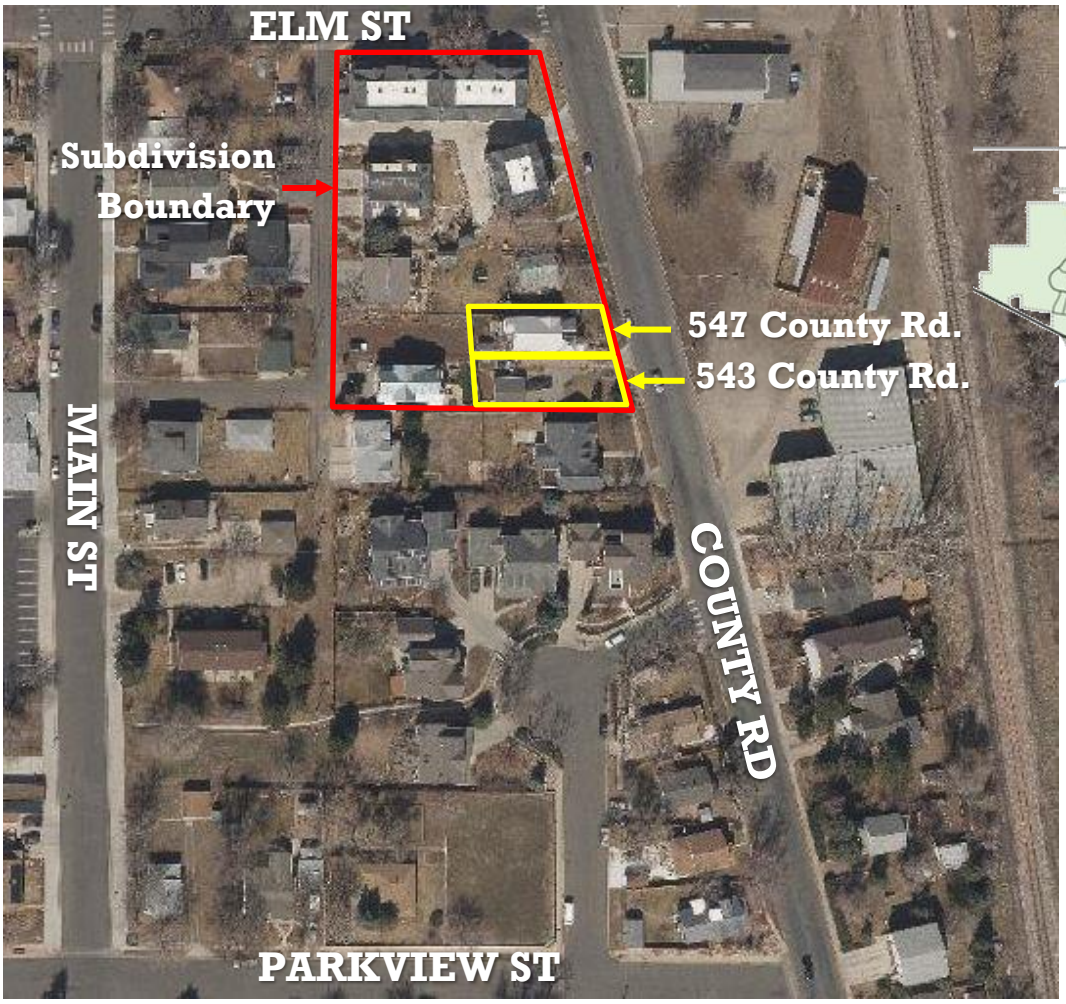
STAFF RECOMMENDATION:
Staff recommends that the Planning Commission continue the public hearing for a request for a Final Planned Unit development and Special Review Use at 578 S Pierce Avenue to the September 10, 2020 Planning Commission meeting.

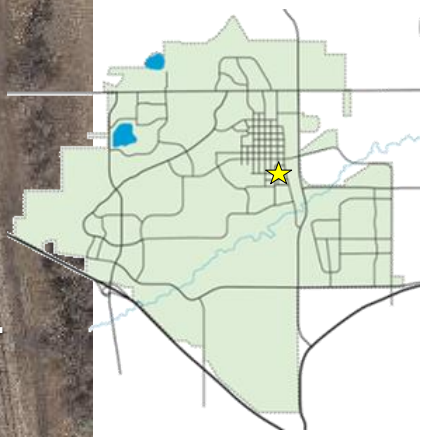
City of Louisville
COLORADO • SINCE 1878

Planning Commission
Staff Report
August 13, 2020

ITEM:	PUD-0312-2020
PLANNER:	Harry Brennan, Planner II
APPLICANT:	Lynn Koglin
EXISTING ZONING:	RM
LOCATION:	Lot 6, Parbois Place, 543 County Road
TOTAL SITE AREA:	0.1 Acres
REQUEST:	Approval of Resolution 11, Series 2020 recommending approval of request for an amendment to the Parbois Place Planned Unit Development and Parbois Place Subdivision Agreement to remove the demolition requirement on Lot 6.

VICINITY MAP:



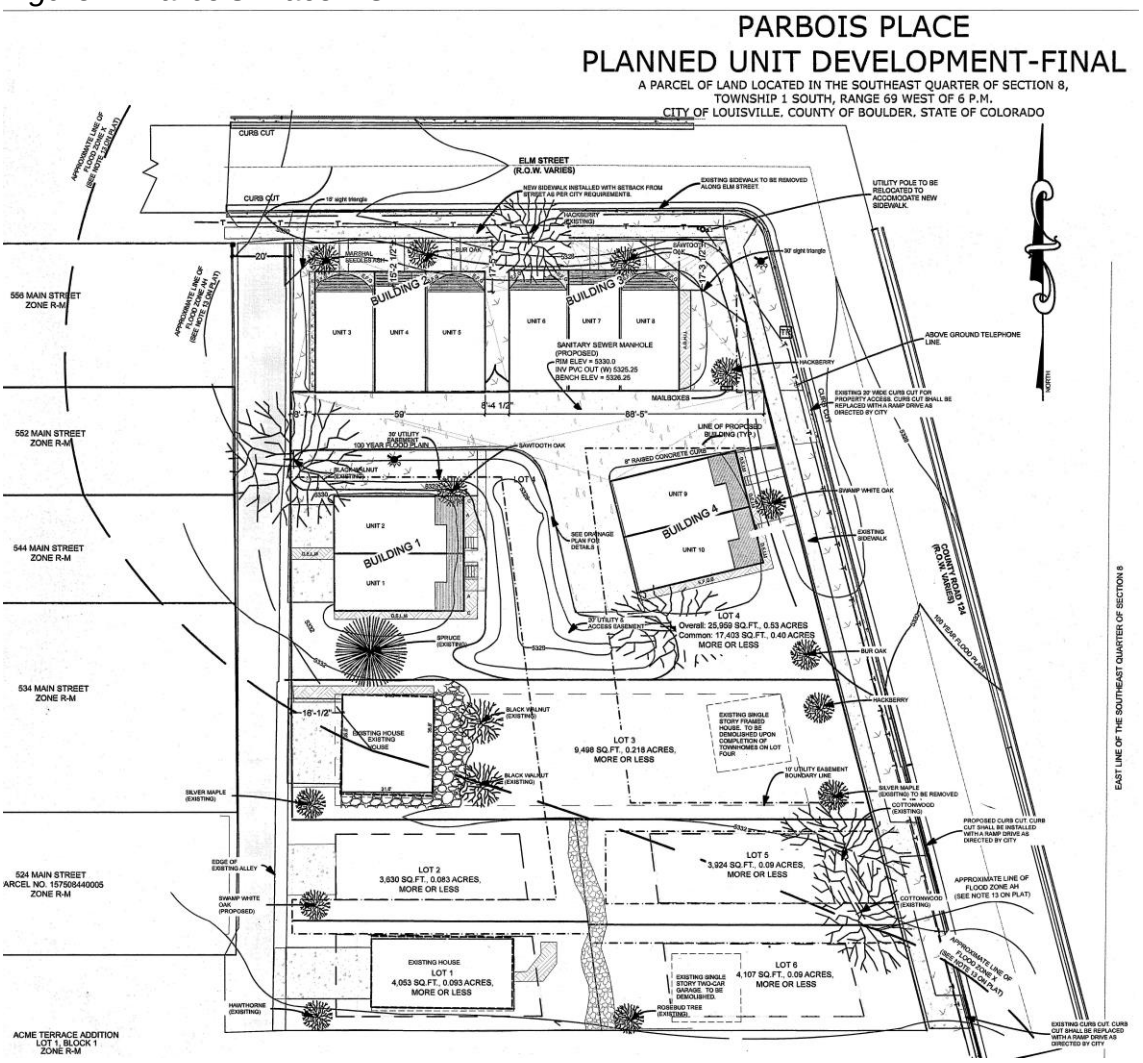


SUMMARY:
The owner of Lot 6, Parbois Place Subdivision, Lynn Koglin, requests approval of an amendment to the Parbois Place Final Planned Unit Development (PUD) and Parbois Place Subdivision Agreement to remove a requirement to demolish the garage on the property (see Attachments 3 and 4 for proposed amendments). The applicant owns both 547 County Road (Lot 5) and 543 County Road (Lot 6), which were subdivided as part of the Parbois Place development with the intent for two single-family homes. 547 County Road includes a residence built in 2011. 543 County Road only includes the garage. The applicant would like to allow the garage to legally remain and make an addition to the structure to enlarge the garage. The addition would extend the garage horizontally to the east, slightly closer to the street.

BACKGROUND:
The City approved the Parbois Place Subdivision and PUD in 2009 (see Attachment 5). The PUD established a range of density from higher density townhomes at the northern edge of the block to lower density at the southern edge, where Lot 6 (543 County Road) is located. The PUD identified Lots 1, 2, 5, and 6 for future single family development (including an existing single family home on Lot 1), but proposed no new homes on these lots. The PUD notes that the existing garage on Lot 6 was to be demolished and the Subdivison Agreements required the demolition to be completed within 36 months after the date of the Final Plat and PUD approval, but demolition never occurred. A single family home was built in 2011 on Lot 5.

The City approved two amendments in 2013, both of which were text amendments to the Subdivision Agreement, but did not result in PUD map changes (see Attachments 6 and 7). Together, these amendments lifted the demolition requirements for an existing single family home on Lot 3, and also relaxed requirements for completion of public improvements before certificates of occupancy were issued for some of the residential units.

Figure 1: Parbois Place PUD



ANALYSIS:

Staff Findings:

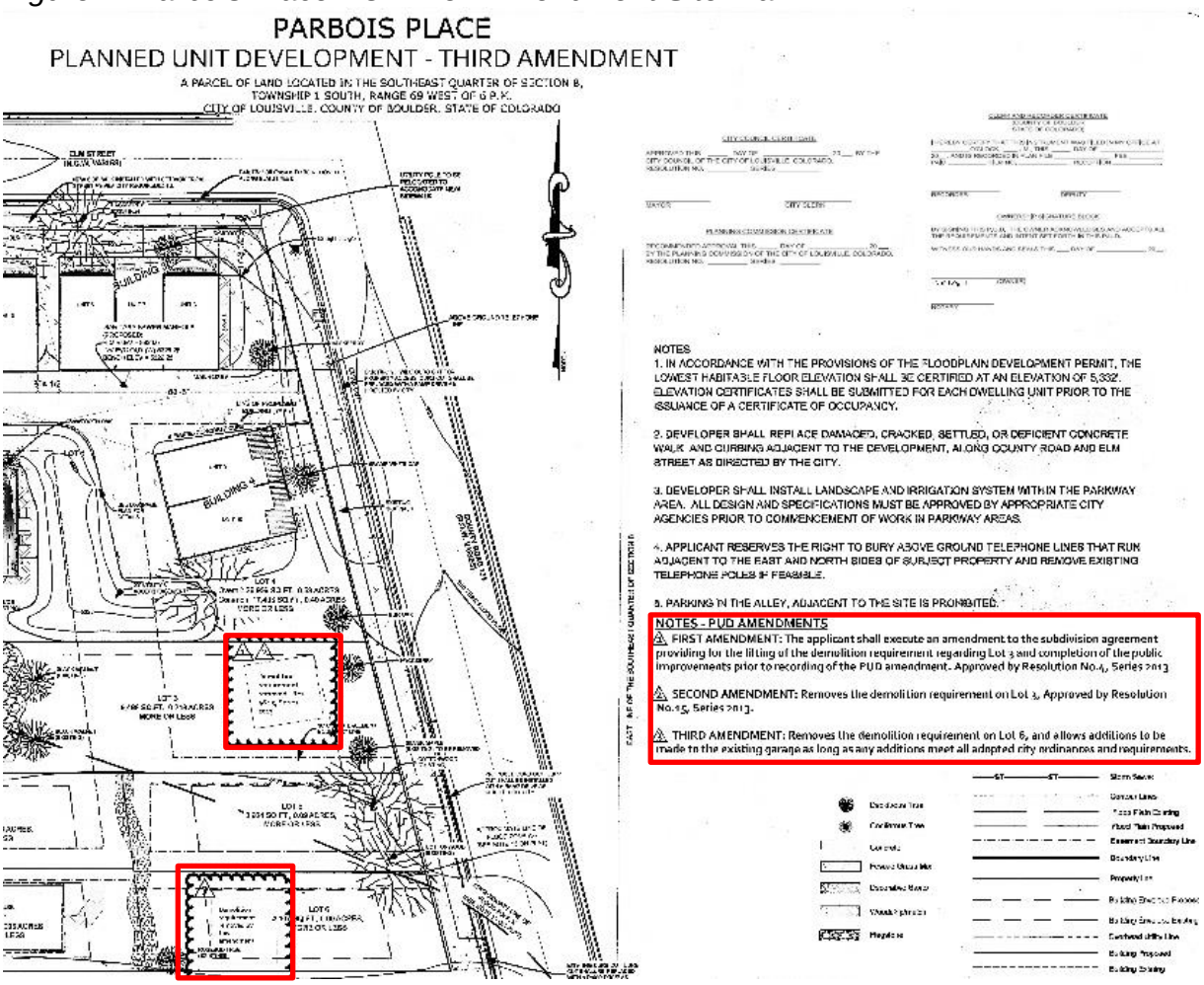
In review of the original Parbois Place PUD and Subdivision Agreement, staff has not been able to find any documentation indicating the purpose of the original demolition requirement for the garage on Lot 6. It is possible the requirement was to clear Lot 6 in order to allow future construction of a single family home. The PUD allows separate single family developments on Lot 5 and 6. However, these two lots are currently in common ownership in which both lots are used as a single residence.

The proposed amendment would remove the demolition requirement from the PUD, allowing the garage to legally remain. Any future improvements or expansions of the garage would need to comply with the development standards of the PUD, the RM zone district, and the Old Town Overlay Zone District. Similarly, if in the future, Lot 6 was sold

and planned for a new single family development, the new construction would be subject to all of the applicable zoning and development standards.

Staff finds that the continued existence of the garage does not violate the overall intent of the Parbois PUD, or impact the character of the area. The amendment will update the Subdivision Agreement as well as the PUD map where the demolition requirement is located. The PUD map will also include notes to indicate the prior two PUD amendments which were never properly documented and recorded.

Figure 2: Parbois Place PUD – 3rd Amendment Site Plan



Planned Unit Development
The PUD is subject to Section 17.28.120 of the Louisville Municipal Code.

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 11, Series 2020 recommending approval of an amendment to the Parbois Place PUD.

ATTACHMENTS:
1. Resolution No. 9, Series 2020
2. Application Materials
3. Proposed Parbois Place PUD – 3rd Amendment
4. Proposed Parbois Place PUD – 3rd Amendment Subdivision Agreement
5. Parbois Place PUD
6. Parbois Place PUD – 1st Amendment (Subdivision Agreement only)
7. Parbois Place PUD – 2nd Amendment (Subdivision Agreement only)
8. Public Comments

APPENDIX: PUD Criteria Analysis – Parbois Place PUD – 3rd Amendment

Criteria 17.28.120 (A)	Finding	Narrative
1. An appropriate relationship to the surrounding area.	Compliant	The garage is existing, and will not alter the relationship with the surrounding area.
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.	Not Applicable	The amendment only affects Lot 6, so there is no internal circulation needed.
3. Consideration and provision for low and moderate-income housing	Compliant	The amendment will not preclude future residential development on Lot 6, provided the future development meets all relevant City development standards.
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	Not Applicable	The amendment will not impact the functional open space of the PUD as a whole.
5. Variety in terms of housing types, densities, facilities and open space	Compliant	The amendment will not preclude future residential development on Lot 6, provided the future development meets all relevant City development standards.
6. Privacy in terms of the needs of individuals, families and neighbors	Compliant	The existing garage will be compliant with the setback regulations for accessory structures in the Old Town Overlay District.
7. Pedestrian and bicycle traffic in terms of safety, separation, convenience, access points of destination and attractiveness	Not Applicable	The amendment only affects Lot 6, so there is no internal pedestrian or bike circulation needed.
8. Building types in terms of appropriateness to density, site relationship and bulk	Not Applicable	Any future development would need to comply with the Parbois Place development standards and the Old Town Overlay standards.
9. Building design in terms of orientation, spacing, materials,	Not Applicable	Any future development would need to comply with the Parbois

color, texture, storage, signs and lighting		Place development standards and the Old Town Overlay standards.
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 amendment does not impact the overall landscaping of 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 has been in city limits since the Town's early days, and was platted in 2009.
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	Future construction or additions to the existing garage that include installation of water and sewer utility service shall conform to City Municipal Code.

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 amendment 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	Compliant	The PUD amendment is appropriate for the context of the existing conditions of the property.

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.		
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	Any future development will have to comply with the Old Town Overlay and Parbois Place standards.
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.	Not Applicable	The PUD amendment does not impact open space areas.
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.	Not Applicable	The PUD amendment does not alter the street character of Lot 6.
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.	Not Applicable	No internal circulation on Lot 6 is needed.

9. The project and development should attempt to incorporate features which reduce the demand for water usage.	Not Applicable	The PUD amendment will not impact water usage.
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.	Not Applicable	The PUD amendment will not impact heating and cooling demands.
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.	Not Applicable	No buffering is required on Lot 6.
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 amendment provides flexibility for future development.
13. The overall PUD shall provide a variety of housing types.	Compliant	Housing is not proposed at this time, but the amendment does not preclude it in the future.
14. Neighborhoods within a PUD shall provide a range of housing size.	Compliant	Housing is not proposed at this time, but the amendment does not preclude it in the future.
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	New development is not proposed at this time, but the amendment does not preclude it in the future.

