

City Council

Agenda

Tuesday, September 1, 2020
6:00 PM

Electronic Meeting

This meeting will be held electronically. Residents interested in listening to the meeting or making public comments can join in one of two ways:

- 1) You can call in to +1 408 638 0968 or 833 548 0282 (Toll Free), Webinar ID # 831 8024 9997.***
- 2) You can log in via your computer. Please visit the City's website here to link to the meeting: louisvilleco.gov/local-government/government/city-council***

The Council will accommodate public comments during the meeting. Anyone may also email comments to the Council prior to the meeting at Council@LouisvilleCO.gov.

1. CALL TO ORDER & ROLL CALL

2. APPROVAL OF AGENDA

3. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA AND ITEMS ON THE CONSENT AGENDA

Council requests that public comments be limited to 3 minutes. When several people wish to speak on the same position on a given item, Council requests they select a spokesperson to state that position.

4. CONSENT AGENDA

The following items on the City Council Agenda are considered routine by the City Manager and shall be approved, adopted, accepted, etc., by motion of the City Council and roll call vote unless the Mayor or a City Council person specifically requests that such item be considered under "Regular Business." In such an event the item shall be removed from the "Consent Agenda" and Council action taken separately on said item in the order appearing on the Agenda. Those items so approved under the heading "Consent Agenda" will appear in the Council Minutes in their proper order.

- A. Approval of Bills**
- B. Approval of Minutes: August 11, 2020; August 18, 2020**
- C. Approval of Resolution No. 65, Series 2020 – A Resolution Approving a First Amendment to a Business Assistance Agreement with Linmark, Inc. for an Economic Development Project in the City of Louisville**
- D. Approval of Resolution No. 66, Series 2020 – A Resolution Supporting the City of Louisville's Grant Application to the Colorado Department of Local Affairs for an Energy and Mineral Impact Assistance Fund Grant**

Citizen Information

If you wish to speak at the City Council meeting, please fill out a sign-up card and present it to the City Clerk.

Persons with disabilities planning to attend the meeting who need sign language interpretation, translation services, 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.

- E. Approval of Grant Agreement with Carlisle Thompson for FEMA Grant Administration and Closeout Assistance
- F. Approval of Resolution No. 67, Series 2020 – A Resolution Establishing Refuse, Recyclables, and Compostables Collection and Disposal Fees Effective September 1, 2020 for the City of Louisville, Colorado

5. INFORMATIONAL COMMENTS ON PERTINENT ITEMS NOT ON THE AGENDA (Council general comments are scheduled at the end of the Agenda.)

6. CITY MANAGER’S REPORT

7. REGULAR BUSINESS

A. RESOLUTION NO. 68, SERIES 2020, A RESOLUTION EXTENDING THE TEMPORARY CLOSURE OF PORTIONS OF MAIN STREET IN DOWNTOWN LOUISVILLE FOR OUTDOOR DINING AREAS

- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Action

B. ORDINANCE NO. 1796, SERIES 2020 – AN ORDINANCE APPROVING THE REZONING OF LOTS 1 AND 2, CRYSTAL ESTATES REPLAT A LOCATED AT 1655 COURTESY ROAD AND 1655 CANNON CIRCLE FROM THE COMMERCIAL BUSINESS ZONE DISTRICT TO COMMERCIAL COMMUNITY, MIXED USE ZONE DISTRICT PURSUANT TO LOUISVILLE MUNICIPAL CODE CHAPTER 17.14 - MIXED USE ZONE DISTRICTS – 2nd READING, PUBLIC HEARING (advertised *Daily Camera 8/2/20) continued from 8/18/20*

- Mayor Opens Public Hearing
- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Additional Public Comments
- Mayor Closes Public Hearing
- Action

C. RESOLUTION NO. 69, SERIES 2020 – A RESOLUTION APPROVING A PLANNED UNIT DEVELOPMENT AMENDMENT TO ALLOW A SINGLE-STORY ADDITION AND ASSOCIATED SITE IMPROVEMENTS ON THE PROPERTY AT 931 MAIN STREET

- Mayor Opens Public Hearing
- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Mayor Closes Public Hearing
- Action

D. RESOLUTION NO. 