RESOLUTION NO. 11
SERIES 2020

A RESOLUTION RECOMMENDING APPROVAL OF A REQUEST FOR AN AMENDMENT TO THE PARBOIS PLACE PLANNED UNIT DEVELOPMENT TO REMOVE THE DEMOLITION REQUIREMENT ON LOT 6, LOCATED AT 543 COUNTY ROAD

WHEREAS, there has been submitted to the Louisville Planning Commission an application for an amendment to the Parbois Place Planned Unit Development to remove the demolition requirement on Lot 6.

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 August 13, 2020, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission staff report dated August 13, 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 the Parbois Place Planned Unit Development to remove the demolition requirement on Lot 6.

PASSED AND ADOPTED this 13th day of August, 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: Lynn Koglin
Contact: 303 554 3073
Address: 547 County Road
Louisville Co 80027
Mailing Address:
Telephone:
Fax:
Email: LKoglin@Koglingroupllc.com

OWNER INFORMATION

Firm: SAME As Above
Contact:
Address:
Mailing Address:
Telephone:
Fax:
Email:

REPRESENTATIVE INFORMATION

Firm: SAME As Above
Contact:
Address:
Mailing Address:
Telephone:
Fax:
Email:

PROPERTY INFORMATION

Common Address: 543 County road
Legal Description: Lot 6 Blk
Subdivision Parcels P1
Area: 47.99 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: remove demo Garage from Pud

Current zoning: _____ Proposed zoning: _____

SIGNATURES & DATE

Applicant: Lynn Koglin
Print:
Owner: Lynn / Michelle Koglin
Print:
Representative:
Print:

CITY STAFF USE ONLY

- ☐ Fee paid:
- ☐ Check number:
- ☐ Date Received:

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: Lynn Kegler
Address: 547 County Rd
Louisville Co 80027
Mailing Address: _____
Telephone: 303 551 3073
Fax: _____
Email: L.Kegler@Kegingapl.com

OWNER INFORMATION

Firm: _____
Contact: _____
Address: _____
Mailing Address: _____
Telephone: _____
Fax: _____
Email: _____

REPRESENTATIVE INFORMATION

Firm: _____
Contact: _____
Address: _____
Mailing Address: _____
Telephone: _____
Fax: _____
Email: _____

PROPERTY INFORMATION

Common Address: 547, 543 County Rd
Legal Description: Lot 6 Blk _____
Subdivision Parkes Place
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, 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: Lynn Kegler
Print: _____
Owner: _____
Print: _____
Representative: _____
Print: _____

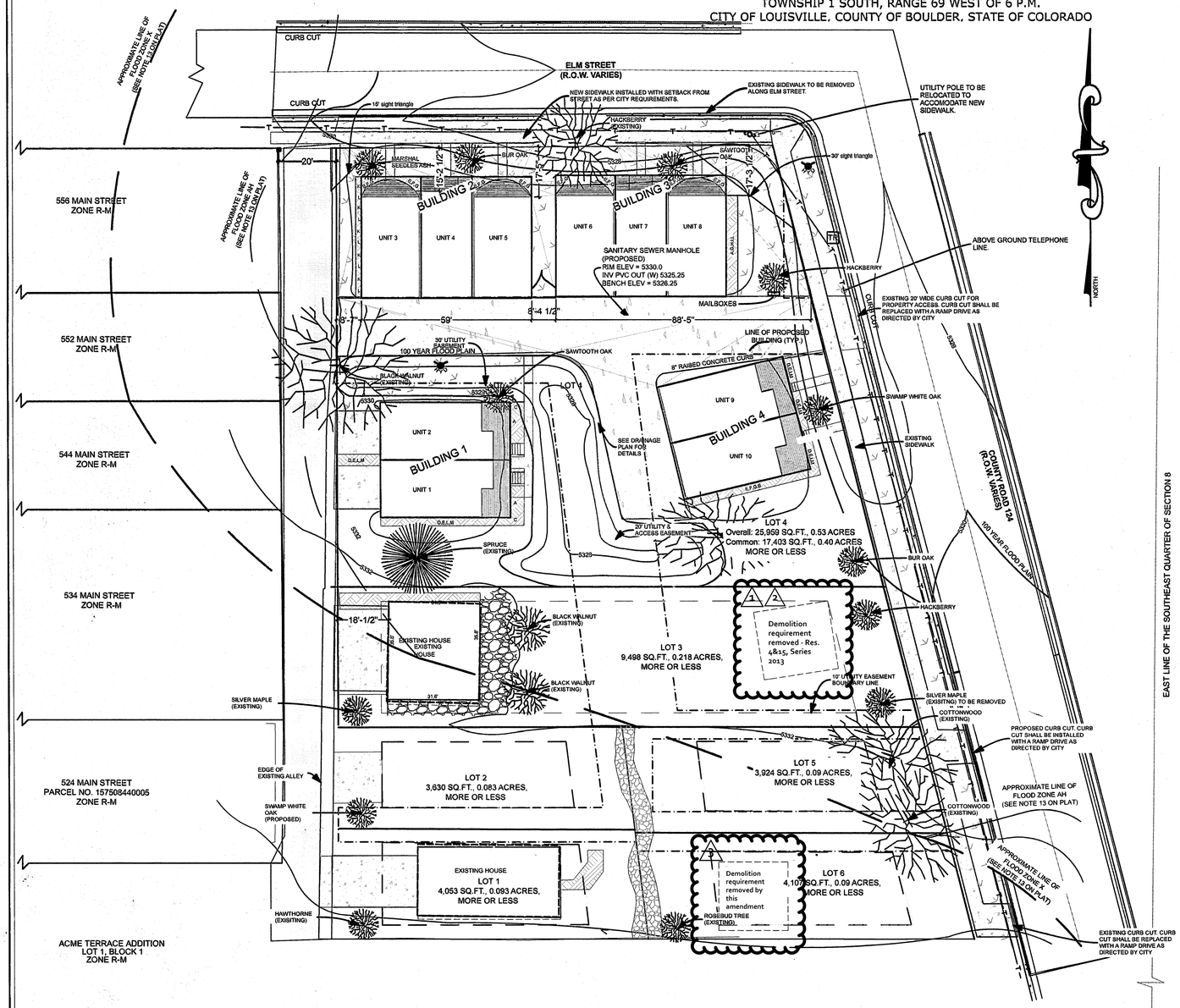
CITY STAFF USE ONLY

- ☐ Electronic Hearing Approved: _____
- ☐ Date(s) of Hearing(s): _____

PARBOIS PLACE

PLANNED UNIT DEVELOPMENT - THIRD AMENDMENT

A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF 6 P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



CITY COUNCIL CERTIFICATE

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

_____ MAYOR

_____ CITY CLERK

PLANNING COMMISSION CERTIFICATE

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

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 _____.

_____ RECORDER

_____ DEPUTY

OWNERSHIP SIGNATURE BLOCK

BY SIGNING THIS P.U.D., THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH IN THIS P.U.D.

WITNESS OUR HANDS AND SEALS THIS ____ DAY OF _____, 20___.

_____ Lynn Koglin (OWNER)

_____ NOTARY

NOTES

1. IN ACCORDANCE WITH THE PROVISIONS OF THE FLOODPLAIN DEVELOPMENT PERMIT, THE LOWEST HABITABLE FLOOR ELEVATION SHALL BE CERTIFIED AT AN ELEVATION OF 5,332'. ELEVATION CERTIFICATES SHALL BE SUBMITTED FOR EACH DWELLING UNIT PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

2. DEVELOPER SHALL REPLACE DAMAGED, CRACKED, SETTLED, OR DEFICIENT CONCRETE WALK AND CURBING ADJACENT TO THE DEVELOPMENT, ALONG COUNTY ROAD AND ELM STREET AS DIRECTED BY THE CITY.

3. DEVELOPER SHALL INSTALL LANDSCAPE AND IRRIGATION SYSTEM WITHIN THE PARKWAY AREA. ALL DESIGN AND SPECIFICATIONS MUST BE APPROVED BY APPROPRIATE CITY AGENCIES PRIOR TO COMMENCEMENT OF WORK IN PARKWAY AREAS.

4. APPLICANT RESERVES THE RIGHT TO BURY ABOVE GROUND TELEPHONE LINES THAT RUN ADJACENT TO THE EAST AND NORTH SIDES OF SUBJECT PROPERTY AND REMOVE EXISTING TELEPHONE POLES IF FEASIBLE.

5. PARKING IN THE ALLEY, ADJACENT TO THE SITE IS PROHIBITED.

NOTES - PUD AMENDMENTS

1. FIRST AMENDMENT: The applicant shall execute an amendment to the subdivision agreement providing for the lifting of the demolition requirement regarding Lot 3 and completion of the public improvements prior to recording of the PUD amendment. Approved by Resolution No.4, Series 2013

2. SECOND AMENDMENT: Removes the demolition requirement on Lot 3, Approved by Resolution No.15, Series 2013.

3. THIRD AMENDMENT: Removes the demolition requirement on Lot 6, and allows additions to be made to the existing garage as long as any additions meet all adopted city ordinances and requirements.

Deciduous Tree
Coniferous Tree
Concrete
Fescue Grass Mix
Decorative Stone
Woodchip/mulch
Flagstone

Storm Sewer
Contour Lines
Flood Plain Existing
Flood Plain Proposed
Easement Boundary Line
Boundary Line
Property line
Building Envelope Proposed
Building Envelope Existing
Overhead Utility Line
Building Proposed
Building Existing

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

Water Valve
Storm Manhole
Utility Pole
Light Pole
Fire Hydrant
EM Electric Meter
GM Gas Meter
Sanitary Sewer Manhole
TR Telephone Control Box

	PARBOIS PLACE COUNTY ROAD LOUISVILLE, CO80027	DEVELOPMENT PLAN

DRAWING NUMBER
SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 65552
POSITION EDGE OF PRINT ON THIS LINE

THIRD AMENDMENT TO SUBDIVISION AGREEMENT
(Parbois Place Subdivision)

This THIRD Amendment to Subdivision Agreement (hereinafter "Third Amendment") is made and entered into as of the Effective Date (as defined in Section 6, below), by and between the CITY OF LOUISVILLE, a municipal corporation, in the County of Boulder, State of Colorado (hereinafter "the City"), and Lynn Koglin (hereinafter "Koglin"), the owner of Lot 3, Parbois Place Subdivision.

WHEREAS, on January 28, 2011, the City, Acme Terrace and Garrett Mundelein entered into the Parbois Place Subdivision Agreement (the "Subdivision Agreement"), which Subdivision Agreement was recorded in the offices of the Boulder County Clerk and Recorder on February 9, 2011 at Reception No. 03132107; and

WHEREAS, the Subdivision Agreement was subsequently amended by that certain First Amendment to Subdivision Agreement (the "First Amendment"), which First Amendment was recorded in the offices of the Boulder County Clerk and Recorder on October 24, 2012 at Reception No. 03261994 and re-recorded on November 30, 2012 at Reception No. 03271389, and

WHEREAS, the Subdivision Agreement was subsequently amended by that certain Second Amendment to Subdivision Agreement (the "Second Amendment"), which Second Amendment was recorded in the offices of the Boulder County Clerk and Recorder on March 7, 2013 at Reception No. 03295268, and

WHEREAS, Koglin has requested a third amendment to the Subdivision Agreement to remove the demolition requirement of the existing garage located on Lot 6;

WHEREAS, the City is willing to amend the Subdivision Agreement as set forth herein,

NOW THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, City and Koglin hereby agree as follows:

Section 1. Section 8.1 of the Subdivision Agreement, as amended by the Second Amendment, is hereby further amended to delete the second to last sentence, removing the requirement for the demolition of the garage structure on Lot 6 of the subdivision.

Section 2. Except as amended by this Third Amendment, the Subdivision Agreement, as amended by the First Amendment and Second Amendment, shall remain in full force and effect in accordance with its terms. In the event of a conflict among the Subdivision Agreement, the First Amendment, the Second Amendment, and this Third Amendment, the terms of this Third Amendment shall control to the extent of such conflict.

Section 3. Nothing in this Third Amendment shall be deemed or construed to discharge any party hereto or any other person from any liabilities accruing prior to the effective date of this Third Amendment, and this instrument shall be without prejudice to any rights or remedies of the City regarding such liabilities.

Section 4. Capitalized terms used in this Third Amendment shall have the same meaning as capitalized terms defined in the Subdivision Agreement.

Section 5. This Third Amendment shall be recorded in the office of the Boulder County, Colorado Clerk and Recorder.

Section 6. Effective Date. This Third Amendment shall become effective upon the date it has been executed by all of the parties.

IN WITNESS WHEREOF, the parties have executed this Third Amendment as of the date first set forth above.

CITY OF LOUISVILLE

By:_____
Ashley Stolzmann, Mayor

Attest: _____
Meredyth Muth, City Clerk

LYNN KOGLIN

By: _____

ACKNOWLEDGEMENT

STATE OF COLORADO)
) ss.
COUNTY OF BOULDER)

The above and foregoing signature of _____, was subscribed and sworn to me before this ____ day of _____, 2020.

Witness my hand and official seal.

My commission expires: _____

_____
Notary Public

PARBOIS PLACE
PLANNED UNIT DEVELOPMENT-FINAL

A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF 6 P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

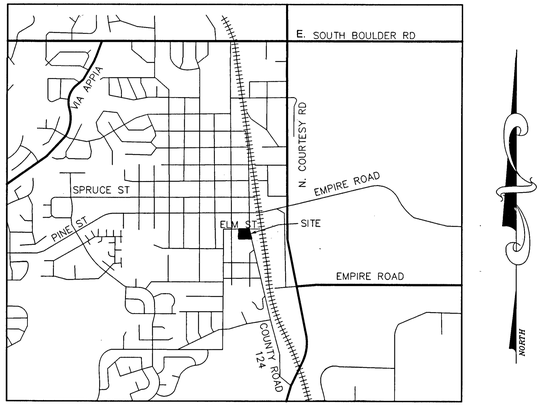
NOTES
1. ALL PROPOSED DECIDUOUS TREES SHALL BE 2" CAL. MIN.
2. ALL PROPOSED CONIFEROUS TREES SHALL BE 5' TALL MIN.
3. ALL PROPOSED PERENNIAL AND SHRUBS TO BE ONE GALLON POT SIZE MIN.
4. ALL FENCING SHALL MAINTAIN A 1' SETBACK FROM ALL R.O.W. AREAS AND SHALL BE MAINTAINED BY THE ADJOINING PRIVATE PROPERTY OWNER, OR AS ASSIGNED TO AN HOA.
5. NO STRUCTURES MAY BE ERECTED WITHIN THE ALLEY DEDICATION.
6. MAINTENANCE OF THE R.O.W. AREAS WILL BE RESPONSIBILITY OF ADJACENT LANDOWNER OR HOA.

LOT	HEIGHT	FOOTPRINT	F.A.R.
1	27'	> OF 37.5% OR 1,600 SQ/FT	> OF 0.45 % OR 1,999
2	27'	> OF 37.5% OR 1,600 SQ/FT	> OF 0.45 % OR 1,999
3	27'	> OF 37.5% OR 1,600 SQ/FT	> OF 0.45 % OR 1,999
4	30'	> OF 35% OR 2,799 SQ/FT	> OF 0.45 % OR 1,999
5	27'	> OF 37.5% OR 1,600 SQ/FT	> OF 0.45 % OR 1,999
6	27'	> OF 37.5% OR 1,600 SQ/FT	> OF 0.45 % OR 1,999

NOTE: F.A.R. INCLUDES GARAGE FLOOR OF TOWN HOME UNITS WHICH IS UNFINISHED.

LAND USE TABLE		
LOT 1	R-M Single Family	4,053 SQ/FT
LOT 2	R-M Single Family	3,630 SQ/FT
LOT 3	R-M Single Family	9,498 SQ/FT
LOT 4	R-M Town Home	25,959 SQ/FT
LOT 5	R-M Single Family	3,924 SQ/FT
LOT 6	R-M Single Family	4,107 SQ/FT
OUTLOT A	R.O.W. DEDICATION	1,140 SQ/FT
OVERALL	PARBOIS PLACE PUD	52,311 SQ/FT

Vicinity Map
Not to Scale



Project Overview

The Parbois Place Development is located on approximately 1.2 acres of property in the Old Town Historic District of Louisville, Colorado. This development is made up of several parcels that consisted of eight mobile home trailers, one storage unit, one two-car detached garage, and five homes. The proposal will create four single family home sites, 10 luxury town home sites and maintain one existing single family home site.

The development site is adjacent on two sides to the commercial district and medium density residential on the remaining two sides. The North and East sides are commercial districts that allow for zero lot line setbacks and 35' height limits. The residential areas to the South and West tend to be a mix of larger homes (2,700 square feet or bigger) on smaller lots (under 6,000 sq/ft lots) or small homes with less than 5' of separation. The Union Pacific Railroad track is also within 250' of this property on the East side.

The current conditions of the area do not match or lend themselves to a typical residential neighborhood in Old Town Louisville. This historically blighted area would be better suited for development that creates a buffer zone between the high density zoning and usage of the commercial district and the medium density residential area. The town home development would create a visual screen, noise buffering, and appropriate pedestrian and residential usage for this area.

The builders for this project have been recognized and consult internationally for their low environment impact building methods, energy efficient designs, and leading edge technologies. The proposed development will incorporate renewable energy sources, recycled building products and minimal energy use products. The structures will be designed for photovoltaic cell placement. Our desire is to create a model development that leads by example, the way to responsible green construction and development.

REQUESTED WAIVERS FOR DEVELOPMENT

1. HEIGHT WAIVER (LOT 4 ONLY)
   EXISTING - 27' REQUESTED – 30'
2. REAR LINE SETBACK WAIVER
   LOT 4 EXISTING – 25' REQUESTED – 7'
   LOT 1,2, & 3 EXISTING – 25' REQUESTED – 18'
3. F.A.R WAIVER FOR LOT 4 ONLY FOR FINISHED SQ/FT
   EXISTING - 15,929 REQUESTED – 11,700 SQ/FT FINISHED
   5,994 SQ/FT UNHABITABLE
   TOTAL 17,694 SQ/FT
4. FRONT YARD SETBACK FOR LOT 4 ONLY
   EXISTING – 20' REQUESTED – 15'

NOTE: EXISTING F.A.R. IS CALCULATED ASSUMING LOTS ARE USED TO MAXIMUM EXISTING DENSITY AND SUB-DIVIDED ACCORDINGLY.

		SETBACKS				
LOT	BUILDING	HEIGHT	SIDE	FRONT	REAR	PARKING
1	N/A	27'	5'	20'	18'	6
2	N/A	27'	5'	20'	18'	6
3	N/A	27'	5'	20'	18'	6
4	1	30'	7'	20'	15'	8
4	2	30'	7'	15'	7'	6
4	3	30'	14'	15'	25'	6
4	4	30'	7'	20'	25'	6
5	N/A	27'	5'	20'	25'	4
6	N/A	27'	5'	20'	25'	4

NOTE: SIDELINE SETBACK FROM ELM STREET TO BUILDING TWO IS 15'

PROPOSED BUILDING SIZES (LOT 4)					
LOT	BUILDING	UNIT	FOOTPRINT	F.A.R.	FINISHED SQ/FT
4	1	1	700 sq/ft	1,720 sq/ft	1,165 sq/ft
4	1	2	700 sq/ft	1,720 sq/ft	1,165 sq/ft
4	2	3	700 sq/ft	1,842 sq/ft	1,196 sq/ft
4	2	4	629 sq/ft	1,723 sq/ft	1,128 sq/ft
4	2	5	700 sq/ft	1,842 sq/ft	1,196 sq/ft
4	3	6	700 sq/ft	1,842 sq/ft	1,196 sq/ft
4	3	7	629 sq/ft	1,723 sq/ft	1,128 sq/ft
4	3	8	700 sq/ft	1,842 sq/ft	1,196 sq/ft
4	4	9	700 sq/ft	1,720 sq/ft	1,165 sq/ft
4	4	10	700 sq/ft	1,720 sq/ft	1,165 sq/ft
TOTAL			6,858 sq/ft	17,694 sq/ft	11,700 sq/ft

NOTES
1. F.A.R. INCLUDES GARAGE FLOOR OF TOWN HOME UNITS WHICH IS UNFINISHED AND UNHABITABLE.
2. PLAT SHOWS LAND OWNERSHIP SQUARE FOOTAGE AND NOT BUILDING FOOTPRINT SIZE.

OWNERSHIP SIGNATURE BLOCK:

HAVE LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS UNDER THE NAME OF **PARBOIS PLACE,** AND ALSO DEDICATED EASEMENTS AS SHOWN ON SAID **PARBOIS PLACE,** AS LAID OUT AND DESIGNATED ON THIS P.U.D.

WITNESS OUR HAND AND SEAL THIS 25 DAY OF SEPTEMBER 2009

ACME TERRACE LLC
BY: GARRETT MUNDELEIN
TITLE: MANAGER

ACKNOWLEDGMENT:
STATE OF Colorado)
)SS
COUNTY OF ~~BOULDER~~ Denver)

THE FOREGOING INSTRUMENT WAS ACKNOLEDGED BEFORE ME THIS 25 DAY OF September 2009, BY
Garrett Mundelein

WITNESS MY HAND AND OFFICIAL SEAL.
BY Teresa Montano Vigil MY COMMISSION EXPIRES 3-4-2012
NOTARY PUBLIC

TERESA MONTANO VIGIL NOTARY PUBLIC STATE OF COLORADO

CITY COUNCIL CERTIFICATE

APPROVED THIS 7 DAY OF July 2009 BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLOROADO.

RESOLUTION NO. 28 SERIES 2009

MAYOR

Nancy Varra
CITY CLERK

SEAL

PLANNING COMMISSION CERTIFICATE

RECOMMENDED APPROVAL THIS 11 DAY OF June 2009 BY THE PLANNING COMMISION OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. 5 SERIES 2009

CLERK AND RECORDER CERTIFICATE

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 8:09 O'CLOCK, A.M., THIS 12TH DAY OF OCTOBER A.D.,2009, AND IS RECORDED INPLAN FILE _____
FEE _____ PAID 51.00 FILM NO. _____ RECEPTION NO. 2035401

HILLARY HALL
RECORDER

Jennifer Malloy
DEPUTY

LENDER'S CONSENT:

THE UNDERSIGNED DOES HEREBY CONSENT TO THE PLATTING OF **PARBOIS PLACE** AS SHOWN HEREON.

UNITED WESTERN BANK
BY: JOHN MERCHANT
TITLE: Vice President

ACKNOWLEDGMENT:
STATE OF Colorado)
)SS
COUNTY OF ~~BOULDER~~ Denver)

THE FOREGOING INSTRUMENT WAS ACKNOLEDGED BEFORE ME THIS 25 DAY OF September 2009, BY
John Merchant

WITNESS MY HAND AND OFFICIAL SEAL.
BY Teresa Montano Vigil MY COMMISSION EXPIRES 3-4-2012
NOTARY PUBLIC

TERESA MONTANO VIGIL NOTARY PUBLIC STATE OF COLORADO

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PREPARED FOR:
ACME TERRACE, LLC
557 COUNTY ROAD
LOUISVILLE, CO 80027
303-664-0402

CIVIL ENGINEER:
ODISEA, LLC
Ian Smith, P.E.
1460 Lee Hill Road, #7
Boulder, Colorado 80304
303-443-4335 303-443-4355 fax
ian@odiseanet.com

FLOOD PLAIN ENGINEER:
ALAN TAYLOR CONSULTING, LLC
Alan Taylor, P.E.,CFM
1167 Purdue Drive
Longmont, Colorado 80503
720-334-9260 303-772-8805 fax
taylor.ala@comcast.net

12/01/08
Drawn by: GGM
Revision Date:
3/27/09
5/18/09
#

CADDesigns
303.742.0100 OFFICE
303.742.0111 FAX
17005 S. GOLDEN RD.
GOLDEN, CO 80401

PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO80027

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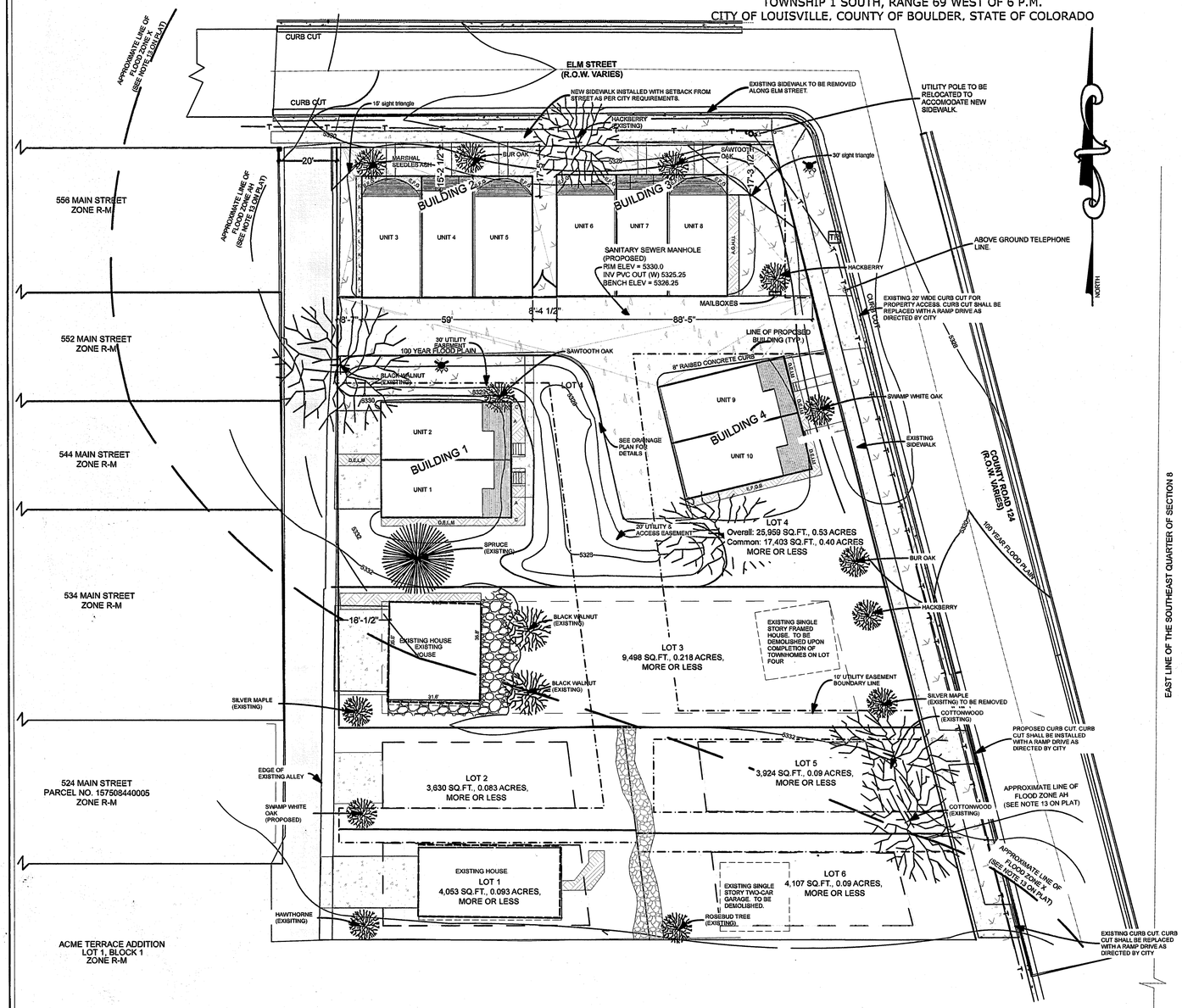
SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 60502
POSITION EDGE OF PRINT ON THIS LINE

Parbois Place PUD
2 of 12

PARBOIS PLACE
PLANNED UNIT DEVELOPMENT-FINAL

A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF 6 P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



NOTES

1. IN ACCORDANCE WITH THE PROVISIONS OF THE FLOODPLAIN DEVELOPMENT PERMIT, THE LOWEST HABITABLE FLOOR ELEVATION SHALL BE CERTIFIED AT AN ELEVATION OF 5,332'. ELEVATION CERTIFICATES SHALL BE SUBMITTED FOR EACH DWELLING UNIT PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY.

2. DEVELOPER SHALL REPLACE DAMAGED, CRACKED, SETTLED, OR DEFICIENT CONCRETE WALK AND CURBING ADJACENT TO THE DEVELOPMENT, ALONG COUNTY ROAD AND ELM STREET AS DIRECTED BY THE CITY.

3. DEVELOPER SHALL INSTALL LANDSCAPE AND IRRIGATION SYSTEM WITHIN THE PARKWAY AREA. ALL DESIGN AND SPECIFICATIONS MUST BE APPROVED BY APPROPRIATE CITY AGENCIES PRIOR TO COMMENCEMENT OF WORK IN PARKWAY AREAS.

4. APPLICANT RESERVES THE RIGHT TO BURY ABOVE GROUND TELEPHONE LINES THAT RUN ADJACENT TO THE EAST AND NORTH SIDES OF SUBJECT PROPERTY AND REMOVE EXISTING TELEPHONE POLES IF FEASIBLE.

5. PARKING IN THE ALLEY, ADJACENT TO THE SITE IS PROHIBITED.

Deciduous Tree
Coniferous Tree
Concrete
Fescue Grass Mix
Decorative Stone
Woodchip/mulch
Flagstone

Telephone
Storm Sewer
Contour Lines
Flood Plain Existing
Flood Plain Proposed
Easement Boundary Line
Boundary Line
Property line
Building Envelope Proposed
Building Envelope Existing
Overhead Utility Line
Building Proposed
Building Existing

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

Water Valve
Storm Manhole
Utility Pole
Light Pole
Fire Hydrant
EM Electric Meter
GM Gas Meter
Sanitary Sewer Manhole
TR Telephone Control Box

PREPARED FOR:
ACME TERRACE, LLC
557 COUNTY ROAD
LOUISVILLE, CO 80027
303-664-0402

CIVIL ENGINEER:
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PARBOIS PLACE
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DEVELOPMENT PLAN

200801

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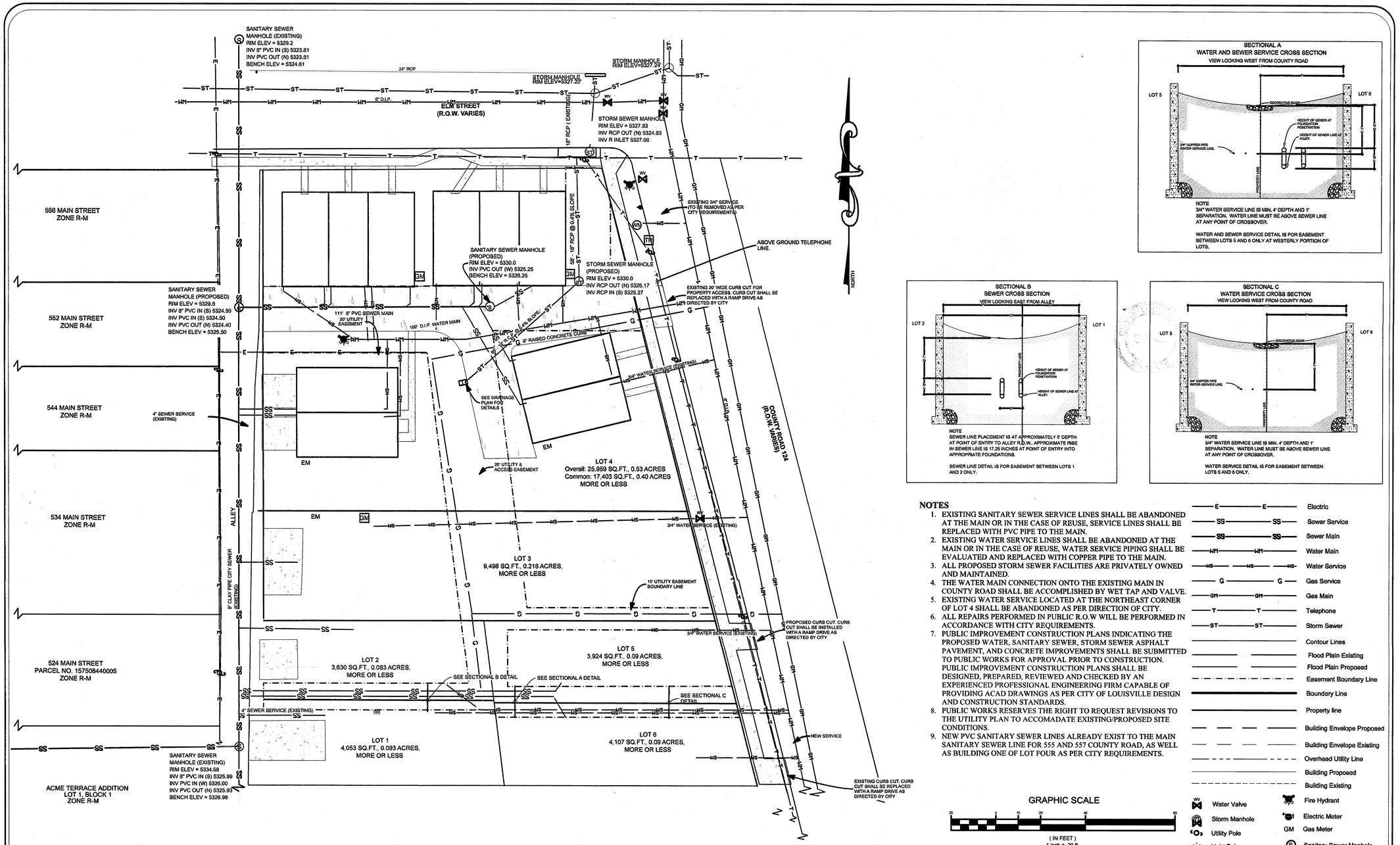
Parbois Place PUD
3 of 12



NOTES

1. EXISTING SANITARY SEWER SERVICE LINES SHALL BE ABANDONED AT THE MAIN OR IN THE CASE OF REUSE, SERVICE LINES SHALL BE REPLACED WITH PVC PIPE TO THE MAIN.
2. EXISTING WATER SERVICE LINES SHALL BE ABANDONED AT THE MAIN OR IN THE CASE OF REUSE, WATER SERVICE PIPING SHALL BE EVALUATED AND REPLACED WITH COPPER PIPE TO THE MAIN.
3. ALL PROPOSED STORM SEWER FACILITIES ARE PRIVATELY OWNED AND MAINTAINED.
4. THE WATER MAIN CONNECTION ONTO THE EXISTING MAIN IN COUNTY ROAD SHALL BE ACCOMPLISHED BY WET TAP AND VALVE.
5. EXISTING WATER SERVICE LOCATED AT THE NORTHEAST CORNER OF LOT 4 SHALL BE ABANDONED AS PER DIRECTION OF CITY.
6. ALL REPAIRS PERFORMED IN PUBLIC R.O.W WILL BE PERFORMED IN ACCORDANCE WITH CITY REQUIREMENTS.
7. PUBLIC IMPROVEMENT CONSTRUCTION PLANS INDICATING THE PROPOSED WATER, SANITARY SEWER, STORM SEWER ASPHALT PAVEMENT, AND CONCRETE IMPROVEMENTS SHALL BE SUBMITTED TO PUBLIC WORKS FOR APPROVAL PRIOR TO CONSTRUCTION. PUBLIC IMPROVEMENT CONSTRUCTION PLANS SHALL BE DESIGNED, PREPARED, REVIEWED AND CHECKED BY AN EXPERIENCED PROFESSIONAL ENGINEERING FIRM CAPABLE OF PROVIDING ACAD DRAWINGS AS PER CITY OF LOUISVILLE DESIGN AND CONSTRUCTION STANDARDS.
8. PUBLIC WORKS RESERVES THE RIGHT TO REQUEST REVISIONS TO THE UTILITY PLAN TO ACCOMADATE EXISTING/PROPOSED SITE CONDITIONS.
9. NEW PVC SANITARY SEWER LINES ALREADY EXIST TO THE MAIN SANITARY SEWER LINE FOR 555 AND 557 COUNTY ROAD, AS WELL AS BUILDING ONE OF LOT FOUR AS PER CITY REQUIREMENTS.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

Electric	
Sewer Service	
Sewer Main	
Water Main	
Water Service	
Gas Service	
Gas Main	
Telephone	
Storm Sewer	
Contour Lines	
Flood Plain Existing	
Flood Plain Proposed	
Easement Boundary Line	
Boundary Line	
Property line	
Building Envelope Proposed	
Building Envelope Existing	
Overhead Utility Line	
Building Proposed	
Building Existing	

WV Water Valve	Fire Hydrant
Storm Manhole	Electric Meter
Utility Pole	GM Gas Meter
Light Pole	Sanitary Sewer Manhole
	TR Telephone Control Box

PREPARED FOR:
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LOUISVILLE, CO 80027
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8 OF 17
UTILITY PLAN
200801

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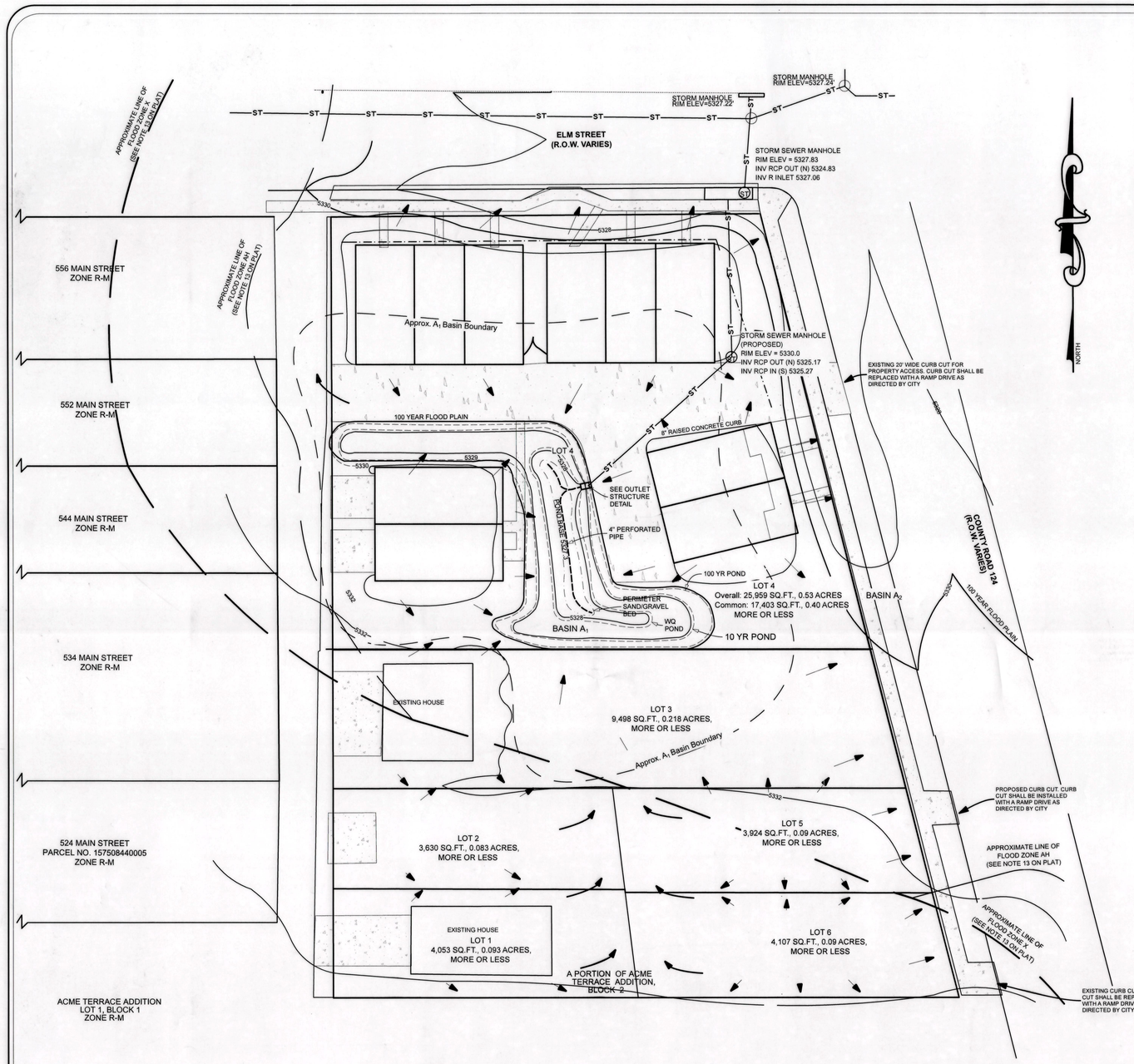
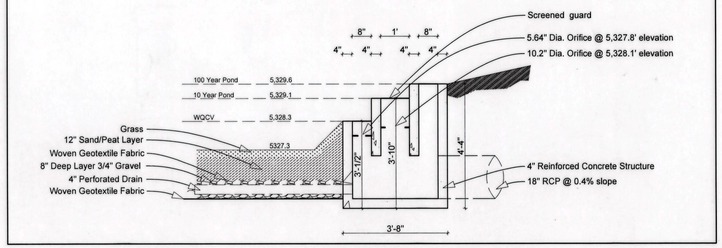
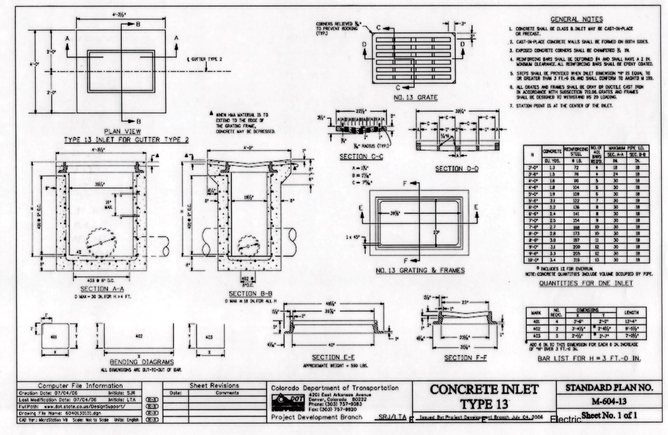


OUTLET STRUCTURE DETAIL





NOTES
1. REFER TO DRAINAGE REPORT FOR DETENTION POND DRAWINGS AND DETAILS.
2. BASE FLOOD ELEVATION IS 5,330.0 USGS
3. TOP OF GARAGE SLABS IS 5,330.2 USGS UNLESS NOTED OTHERWISE.

WATER QUALITY POROUS LANDSCAPE DETENTION

THE GRASSY BOTTOM WATER QUALITY/DETENTION POND WILL ALLOW PERCOLATION AND FILTRATION OF SEDIMENTS AND POLLUTANTS INTO THE PLD BEFORE REACHING THE RELEASE INLETS. THE PLD WILL INCLUDE A FOUR-INCH DIAMETER PERFORATED UNDER-DRAIN PLACED IN AN 8-INCH GRAVEL BED WITH A 12-INCH DEEP SAND BED ABOVE. THE PERFORATED UNDER-DRAIN WILL CONNECT INTO THE DETENTION POND RELEASE STRUCTURE

DETENTION POND

$Q_{RELEASE}$ 10 YR = 0.79 CFS
$Q_{RELEASE}$ 100 YR = 2.78 CFS
VOLUME 10 YR = 2,006 CF
VOLUME 100 YR = 3,273 CF
TOTAL POND VOLUME = 4,000

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

SS — Sewer Service
SS — Sewer Main
WM — Water Main
WS — Water Service
G — Gas Service
GM — Gas Main
T — Telephone
ST — Storm Sewer
Contour Lines
Flood Plain Existing
Flood Plain Proposed
Easement Boundary Line
Boundary Line
Property line
Building Envelope Proposed
Building Envelope Existing
Overhead Utility Line
Building Proposed
Building Existing
WV Water Valve
ST Storm Manhole
Utility Pole
Light Pole
Fire Hydrant
EM Electric Meter
GM Gas Meter
S Sanitary Sewer Manhole
TR Telephone Control Box

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9 OF 17
GRADING/DRAINAGE PLAN
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REORDER BY PART NUMBER 65502
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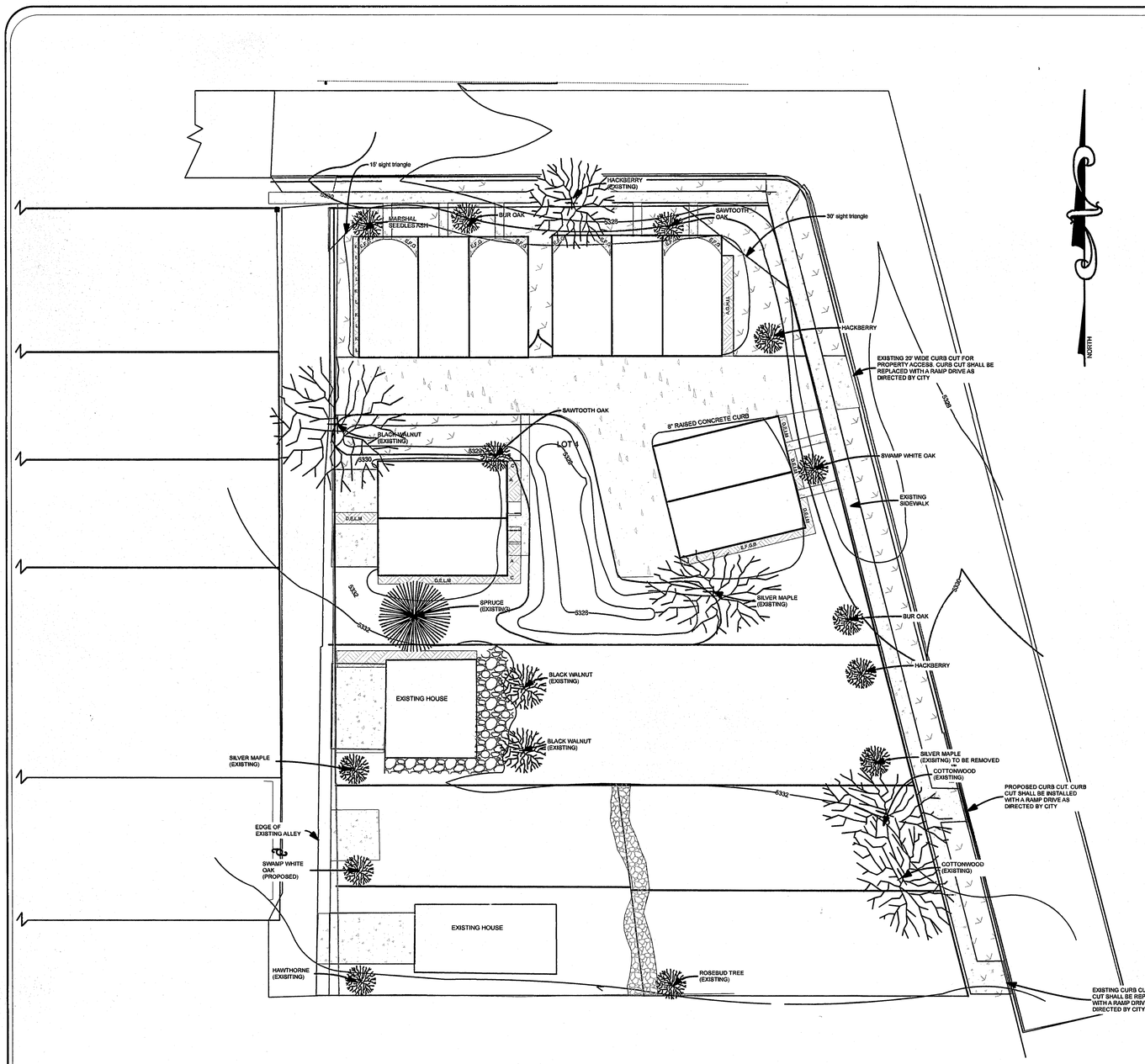
Parbois Place PUD

5 of 12

SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 65502
POSITION EDGE OF PRINT ON THIS LINE

DRAWING NUMBER



PROPOSED PLANTING PALETTE

SHADE TREES		
Celtis occidentalis	Hackberry	
Fraxinus pennsylvanica Marshalls Ash	Marshall Seedless Ash	
Quercus bicolor	Swamp White Oak	
Quercus macrocarpa	Bur Oak	
Quercus acutissima	Sawtooth Oak	
ORNAMENTAL TREES		
Acer ginnala	Amur Maple	
Pyrus calleryana Chanticlea	Chanticlear Pear	
Acer rubrum	Autumn Blaze Maple	
Juglans nigra	Black Walnut	
EVERGREEN TREES		
Picea pungens	Blue Spruce	
Pinus edulis	Pinon Pine	
Pinus strobus	White Pine	
SHRUBS		IDENTIFIER ON PLANS
Cornus stolonifer Isanti	Isanti Red-Twig Dogwood	A
Prunus Americana	American Plum	B
Juniperous horizontalis Bar Harbor	Bar Harbor Juniper	C
PERENIALS		
Aquilegia Mckana Hybrids	Mckana Hybrid Columbine	D
Echinacea purpurea	Purple Coneflower	E
Hemerocallis lavender blush	Lavender Daylily	F
Hemerocallis cherry cheeks	Red Daylily	G
Hemerocallis Chicago apache	Red Daylilly	H
Penstemon strictus	Rocky Mountain Penstemon	I
Sedum Autumn Joy	Autumn Joy Sedum	J
Vinca minor	Periwinkle	K
Calamagrostis acutiflora karl forester	Feather Reed Grass	L
Helictitrichon sempervirens	Blue Avena Grass	M

NOTES

1. ALL PROPOSED DECIDUOUS TO BE 2" CAL. AND ALL PROPOSED CONIFEROUS TREES TO BE 5-6' OR LARGER.
2. ANY INSTALLED FENCING SHALL BE INSTALLED 1' INSIDE THE PRIVATE PROPERTY LINE WHEN ADJACENT TO PUBLIC RIGHT-OF-WAY AND MAINTAINED BY PRIVATE LANDOWNER.
3. NO STRUCTURE MAY BE ERECTED WITHIN THE ALLEY DEDICATION.
4. MAINTENANCE OF THE R.O.W. AREAS WILL BE RESPONSIBILITY OF THE ADJACENT LANDOWNERS OR HOA.
5. A DETAILED LANDSCAPE PLAN OF THE R.O.W. AREAS WILL BE SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION.
6. SEE COVER SHEET OF PUD FOR LAND DEDICATION SUMMARY.
7. IRRIGATION CONSTRUCTION PLANS SHALL BE SUBMITTED TO PUBLIC WORKS PRIOR TO R.O.W. LANSCAPE CONSTRUCTION
8. SUBSURFACE IRRIGATION IS REQUIRED IN PARKWAY AREAS THAT ARE LESS THEN 10' WIDE.

Deciduous Tree
Coniferous Tree
Concrete
Fescue Grass Mix
Decorative Stone
Woodchip/mulch
Flagstone

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

E — Electric
SS — Sewer Service
SS — Sewer Main
WM — Water Main
WS — Water Service
G — Gas Service
GM — Gas Main
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Boundary Line
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Building Envelope Existing
Overhead Utility Line
Building Proposed
Building Existing

WV Water Valve
ST Storm Manhole
Utility Pole
Light Pole
Fire Hydrant
EM Electric Meter
GM Gas Meter
S Sanitary Sewer Manhole
TR Telephone Control Box

PREPARED FOR:
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LOUISVILLE, CO 80027
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10 OF 17
LANDSCAPE PLAN
200801

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SAFCO PRODUCTS • TROY, MINNESOTA
REORDER BY PART NUMBER 6552

DRAWING NUMBER

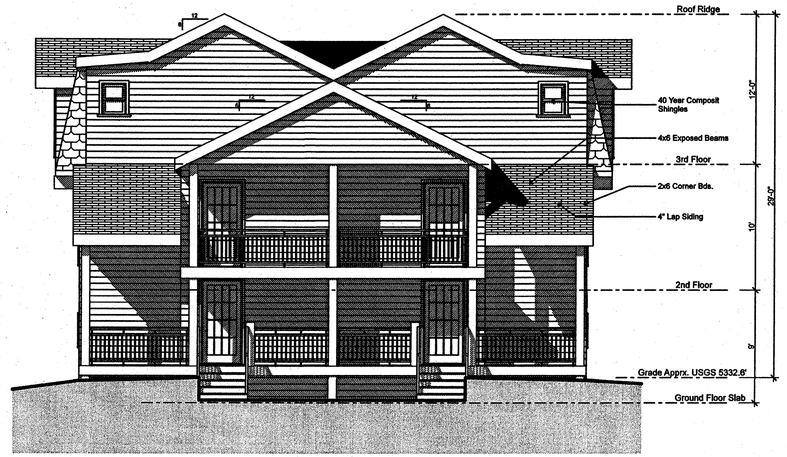
SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER B. PART NUMBER 6552

DRAWING NUMBER

SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER B. PART NUMBER 6552

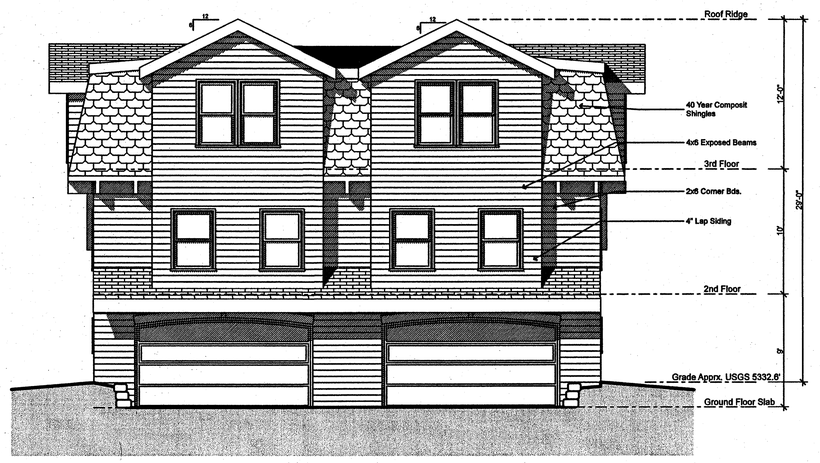
DRAWING NUMBER

SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER B. PART NUMBER 6552

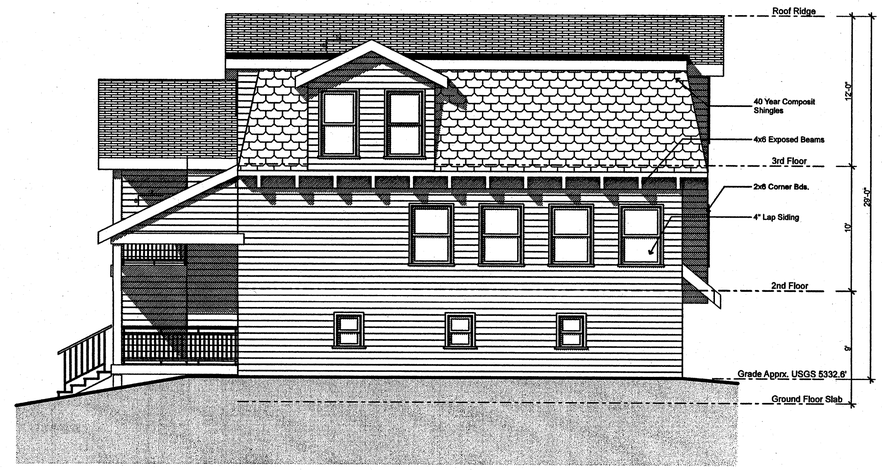


1 East Elevation
11 OF 17
SCALE: 3/16" = 1'-0"

2 South Elevation
11 OF 17
SCALE: 3/16" = 1'-0"



3 West Elevation
11 OF 17
SCALE: 3/16" = 1'-0"



4 North Elevation
11 OF 17
SCALE: 3/16" = 1'-0"

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ACME TERRACE, LLC
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11 OF 17

BUILDING 1 and 4 ELEVATIONS

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"SAFCO PRODUCTS • "NEW HOPE, MINNESOTA"
REORDER BY PART NUMBER 6552

DRAWING NUMBER

SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 6552

DRAWING NUMBER

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REORDER BY PART NUMBER 6552

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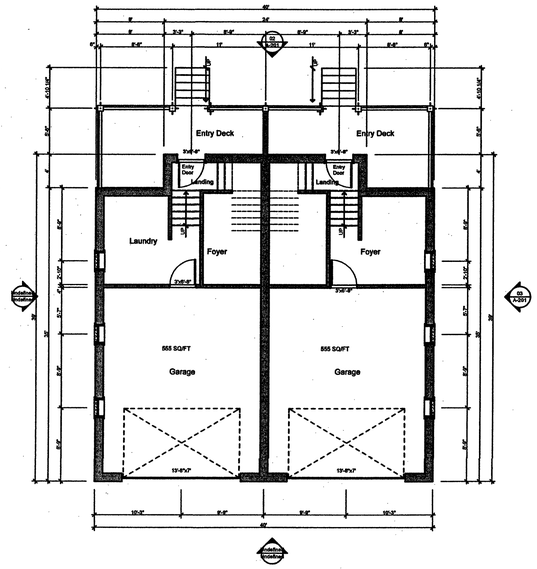
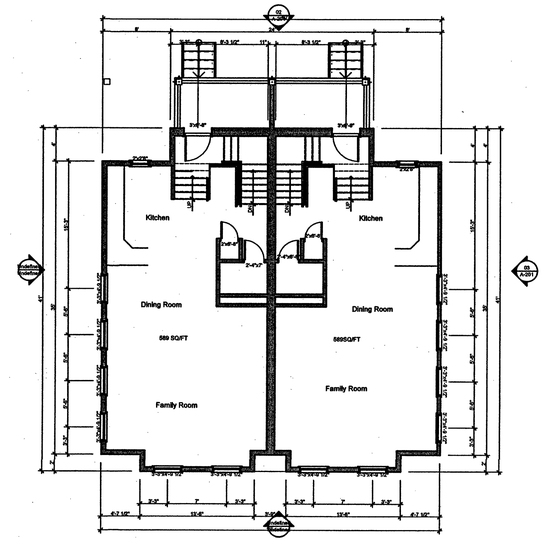
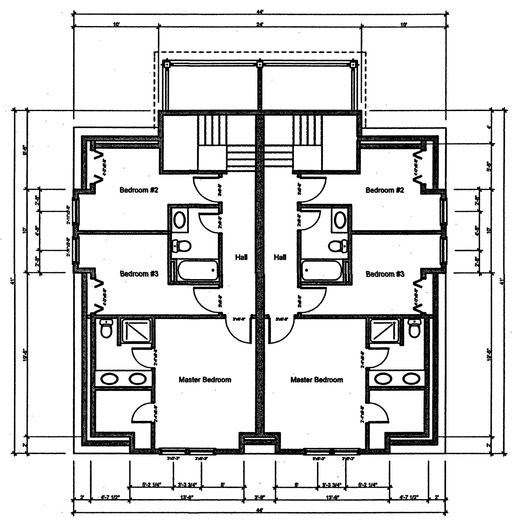


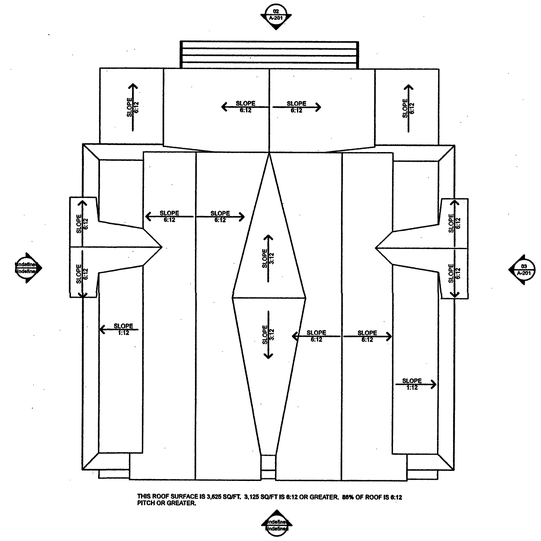
1 GROUND FLOOR
12 OF 17
SCALE: 1/8" = 1'-0"



2 2nd FLOOR
12 OF 17
SCALE: 1/8" = 1'-0"



3 3rd FLOOR
12 OF 17
SCALE: 1/8" = 1'-0"



THIS ROOF SURFACE IS 3,625 SQ/FT. 3,125 SQ/FT IS 6:12 OR GREATER. 86% OF ROOF IS 6:12 PITCH OR GREATER.

4 Roof
12 OF 17
SCALE: 1/8" = 1'-0"

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LOUISVILLE, CO 80027

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BUILDING 1 and 4 FLOOR PLANS

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SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 6502

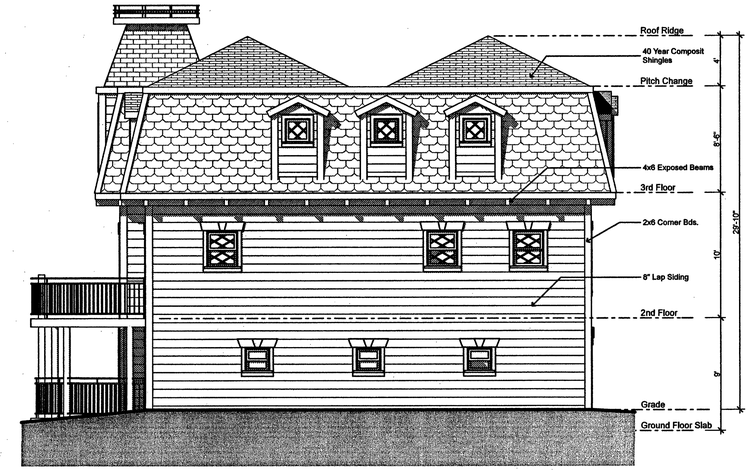
POSITION SIDE OF PRINT ON THIS LINE

DRAWING NUMBER

1 South Elevation

13 OF 17

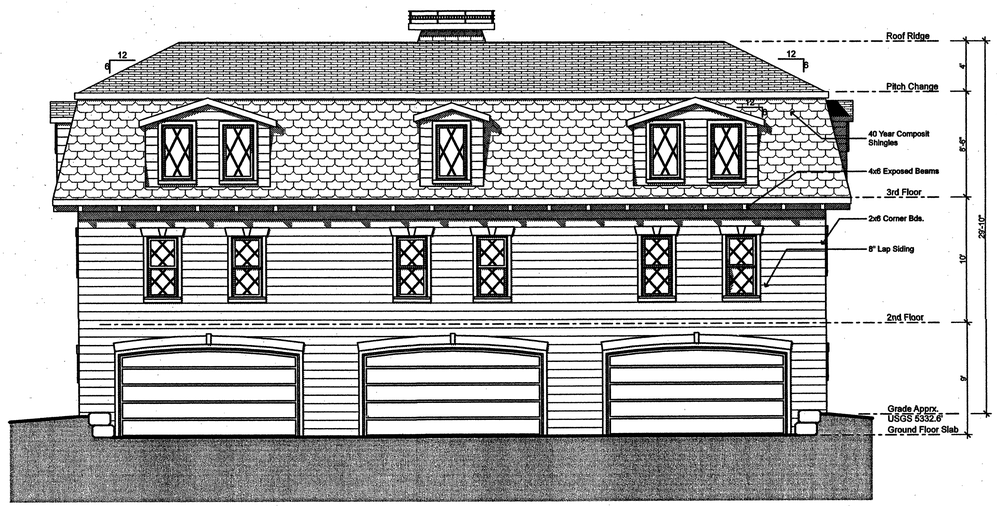
SCALE: 3/16" = 1'-0"



2 West Elevation

13 OF 17

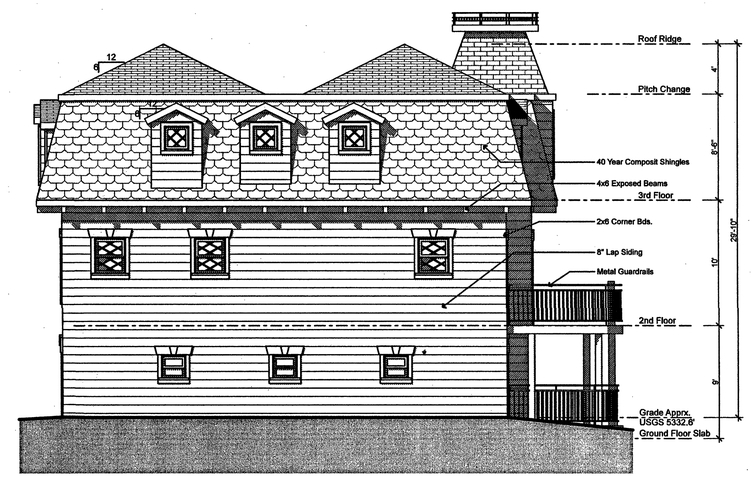
SCALE: 3/16" = 1'-0"



3 South Elevation

13 OF 17

SCALE: 3/16" = 1'-0"



4 East Elevation

13 OF 17

SCALE: 3/16" = 1'-0"

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1460 Lee Hill Road, #7
Boulder, Colorado 80304
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ian@odiseanet.com

FLOOD PLAIN ENGINEER:
ALAN TAYLOR CONSULTING, LLC
Alan Taylor, P.E.,CFM
1167 Purdue Drive
Longmont, Colorado 80503
720-334-9260 303-772-8805 fax
taylor.ala@comcast.net

12/01/08
Drawn by: GGM
Revision Date:
3/27/09
#
#

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GOLDEN, CO 80401

PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO80027

13 OF 17

BUILDINGS 2 and 3 ELEVATIONS

200801

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Parbois Place PUD

9 of 12

SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 65552
POSITION EDGE OF PRINT ON THIS LINE

DRAWING NUMBER

SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER B. PART NUMBER 65552
POSITION EDGE OF PRINT ON THIS LINE

DRAWING NUMBER

SAFCO PRODUCTS • NEW HOPE, MINNESOTA
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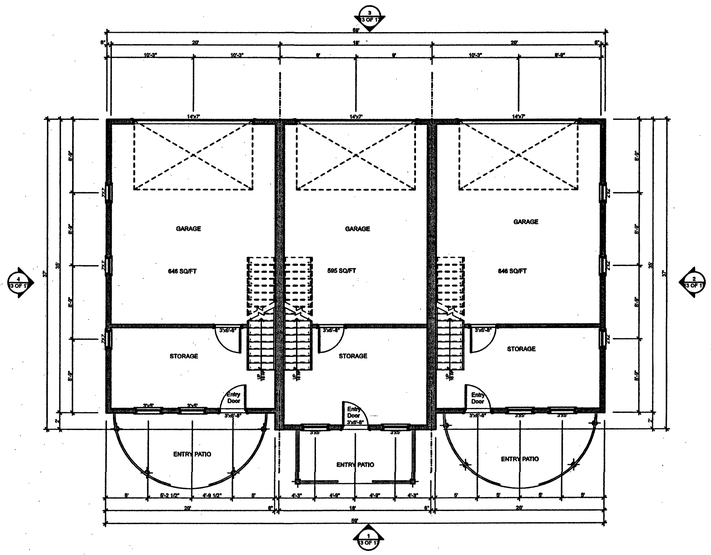
DRAWING NUMBER

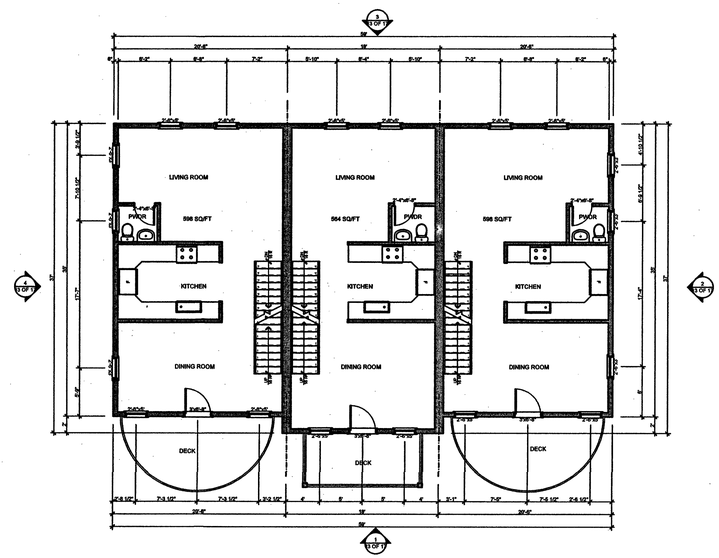
SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER B. PART NUMBER 65552
POSITION EDGE OF PRINT ON THIS LINE



1 Ground Floor Plan

14 OF 17

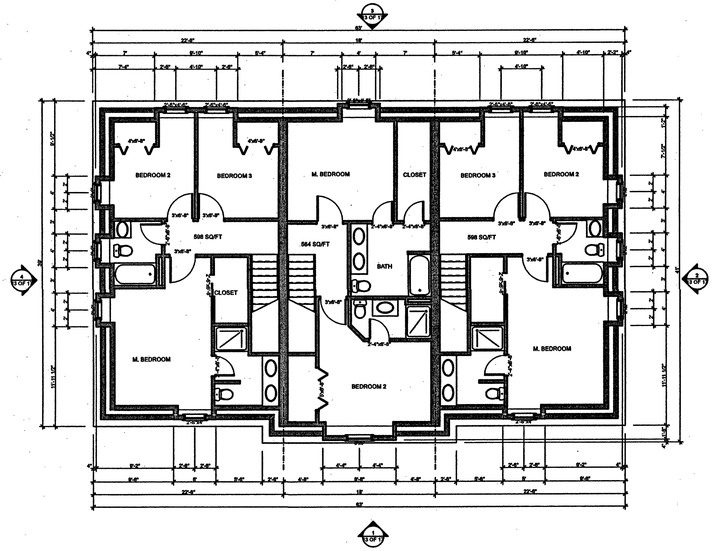
SCALE: 1/8" = 1'-0"



2 2nd Level Floor Plan

14 OF 17

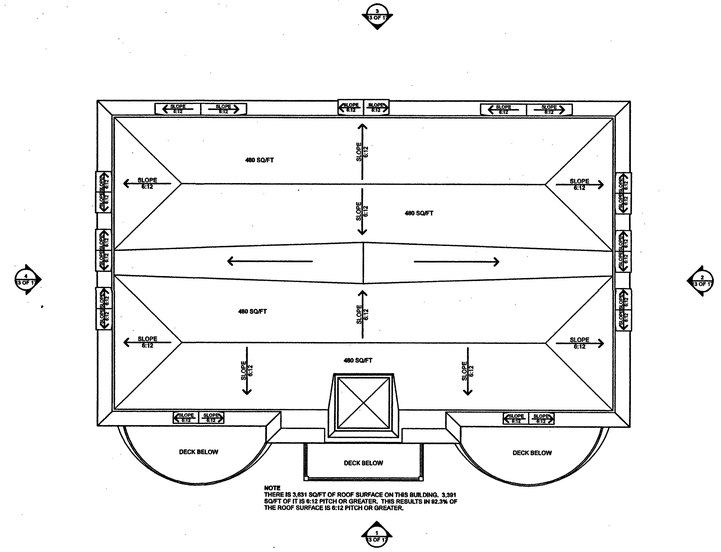
SCALE: 1/8" = 1'-0"



3 3rd Level Floor Plan

14 OF 17

SCALE: 1/8" = 1'-0"



NOTE
THERE IS 3,831 SQ/FT OF ROOF SURFACE ON THIS BUILDING. 3,391 SQ/FT OF IT IS 6:12 PITCH OR GREATER. THIS RESULTS IN 92.3% OF THE ROOF SURFACE IS 6:12 PITCH OR GREATER.

4 Roof Plan

14 OF 17

SCALE: 1/8" = 1'-0"

PREPARED FOR:

ACME TERRACE, LLC
557 COUNTY ROAD
LOUISVILLE, CO 80027

303-664-0402

CIVIL ENGINEER:
ODISEA, LLC
Ian Smith, P.E.
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14 OF 17

BUILDINGS 2 and 3 FLOOR PLANS

200801

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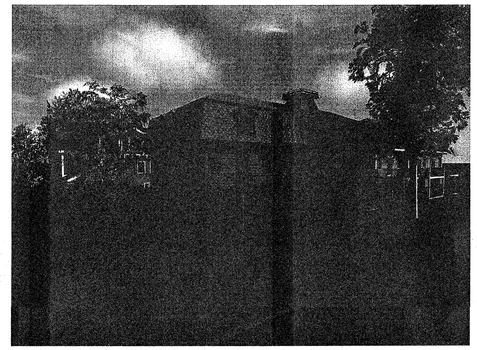
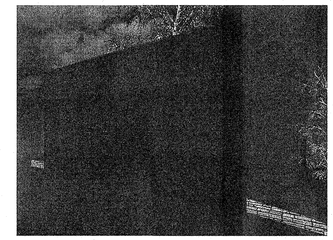
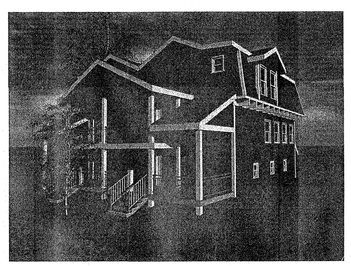
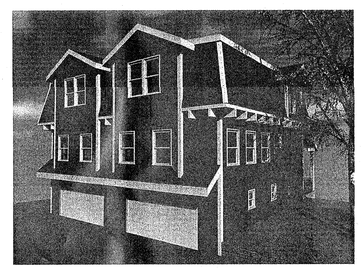


SITE RENDERING AS VIEWED FROM FRONT/ELM LOOKING SOUTHWEST

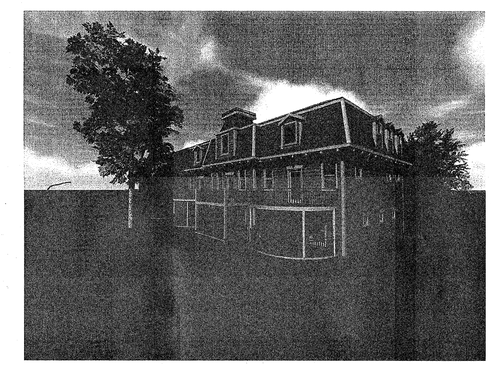


RENDERING OF TRIPLEX BUILDING. THESE WILL BE LOCATED ALONG ELM WITH THE PORCHES FACING ELM





RENDERING OF DUPLEX. DUPLEX BUILDING WILL BE LOCATED ON COUNTY ROAD AND ALLEY WITH PORCHES FACING EAST.



SITE RENDERING AS VIEWED FROM ELM/ALLEY ENTRANCE LOOKING SOUTHEAST.

PREPARED FOR:

ACME TERRACE, LLC
557 COUNTY ROAD
LOUISVILLE, CO 80027

303-664-0402

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PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO80027

15 OF 17
RENDERINGS
200801

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Parbois Place PUD
11 of 12
SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 6552
POSITIVE LINE OF PRINT ON THIS LINE

DRAWING NUMBER
SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER B. . PART NUMBER 6552
POSITIVE LINE OF PRINT ON THIS LINE

DRAWING NUMBER
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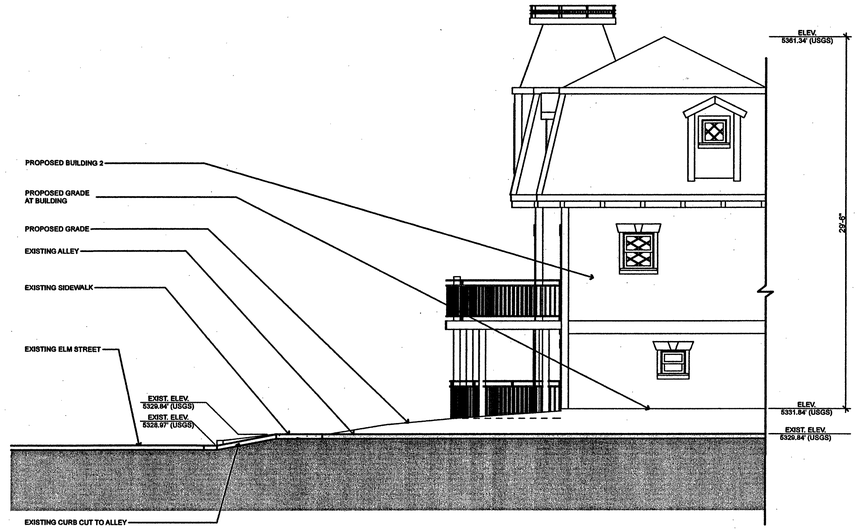
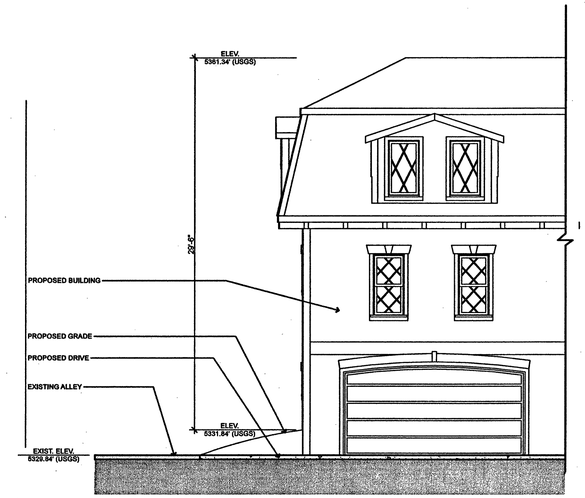
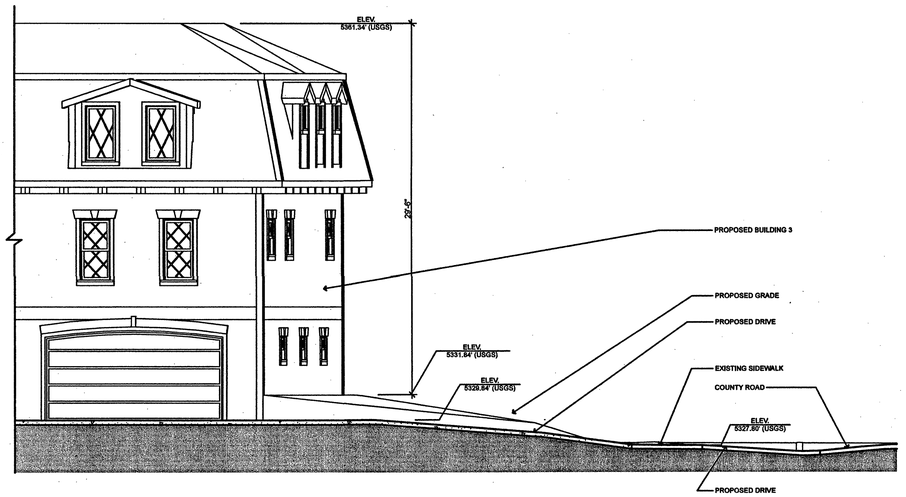


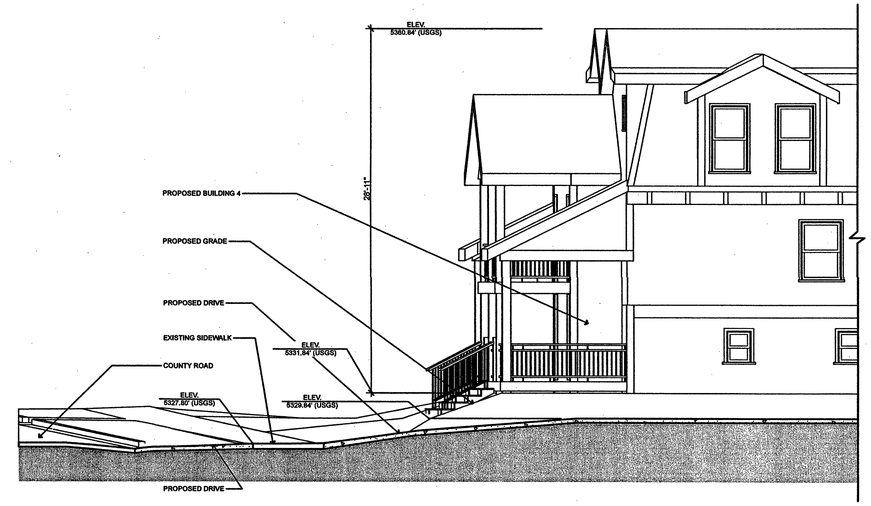
1 / 16 of 17 **Section At Alley and Elm**
SCALE: 3/16" = 1'-0"



2 / 16 of 17 **Section at Alley and Drive**
SCALE: 3/16" = 1'-0"



3 / 16 of 17 **Section at Drive and County Road Looking North**
SCALE: 3/16" = 1'-0"



4 / 16 of 17 **Section at Drive and County Road Looking South**
SCALE: 3/16" = 1'-0"

PREPARED FOR:
ACME TERRACE, LLC
557 COUNTY ROAD
LOUISVILLE, CO 80027
303-664-0402

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#Project Name
COUNTY ROAD
#City, #State/Country#Post

16 of 17
GRADE SECTIONS
200801

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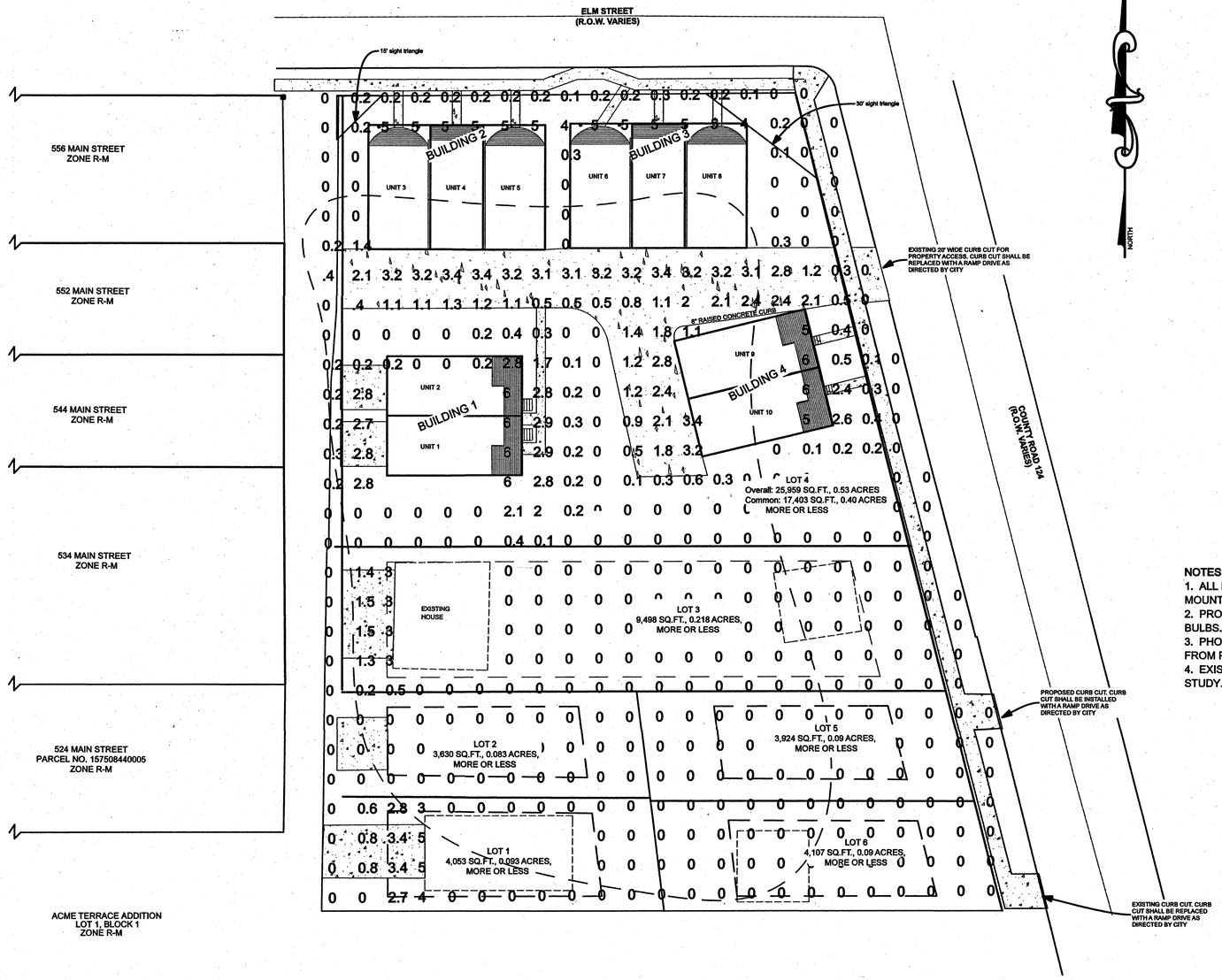
Parbois Place PUD

12 of 12

SAFCO PRODUCTS • NEW HOPE, MINNESOTA
REORDER BY PART NUMBER 6552

POSITION CODE OF PRINT ON THIS LINE

DRAWING NUMBER



HALO®

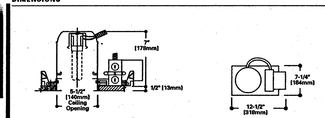
H513IC

5" Aperture
IC
Compact Fluorescent Lamps

RECESSED DOWNLIGHTING

- Thermally Protected IC Housing
- Magnetic Ballast
- Housing may be covered with insulation
- AIR-TITE housing prevents airflow between attic and living areas
- For use with 2-pin compact fluorescent lamps

DIMENSIONS



DESCRIPTION

The H513IC Housing is a thermally protected compact fluorescent fixture that may be installed in direct contact with ceiling insulation.

The AIR-TITE construction limits air exchange between the ceiling plenum and heated or air conditioned areas.

Housing
Gasketed die-stamped 20 gauge aluminum.

Plaster Frame
Housing adjusts in plaster frame to accommodate ceilings up to 1 3/8" thick.

Trims
Housing accommodates a wide range of Halo 5" trims. Torsion springs on all trims for quick and easy installation.

Junction Box
- U.L. listed for through branch circuit wiring.
- Positioned to accommodate straight conduit runs.
- Conduit knockouts are uniform 1/2" size with true pryout slots.
- Four pryouts with integral strain relief also included.

GOT NAIL! Pass-N-Thru™ Bar Hangers.
- Pre-installed nail easily installs in regular lumber, engineered lumber and laminated beams.
- Score lines allow "tooless" shortening for 12" joists.
- Bar hangers can be repositioned 90° on plaster frame
- Safety and guidance system prevents snagging, ensures smooth straight nail penetration and allows bar hangers to be easily removed if necessary.
- Automatic levelling flange aligns the housing and lets you hold the housing in place with one hand while driving nails.
- Housing can be positioned at any point within 24" joist span
- Pass-N-Thru™ feature allows bar hangers to be shortened without removing from plaster frame.
- Integral T-bar clip snaps onto T-bars - no additional clips required.

Socket
GX23-2 socket for one 13W DTT 2-pin compact fluorescent lamp

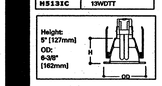
Ballast
Integral 120V thermally protected magnetic fluorescent ballast for one 13W Double Twin Tube Compact Fluorescent lamp (F13DTT-Halo Z64).

Labels
- UL/cUL Damp Location
- UL/cUL Feed Through
- UL/cUL Listed for direct contact with insulation

H513IC

5021
Foil Reflector
- Straight Precision Sided Trim Ring
- Torsion Springs pull trim tight to ceiling
- For use with 2-pin compact fluorescent lamps
- Lamps:

H513IC	13WDTT



5021RG
White Trim with Gold Reflector

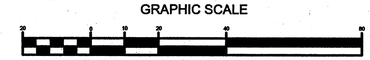
5021H
White Trim with Haze Reflector

5021SC
White Trim with Clear Specular Reflector

NOTES

1. ALL PROPOSED LIGHTING TO BE 5" RECESSED CAN LIGHT MOUNTED IN SOFFIT OF PORCH OR GARAGE CANOPY.
2. PROPOSED LIGHT BULB TO BE 5 WATT, 2850K DIMMABLE CCFL BULBS.
3. PHOTOMETRIC STUDY CALCULATION ACCOUNT FOR IMPACT FROM PROPOSED STRUCTURE EXTERIOR LIGHTING ONLY.
4. EXISTING STREET LIGHTING NOT INCLUDED IN PHOTOMETRIC STUDY.

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

E	Electric
SS	Sewer Service
SS	Sewer Main
WM	Water Main
WS	Water Service
G	Gas Service
GM	Gas Main
T	Telephone
ST	Storm Sewer
	Contour Lines
	Flood Plain Existing
	Flood Plain Proposed
	Easement Boundary Line
	Boundary Line
	Property line
	Building Envelope Proposed
	Building Envelope Existing
	Overhead Utility Line
	Building Proposed
	Building Existing
WV	Water Valve
ST	Storm Manhole
	Utility Pole
	Light Pole
	Fire Hydrant
EM	Electric Meter
GM	Gas Meter
S	Sanitary Sewer Manhole
TR	Telephone Control Box

PREPARED FOR:

ACME TERRACE, LLC
557 COUNTY ROAD
LOUISVILLE, CO 80027

303-664-0402

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17 OF 17

PHOTOMETRIC PLAN

200801

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11/30/2012 03 00 PM RF $26 00 DF $0 00
Boulder County Clerk, CO

RECEIVED
PLANNING

FIRST AMENDMENT TO SUBDIVISION AGREEMENT
(Parbois Place Subdivision)

This First Amendment to Subdivision Agreement (the "First Amendment") is made and entered into as of the 30 day of JUNE, 2012, by and between the CITY OF LOUISVILLE, a municipal corporation, in the County of Boulder, State of Colorado ("CITY"), and Acme Terrace LLC, a dissolved Colorado limited liability company, and Garrett Mundelein (hereinafter collectively referred to as "Subdivider"), and Dave Dutch ("Dutch").

WHEREAS, on January 28, 2011, City and Subdivider entered into the Parbois Place Subdivision Agreement (the "Subdivision Agreement"), which Subdivision Agreement was recorded in the offices of the Boulder County Clerk and Recorder on February 9, 2011 at Reception No 03132107, and

WHEREAS, Subdivider has requested an amendment to the Subdivision Agreement to allow the issuance of a limited number of certificates of occupancy prior to the granting of construction acceptance for the public improvements, and the City is willing to amend the Subdivision Agreement as set forth herein,

NOW THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, City and Subdivider hereby agree as follows

Section 1. Sections 1 5 and 1 6 of the Subdivision Agreement are hereby amended to read in full as follows (words deleted are ~~stricken through~~, words added are <u>underlined</u>)

1 5 <u>Plan Submission and Approval</u> Subdivider shall furnish to the City complete plans for all public improvements and obtain approval thereof prior to commencing any construction work thereon or on any lots within the Subdivision, except Lot 5 ~~The Subdivider shall furnish to the City completed construction plans for public improvements and obtain construction acceptance thereof prior the City granting any Certificate of Occupancy or any Temporary Certificate of Occupancy for Lot 5~~ The City shall issue its written approval or disapproval of said plans as expeditiously as reasonably possible Said approval or disapproval shall be based upon the standards and criteria for public improvements as established and approved by the City, and the City shall notify Subdivider of all deficiencies, which must be corrected prior to approval All deficiencies shall be corrected and said plans shall be resubmitted to and approved by the City prior to construction

1 6 <u>Construction Acceptance and Warranty</u> No later than ten (10) days after improvements are completed, Subdivider shall request inspection by the City If Subdivider does not request this inspection within ten (10) days of completion of improvements, the City may conduct the inspection without the approval of Subdivider Subdivider shall provide "as built" drawings and a certified statement of construction costs no later than thirty (30) days after improvements are completed If Subdivider has not completed the improvements on or before the completion dates set forth in the "Phasing Plan" provided for in Section 1 14 herein, the City may exercise its rights to secure performance as provided in Section 9 1 of this Agreement If improvements completed by Subdivider are satisfactory, the City shall grant "construction

ROB

acceptance", which shall be subject to "final acceptance" as set forth herein If improvements completed by Subdivider are unsatisfactory, the City shall provide written notice to Subdivider of the repairs, replacements, construction or other work required to receive "construction acceptance " Subdivider shall complete all needed repairs, replacements, construction or other work within thirty (30) days of said notice, weather permitting After Subdivider does complete the repairs, replacements, construction or other work required, Subdivider shall request of the City a re-inspection of such work to determine if construction acceptance can be granted, and the City shall provide written notice to Subdivider of the acceptability or unacceptability of such work prior to proceeding to complete any such work at Subdivider's expense If Subdivider does not complete the repairs, replacements, construction or other work required within thirty (30) days of said notice, the City may exercise its rights to secure performance as provided in Section 9 1 of this Agreement The City reserves the right to schedule re-inspections, depending upon scope of deficiencies. No building permits shall be issued by the Building Division for Lot 2, and no certificates of occupancy shall be issued by the Building Division for Lots 2 and 4, ~~Lot 5,~~ and Units 3-10, prior to construction acceptance Only the sidewalk fronting the corresponding parcel is required to be completed upon construction acceptance

Section 3. Except as amended by this First Amendment, the Subdivision Agreement shall remain in full force and effect in accordance with its terms

Section 4. Capitalized terms used in this First Amendment shall have the same meaning as capitalized terms defined in the Subdivision Agreement

Section 5. This First Amendment may be executed in several counterparts, all of which taken together shall be considered to be one document Facsimile signatures shall be binding and accepted as originals.

Section 6. This First Amendment shall be recorded at Subdivider's expense in the office of the Boulder County, Colorado Clerk and Recorder

Section 7. Dutch by his execution hereof acknowledges and agrees to the restrictions upon the issuance of building permits and certificates of occupancy applicable to Lots owned by him

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first set forth above

CITY OF LOUISVILLE

By _____
Robert B Muckle, Mayor

SUBDIVIDER ACME TERRACE LLC,
a dissolved Colorado limited liability company

By _____
Garrett Mundelein, Manager

CITY OF LOUISVILLE
SEAL
ATTEST
COLORADO

By Carol Hanson
Carol Hanson, Deputy City Clerk

Garrett Mundelein

STATE OF COLORADO)
) ss
COUNTY OF BOULDER)

Subscribed and sworn to before me this 2nd day of July, 2012, by Garrett Mundelein, individually and on behalf of Acme Terrace LLC, a dissolved Colorado limited liability company

Witness my hand and official seal

My commission expires 9/14/2013

Judy L Goodson
Notary Public

JUDY L. GOODSON
NOTARY
PUBLIC
STATE OF COLORADO
My Commission Expires
SEPTEMBER 14, 2013

Dave Dutch
Owner of Lots 1, 2, 5 and 6
~~1901 Bell Avenue~~ 658 B AVE
~~Des Moines IA 50315~~ CORONADO, CA 92118

STATE OF CALIFORNIA)
) ss.
COUNTY OF SAN DIEGO

Subscribed and sworn to before me this 30TH day of JUNE, 2012, by Dave Dutch

Witness my hand and official seal

My commission expires APRIL 14, 2013

PAUL T NEWPORT
Commission # 1840791
Notary Public - California
San Diego County
My Comm. Expires Apr 14, 2013

Notary Public
PAUL T. NEWPORT

STORM DRAIN					
SD1	LF	128	45	5,760.00	18" RCP
SD2	EA	1	1000	1,000 00	4' MH
SD3	EA	1	2833	2,833 00	Outlet
SD4	EA	1	200	200 00	Inlet Connection
SD5	EA	1	2000	2000 00	Pond
Subtotal	11,793 00				
STREETS & ALLEYS & AGGREGATES					
S1	SF	270	12.65	3415.50	Asphalt R & R
S2	SF	89	53.00	4732.00	
S3	SF	10	100.00	1000.00	
S4	SF	1	1800.00	1800.00	
S5	SF	102	10.00	1020.00	
S6	SF	330	8.00	2640.00	
Subtotal	$14,607.5				
MOB	1192.00				
Total	53,576.20				
75%	40,182.15				

Time Schedule: Improvements herein shall be completed by Subdivider and Construction Acceptance requested on or before October 31, 2013.

SECOND AMENDMENT TO SUBDIVISION AGREEMENT
(Parbois Place Subdivision)

This Second Amendment to Subdivision Agreement (hereinafter "Second Amendment") is made and entered into as of the Effective Date (as defined in Section 15, below), by and between the CITY OF LOUISVILLE, a municipal corporation, in the County of Boulder, State of Colorado (hereinafter "the City"), and Acme Terrace LLC, a dissolved Colorado limited liability company (hereinafter "Acme Terrace"), Garrett Mundelein (hereinafter "Mundelein"), and Hofstrom, LLC, a Delaware limited liability company (hereinafter "Hofstrom"). The City, Acme Terrace, Mundelein, and Hofstrom are collectively referred to as "the parties."

WHEREAS, on January 28, 2011, the City, Acme Terrace and Mundelein entered into the Parbois Place Subdivision Agreement (the "Subdivision Agreement"), which Subdivision Agreement was recorded in the offices of the Boulder County Clerk and Recorder on February 9, 2011 at Reception No. 03132107; and

WHEREAS, the Subdivision Agreement was subsequently amended by that certain First Amendment to Subdivision Agreement (the "First Amendment"), which First Amendment was recorded in the offices of the Boulder County Clerk and Recorder on October 24, 2012 at Reception No. 03261994 and re-recorded on November 30, 2012 at Reception No. 03271389, and

WHEREAS, public improvement construction plans for Parbois Place were approved by the Louisville Public Works Department on May 30, 2012, which plans were prepared by Flatirons, Inc , bear its Job Number 12-100,429, consist of 16 sheets, and are dated April 30, 2012 with a last revision date of May 30, 2012 (the "Plans"), and which Plans shall expire on May 30, 2014;

WHEREAS, Mundelein and Hofstrom have requested a second amendment to the Subdivision Agreement to substitute Hofstrom as the Subdivider thereunder and to make certain other amendments;

WHEREAS, the City is willing to amend the Subdivision Agreement as set forth herein,

NOW THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, City and Subdivider hereby agree as follows:

Section 1. The Subdivision Agreement, as amended by the First Amendment, is hereby amended to substitute Hofstrom LLC for Acme Terrace and Mundelein as Subdivider for the purposes of completing the uncompleted public improvements for the Subdivision, in accordance with the Plans and the Subdivision Agreement, as amended by the First Amendment and this Second Amendment.

Section 2. Section 1.6 of the Subdivision Agreement, as amended by the First Amendment, is hereby further amended to read in full as follows (words deleted are ~~stricken through~~, words added are underlined)

RoB

1 6 Construction Acceptance and Warranty No later than ten (10) days after improvements are completed, Subdivider shall request inspection by the City. If Subdivider does not request this inspection within ten (10) days of completion of improvements, the City may conduct the inspection without the approval of Subdivider. Subdivider shall provide "as built" drawings and a certified statement of construction costs no later than thirty (30) days after improvements are completed. If Subdivider has not completed the improvements on or before the completion dates set forth in the "Phasing Plan" provided for in Section 1.14 herein, the City may exercise its rights to secure performance as provided in Section 9.1 of this Agreement, after providing Subdivider with notice and opportunity to cure as provided in said Section 9 1. If improvements completed by Subdivider are satisfactory, the City shall grant "construction acceptance", which shall be subject to "final acceptance" as set forth herein. If improvements completed by Subdivider are unsatisfactory, the City shall provide written notice to Subdivider of the repairs, replacements, construction or other work required to receive "construction acceptance " Subdivider shall complete all needed repairs, replacements, construction or other work within thirty (30) days of said notice, weather permitting. After Subdivider does complete the repairs, replacements, construction or other work required, Subdivider shall request of the City a re-inspection of such work to determine if construction acceptance can be granted, and the City shall provide written notice to Subdivider of the acceptability or unacceptability of such work prior to proceeding to complete any such work at Subdivider's expense If Subdivider does not complete the repairs, replacements, construction or other work required within thirty (30) days of said notice, the City may exercise its rights to secure performance as provided in Section 9.1 of this Agreement. The City reserves the right to schedule re-inspections, depending upon scope of deficiencies. No building permits shall be issued by the Building Division for Lot 2 and Units 3-10 prior to Subdivider submitting to the City an improvement guarantee equal to 75% of the total estimated costs of the uncompleted public improvements, and no certificates of occupancy shall be issued by the Building Division for Lots 2 and 4 and Units 3-10, prior to construction acceptance Only the sidewalk fronting the corresponding parcel is required to be completed upon construction acceptance.

Section 3. Section 4 1 of the Subdivision Agreement is hereby amended to read in full as follows (words deleted are ~~stricken through~~; words added are underlined)

4.1 Public Use Dedication. Section 16 of the Louisville Municipal Code prescribes that a cash-in-lieu payment of land dedication be based upon appraised land value For residential development the cash payment is based upon 15% of the land area to be subdivided Gross land area of the Parbois Place Subdivision, inclusive of Outlot A, is 52,311 square feet. Land value was derived from appraisal information submitted by the applicant

In authorizing Resolution No. 25, Series 2009 the City Council approved a cash in lieu payment totaling $9,738 as meeting the Subdivider's full obligation in platting the Parbois Place Final Subdivision. The amount of the cash payment is based upon the land value of two additional dwelling units which are being added as a result of the approved Final PUD Development Plan, over and above the historic density of the subject property. Adding together the average lot area of a single family lot and dividing the area of Lot 4 (25,959 SF) by ten units results in a land area of 7,638 square feet. Based upon a land value of $8 50 per square foot, the

required payment of cash in lieu of dedication is $9,738.00. ~~This~~ Hofstrom shall pay or cause to be paid this cash payment of $9,738.00 ~~shall be paid~~ in full to the City prior to the issuance of the first certificate of occupancy for any of Units 3 through 10 inclusive ~~building permit issued under the recorded Parbois Place Subdivision~~.

Section 4. Exhibit B of the Subdivision Agreement is hereby replaced with the revised Exhibit B attached hereto and incorporated herein by reference. As noted on said revised Exhibit B, the improvements set forth on said Exhibit B shall be completed by Hofstrom and Construction Acceptance requested on or before October 31, 2013~~June 30, 2011~~.

Section 5. Subsections 1.11 b) of the Subdivision Agreement is amended to strike "115%" and insert "75%" in its place. Subsections 1.11 c) of the Subdivision Agreement is amended to strike "15%" and insert "10%" in its place.

Section 6. Hofstrom and the City have agreed that the current engineering cost estimates for all uncompleted public improvements that Hofstrom will complete in accordance with the Plans is $53,576.20. Prior to commencement of construction of the public improvements and prior to issuance of any building permits for Units 3-10, Hofstrom shall submit to the City an additional improvement guarantee in the amount of $12,356.18, which amount, together with the $27,825.97 cash improvement guarantee currently on deposit with the City, shall constitute the required improvement guarantee for completion of the uncompleted public improvements. Hofstrom shall complete all uncompleted public improvements in accordance with the Plans and request Construction Acceptance thereof on or before October 31, 2013 The parties agree that in the event of any City draw on the improvement guarantee, the City shall draw first from the cash improvement guarantee currently on deposit and if such funds are insufficient, then upon the additional improvement guarantee submitted by Hofstrom.

Section 7. Section 8.1 of the Subdivision Agreement is amended to delete the third sentence of said Section The City agrees that no provisions relating to the demolition of structures described in Section 8.1 of the Subdivision Agreement, whether contained in said Subdivision Agreement, the First Amendment, the Parbois Place Subdivision Plat, the Parbois Place PUD Development Plan, Resolution No 25, Series 2009, or in any other document, will be enforced against the owner of any of Units 3-10 or affect such owners' rights regarding the development, occupancy or use of such Units

Section 8. With regard to the development of Units 3-10 of the Subdivision, the City agrees that there is appurtenant to each such Unit one ¾-inch water tap and one sewer tap credit. Therefore, no water or sewer tap fees shall be charged in connection with the development or issuance of building permits for such Units. The City further agrees that pursuant to Section 3.18.040.B.1 and 2, no impact fees under Chapter 3.18 of the Louisville Municipal Code will be charged in connection with the development or issuance of building permits for such Units The foregoing credits are appurtenant to the Units and not transferrable Further, the foregoing provisions shall not be construed to prohibit the City from charging water or sewer tap fees or impact fees for any additional residential density above the Units that may be created through any future redevelopment.

Section 9. With regard to Section 1.12 of the Subdivision Agreement, the City agrees that (a) Hofstrom shall have no liability or indemnification obligation with respect to any default, act or omission of Acme Terrace or Mundelein, and that (b) Acme Terrace and Mundelein shall have no liability or indemnification obligation with respect to any default, act or omission of Hofstrom

Section 10. Except as amended by this Second Amendment, the Subdivision Agreement, as amended by this First Amendment, shall remain in full force and effect in accordance with its terms. In the event of a conflict among the Subdivision Agreement, the First Amendment and the Second Amendment, the terms of this Second Amendment shall control to the extent of such conflict

Section 11. Nothing in this Second Amendment shall be deemed or construed to discharge any party hereto or any other person from any liabilities accruing prior to the effective date of this Second Amendment, and this instrument shall be without prejudice to any rights or remedies of the City regarding such liabilities.

Section 12. Capitalized terms used in this Second Amendment shall have the same meaning as capitalized terms defined in the Subdivision Agreement.

Section 13. This Second Amendment may be executed in several counterparts, all of which taken together shall be considered to be one document. Facsimile signatures shall be binding and accepted as originals. The undersigned further warrant to have full power and authority to enter into this Second Amendment.

Section 14. This Second Amendment shall be recorded at Hofstrom's expense in the office of the Boulder County, Colorado Clerk and Recorder.

Section 15. Effective Date. This Second Amendment shall become effective upon the date it has been executed by all of the parties.

IN WITNESS WHEREOF, the parties have executed this Second Amendment as of the date first set forth above

CITY OF LOUISVILLE

By: _____
Robert B. Muckle, Mayor

ATTEST:

By: _____
Nancy Varra, City Clerk

ACME TERRACE LLC,
a dissolved Colorado limited liability company

By _____
Garrett Mundelein, Manager

_____
Garrett Mundelein

STATE OF COLORADO)
) ss.
COUNTY OF BOULDER)

Subscribed and sworn to before me this 1st day of March, 2013, by Garrett Mundelein, individually and on behalf of Acme Terrace LLC, a dissolved Colorado limited liability company.

Witness my hand and official seal

My commission expires: May 7, 2013

Jolene J. Schwertfeger
Notary Public

NOTARY PUBLIC JOLENE J. SCHWERTFEGER STATE OF COLORADO
My Comm. Exp. May 7, 2013

HOFSTROM, LLC,
a Delaware limited liability company

By: [signature]
Title: Member

STATE OF COLORADO)
) ss.
COUNTY OF BOULDER)

Subscribed and sworn to before me this 1st day of March, 2013, by Jeff Youngstrom, as Member of Hofstrom, LLC, a Delaware limited liability company

Witness my hand and official seal

My commission expires: May 7, 2013

Jolene J. Schwertfeger
Notary Public

NOTARY PUBLIC JOLENE J. SCHWERTFEGER STATE OF COLORADO
My Comm. Exp. May 7, 2013

EXHIBIT B

RIO LLC Cost estimate for Parbois Place, Louisville, Co. January 11,2013

Work item

Item	Units	Quantity	Unit price	Total	Description
		DOMESTIC WATER			
W1	EA	1	1333 45	1,333 45	8 x 8 MJ tapping sleeve
W2	EA	1	1764 28	1,764.28	8" MJ Tapping Valve
W3	EA	1	175	175.00	Valve box kit
W4	EA	12	48 58	582.96	StarGrip RESTR Gland
W5	EA	1	18 52	18.52	Mega lug kit
W6	LF	180	52	9,355.00	8" C 900 DR 18 PVC
W8	EA	1	197.33	197 33	8" MJ 11 1/4 bend
W9	EA	4	157.84	631 36	8" 45° bend
W10	EA	1	894.29	894.29	Blowoff valve
W11	EA	10	136 8	1,368 00	8x3/4 DBL strap bronze saddle
W12	CORP by city				
W13	EA	12	67.00	805.00	
W14	EA	12	62 48	749 76	95-E service box
W15	LF	140	4.80	672.00	3/4 x 40' (K) soft copper tubing
Subtotal	18546.95				
SANITARY SEWER					
SS0	EA	3	50	150 00	Manhole connections
SS1	EA	5	36.35	181.75	8x4 SAD Y W/GSKT skirt
SS6	EA	112	40.00	4480.00	
SS7	EA	2	1313.00	2625 00	Manhole
Subtotal	7436.75				

STORM DRAIN					
SD1	LF	128	45	5,760.00	18" RCP
SD2	EA	1	1000	1,000.00	4' MH
SD3	EA	1	2833	2,833.00	Outlet
SD4	EA	1	200	200.00	Inlet Connection
SD5	EA	1	2000	2000.00	Pond
Subtotal	11,793.00				
STREETS & ALLEYS & AGGREGATES					
S1	SF	270	12.65	3415.50	Asphalt R & R
S2	SF	89	53.00	4732.00	
S3	SF	10	100.00	1000 00	
S4	SF	1	1800.00	1800 00	
S5	SF	102	10.00	1020.00	
S6	SF	330	8.00	2640.00	
Subtotal	$14,607 5				
MOB	1192.00				
Total	53,576.20				
75%	40,182.15				

Time Schedule: Improvements herein shall be completed by Subdivider and Construction Acceptance requested on or before October 31, 2013

From: Michelle Vendelin [mailto:mvendelin@gmail.com]
Sent: Tuesday, August 4, 2020 11:18 AM
To: Planning <planning@Louisvilleco.gov>
Cc: dvendelin@gmail.com
Subject: PUD-0312-2020

Hello Planning Commission,
We received notice of your proposed amendment to Parbois Place PUD and will not be able to attend the hearing in person, thus will share our recommendation:

- We are in favor of the amendment to REMOVE requirements to demolish garage on lot 6 (543 Country Rd.)

Thank you for considering our input on the matter,
Michelle & David Vendelin
984 Elm St.
Louisville, CO 94022

City of Louisville
COLORADO • SINCE 1878

Planning Commission
Staff Report
August 13, 2020

ITEM:	Submission Timing for Public Comments Discussion
PLANNER:	Lisa Ritchie, AICP, Senior Planner
APPLICANT:	City of Louisville
REQUEST:	Planning Commission discussion regarding establishment of a deadline for submission of written public comments

SUMMARY:
Planning Commission requests a discussion regarding possible establishment of a deadline for submission of written public comments.

BACKGROUND:
Currently, there is not a deadline for receipt of public comments prior to a meeting of the Planning Commission or City Council. Typically, if public comments are received by staff prior to publication of the packet, they are included with the packet materials for review by the Planning Commission and the public. If comments are submitted following publication of the packet, they are handled in a few different ways. If numerous comments are received, staff generally compiles these every day or two, forwards to the Planning Commission via email and publishes an addendum to the packet. If only a few comments are submitted, staff typically presents these to the Planning Commission just prior to the meeting and posts on the wall in the Council Chambers for viewing by the public during in-person meetings, or forwards via email to the Planning Commission and publishes an addendum to the packet if the meeting is held electronically.

Over the past years, this system generally served the City of Louisville in an adequate manner. Recently, a few cases were considered by Planning Commission with high volumes of public comments received following publication of the packet, with some getting forwarded and published late in the afternoon of the day of the meeting.

DISCUSSION:
Staff surveyed websites of neighboring communities to understand if they have implemented deadlines for written public comments. It appears some of these deadlines were put into place for electronic meetings, while some have been in place for some time. Generally, deadlines range from 7 days prior to no deadline. The majority of communities have some degree of a deadline, although based on current information, staff was unable to determine if some of these were specific to electronic/virtual meetings or if these were in place prior to COVID-19. It also appears that in some cases, deadlines only apply to Planning Commission or City Council, or they may vary. The following table notes deadlines for written comments and provides links to each community's website to the appropriate page with more information:

Community	Written Comment Deadline	Information Links
Boulder	48 hours prior	City Council rules Planning Board rules
Boulder County	None identified	Boulder County
Lafayette	2 ½ hours prior	City of Lafayette
Golden	1 ½ hours prior	City of Golden
Longmont	7 days prior	City of Longmont
Westminster	7 hours prior	City of Westminster
Superior	Noon of day prior	Town of Superior

If a deadline is adopted, Staff requests consideration of a deadline that is no later than 4:30 pm the day of the meeting. This would allow staff adequate time to prepare comments for posting and forwarding to the Planning Commission. Staff finds that it may be reasonable to set an earlier deadline if it is determined this serves a public purpose by ensuring Planning Commission has reasonable time to review written comments. If a large number of public comments are received and the Commission does not feel they have adequate time to review the comments, they may also consider continuing the hearing to a subsequate meeting date to provide additional time.

NEXT STEPS:
Following the Plannng Commission discussion, staff will work with the City Manager's office on potential next steps. If there is a desire to create a specific policy, this may include working with City Council on a city-wide policy for written comments or allowing Planning Commission to adopt a stand-alone policy.

ATTACHMENTS:
1. Planning Commission by-laws
2. City Council rules of procedure

AMENDED AND RESTATED BYLAWS OF THE LOUISVILLE PLANNING COMMISSION

ARTICLE I
The Planning Commission

Section 1. Introduction. These Amended and Restated Bylaws ("Bylaws") of the Louisville Planning Commission are adopted pursuant to the authority stated in the Louisville Home Rule Charter and Chapter 2.60 of the Louisville Municipal Code. These Bylaws replace any previous Bylaws for the Louisville Planning Commission.

Section 2. Office. The office of the Commission shall be considered the Louisville City Hall, 749 Main Street, Louisville, CO 80027, or such other place in the City of Louisville, Colorado as the City Manager may designate from time to time.

Section 3, Purpose and Duties.

A. Quasi-Judicial. The Commission shall have the powers and functions specified in the ordinances of the City and applicable state statutes.

B Duties. The role of the Commission will include, but not be limited to, advising the City Council on matters related to Land Use such as:

(i) Comprehensive Plans
(ii) Planned Unit Developments
(iii) Annexations
(iv) Zoning
(v) Plats
(vi) Amendments to Chapter 17 of the Louisville Municipal Code
(vii) Special Review Uses

ARTICLE II
Members

Section 1. Number of Members. The Commission shall consist of seven (7) members whom City Council shall appoint.

Section 2. Residency Requirement. Members shall be residents of the City at the time of their appointment and at all times while serving on the Commission (Louisville Home Rule Charter Section 10-2c).

Section 4. City Employees. Members may not be employees of the City of Louisville at any time during their appointment to the Commission.

Section 5. Term of Members. Two members shall be appointed to two-year terms; two members shall be appointed to four-year terms; and three members shall be appointed to six-year terms. A member's term of office shall commence January 1 and shall expire December 31 of the appointment years. Notwithstanding the foregoing, the City Council shall have the authority at the time of appointment to any vacancy to reduce the length of a member's term as necessary to avoid more than two thirds of members' terms expiring at the same time.

Section 6. Compensation. Members shall serve without compensation. Expenses actually incurred in the performance of the duties of office may be paid only if the expense and amount thereof are approved and authorized in advance by a writing signed by the City Manager. (Louisville Home Rule Charter Section 10-2e).

Section 7. City Liaison. The City Manager shall appoint a City staff member to act as liaison to the Commission. Such liaison may advise the Commission, make recommendations, and bring items for discussion. Such liaison is not a member of the Commission, does not vote on matters before the Commission, and may not be counted as a part of a quorum.

ARTICLE III
Officers and Personnel

Section 1. Officers. The officers of the Commission shall be a Chair, a Vice-Chair, and a Secretary.

Section 2. President. The Chair shall preside at all meetings of the Commission.

Section 3. Vice President. The Vice-Chair shall perform the duties of the Chair in the Chair's absence or inability to act. In the event of the absence or inability to act of both the Chair and Vice-Chair, the remaining members shall select some other member of the Commission to temporarily perform the duties of the Chair.

Section 4. Secretary. The Secretary shall attest all documents authorized to be executed by the Commission. In the event of the absence of the Secretary, the Chair shall designate, in writing or verbally at a meeting of the Commission, some other member of the Commission or employee of the City to perform duties of the Secretary. The Commission may appoint an employee of the City to take meeting minutes.

Section 5. Additional Duties. The officers of the Commission shall perform such duties and functions as may from time to time be required or authorized by the Commission or these Bylaws.

Section 6. Election of Officers. The officers of the Commission shall be elected annually by the Commission at its first meeting of each calendar year and shall assume their duties upon election. Officers shall hold their offices for one year or until their successors are selected and qualified. If the office of the Chair, Vice-Chair or Secretary is vacant, the Commission shall select a successor from its membership to serve for the unexpired term of said office.

Section 7. Vacancies. At the end of any member's term the City Council shall advertise for interested applicants and interview persons regarding such vacancy. Appointments are made annually in December. Members may reapply for vacant positions.

Section 8. Mid-term Vacancies. If a Commission member resigns his/her post mid-term, the City Council may invite applications and interview persons regarding such vacancy. The City Council may appoint an applicant to fill the vacancy for the remainder of the year. Such an appointee shall be required to then reapply for the position at the end of the year during the annual application process.

Section 9. Removal. A member may be removed during his/her term of office for cause by the City Council as defined in the Louisville Home Rule Charter and Resolution No. 16, Series 2009. Cause shall include but not be limited to:

A. Violation of city or state ethics laws;

B. Conviction of a felony or of any other crime involving moral turpitude;

C. Unexcused absence from more than 25 percent of the regular meetings in any 12-month period;

D. Neglect of duty or malfeasance in office;

E. Knowing violation of any statute, ordinance, resolution, rule, policy or bylaw applicable to the board or commission;

F. Knowing disclosure of confidential information, which is defined to mean information which is not available to the general public under applicable laws, ordinances and regulations, and which is obtained by reason of the board or commission member's position with the City;

G. Failure to maintain the qualifications of a board or commission member for the board or commission on which the member serves;

H. Behaving in a harassing, hostile, threatening or otherwise inappropriate manner, or unreasonably disrupting or interfering with the conduct of any

meeting of a board or commission; or

I. Other grounds constituting cause as established by law.

ARTICLE IV
Meetings

Section 1. Regular Meetings. The Commission regular meeting time and location shall be determined at the first meeting of each calendar year. In the event any regular meeting falls on a legal holiday observed by the City of Louisville, the Commission shall designate a new meeting time a minimum of one month prior to the holiday meeting date.

Section 2. Meeting Notice. The agenda for any meeting shall be posted a minimum of seventy-two hours in advance of the meeting in the following locations and will serve as notice of the meeting:

A. City Hall, 749 Main Street

B. Library, 951 Spruce Street

C. Recreation Center, 900 West Via Appia

D. Police Department/Municipal Court Building, 992 West Via Appia

E. City Web Site at www.LouisvilleCo.gov

Section 3. Location of Meeting. Pursuant to Section 4-5(d) of the Louisville Home Rule Charter, all meetings of the Commission shall occur in public buildings and public facilities accessible to all members of the public.

Section 4. Special Meetings and Business at Special Meetings.

A. Except for an emergency special meeting governed by Subsection B, each special meeting of the Commission shall be called by an officer on the request of any three members of the Commission, and shall be held on at least forty-eight hours written notice. Notice of such special meeting shall be posted in the same manner as prescribed in Article IV, Section 2.

B. An emergency special meeting shall be called by the Secretary on the request of the Chair or any three members of the Commission, and shall be held on at least twenty-four hours written notice to each member of the Commission. Notice shall be posted at least twenty-four hours in advance of such emergency special meeting in the locations prescribed in Article IV, Section 2. An emergency special meeting shall not be called unless:

(i.) Each member requesting the meeting has determined that the meeting is urgently necessary in order to take action on an unforeseen matter requiring immediate action; and

(ii.) The basis for the determination described in Paragraph (i) is stated in the notice of the meeting.

C. The meeting notice shall be served personally or sent by electronic mail to the member's e-mail address, or left at the member's usual place of residence. The notice need not be served if the member has waived the notice in writing.

D. The Commission shall not take action on any item of business at any special meeting unless:

(i.) The item to be acted on has been stated in the notice of the meeting; or

(ii.) The item to be acted on is reasonably related to the item which was stated in the notice of the meeting.

Section 5. Quorum. The powers of the Commission shall be vested in the members thereof in office from time to time. A majority of the members shall constitute a quorum for conducting business, but in the absence of a quorum, a lesser number may adjourn any meeting to a later time and date until a quorum is present. When a quorum is in attendance, action may be taken by the Commission upon an affirmative vote of the majority of the members present, except in cases where a greater number is required by the Louisville Home Rule Charter or ordinances, or state laws applicable to the City.

Section 6. Open Meetings. In addition to the requirements of these Bylaws, the Commission shall comply with all applicable provisions of the open meetings laws of the State of Colorado and the Louisville Home Rule Charter.

Section 7. Open Government.

A. Notice of meetings of the Commission shall be provided to the public in accordance with the requirements of these Bylaws and other applicable provisions of the open meetings laws of the State of Colorado and the Louisville Home Rule Charter.

B. The agenda for any meeting of the Commission shall contain an itemized list of all subjects on which substantive discussions are reasonably expected or which may be the subject of formal action.

C. The Commission shall not engage in substantive discussions relating to, or take formal action on, any subject when that subject was not listed in the agenda for that meeting and is not substantially related to any subject listed in the agenda.

D. For purposes of Subsection C of this Section, a subject is not substantially related to a subject listed in the agenda when a person reading the agenda before the meeting would not have reasonably expected that the subject would be substantively discussed or formally acted upon at the meeting.

E. For purposes of this Section, “substantive discussions” means debate, deliberation or other discussion about the merits, benefits, advantages or disadvantages of any proposed or possible resolution of any issue that will be or may be the subject of formal action by the Commission.

F. Each member of the Commission shall participate in at least one City-sponsored open government-related seminar, workshop or other program at least once every two years. Such program shall conform to the requirements of Section 4-16(a) of the Louisville Home Rule Charter.

Section 8. Agendas and Meeting Materials.

A. To the extent possible, the agenda and all documents and materials requiring action by the Commission at any meeting shall be provided each Commission member a minimum of seventy-two hours in advance of such meeting.

B. The Commission shall make available to the public the agenda and all agenda-related materials. Such information will be available as follows:

i. City Web Site at www.LouisvilleCo.gov
ii. City Clerk’s Office, City Hall, 749 Main Street
iii. Library Reference Desk, 951 Spruce Street

C. For purposes of this Section, “agenda-related materials” means the agenda, all reports, correspondence and any other documents forwarded to the Commission that provide background information or recommendations concerning the subject matter of any agenda item, excluding any documents or records which may or must be withheld from disclosure pursuant to state or federal statutes or constitutional provisions, or common law.

D. Any document that is submitted to the Commission during a meeting shall be immediately made available to the public either by making copies available to the

public at the meeting or by displaying the document at the meeting so that the public can view the document. No discussion or consideration of such a document by the Commission shall occur unless the document has been made available to the public as provided in this Subsection D. The foregoing shall not be construed to require the dissemination, display or disclosure of any document or record which otherwise may or must be withheld from disclosure pursuant to state or federal statutes or constitutional provisions, or common law.

Section 9. Public Records.

A. Public records of the Commission shall be open for inspection during normal business hours in accordance with the provisions of the Colorado Open Records Act, and Section 5-5 of the Louisville Home Rule Charter. The Commission shall strictly construe exceptions provided under the State statutes authorizing certain public records to be exempt from disclosure to the public. In the event of conflict among the various provisions of such laws, whichever law provides greater access to Commission records and less expense to the person requesting the records shall control disclosure by the Commission.

B. City Staff shall maintain a file of all studies, plans, reports, recommendations and resolutions made by the Commission in the exercise of its duties.

ARTICLE V
General

Section 1. Committees. The Planning Commission may establish such committees as it deems advisable and assign each committee specific duties or functions. The Chair shall designate the members of each committee and shall name the chair of each committee. The Chair shall fill vacancies on committees as they are created. No members of the Planning Commission shall be required to serve on more than two committees concurrently

Section 2. Conflict of Interest; Code of Ethics. The members and officers of the Commission shall comply with all applicable federal and state laws regarding conflicts of interest. The members, officers and employees of the Commission shall also comply with the Code of Ethics set forth as Sections 5-6 through 5-17 of the City of Louisville Home Rule Charter ("Code of Ethics"). For purposes of application of such Code of Ethics only, the Commission shall be considered a "public body" and a member of the Commission shall be considered a "public body member."

Section 3. Amendment of Bylaws. The Bylaws of the Commission may be amended only upon a majority vote of the members of the Commission.

Section 4. Conflict of Law. Where any conflict exists between any provision of these Bylaws and the Louisville Home Rule Charter or City ordinances, such ordinances or statutes shall control over the provisions of these Bylaws and these Bylaws shall be deemed to have been amended to conform to such ordinances and statutes.

ARTICLE VI
Public Hearings

Section 1. Recording. A record of any public hearing shall be made by electronic recording device.

Section 2. Notice. Notice of a public hearing shall be given in the manner and according to the procedures set forth in applicable City ordinances.

Section 3. Rules of Evidence.

A. The Commission shall not be required to observe formal rules of evidence during hearings, but may consider any matter which the Chair concludes is reasonably reliable and calculated to aid the Commission in reaching an accurate determination of the issues involved.

B. Rulings on questions of admissibility will be decided by the Chair unless objected to by a member of the Commission, in which case the ruling shall be made by the Commission.

C. The meeting agenda and all agenda-related materials constituting the meeting packet for the meeting at which the hearing is held shall be included within the record of the hearing without further necessity for making and admission thereof. All other documents or other materials offered as exhibits shall be marked and identified for the record before offering them to the Chair for admission into the record of the hearing.

Section 4. Appearance. Any party to a hearing may appear before the Commission in person or by agent or by attorney.

Section 5. Testimony.

A. All witnesses shall identify themselves by name and address.

B. The Chair may limit testimony or questioning that is repetitive, cumulative, argumentative, or not pertinent to the issues, and may set a reasonable time limit on the duration of the testimony if the Chair determines it to be necessary in light of the number of persons seeking to testify.

Section 6. Commission Questions. Members of the Commission may ask questions of any witness but shall refrain from entering into any argument or debate with any witness.

Section 7. Applicable Standards. In making its decisions, the Commission shall apply the criteria set out in City ordinances and applicable state laws.

Section 8. Burden of Proof. Unless otherwise required by law, the burden of proof is on the appellant to show that the appellant meets the criteria set out in City ordinances and applicable state laws.

Section 9. Order of Hearings. The order of the hearing shall be as follows unless revised by the Commission by vote at the hearing:

A. Chair opens public hearing, announces the subject matter of the hearing, and described the procedure for conducting the hearing.

B. Determination of compliance with public notice requirements.

C. Commission member disclosures, if any, including conflicts of interest, ex parte (outside the hearing) contacts or other matter.

D. Conduct of the hearing, to include, without limitation:

i. Presentation by City staff;
ii. Presentation by the applicant;
iii. Testimony by persons in attendance;
iv. Commission questions of applicant or staff; and
v. Closing statements.

E. Close the public hearing.

F. Commission comments and decision on merits or to take the matter under advisement.

Section 10. Continuance. Whenever, in the opinion of the Commission, a hearing cannot be completed at a reasonable hour on the original hearing date, or for other good cause as determined by the Commission, the Commission may continue the hearing to a later date. The Commission Secretary may also grant a written request by the appellant for a continuance prior to the hearing date provided that there is good cause.

Section 11. Reopening Public Hearing. No further evidence shall be presented or considered by the Commission after the hearing is closed, unless the hearing is reopened after all parties are notified and given an opportunity to be heard. Hearings will be reopened only when the Commission deems it necessary to provide justice or fundamental fairness or for other good cause.

Section 12. Transcripts. Any person seeking judicial review of a decision of the Commission or otherwise requesting a transcript shall pay to the City the cost of preparing the transcript. If members of the City staff prepare the transcript, the amount of the charge shall be as determined by the City Manager.

THESE BYLAWS ARE ADOPTED by the Planning Commission this 10th day of February 2011.

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Jeff Lipton, Chair

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Susan S. Loo, Secretary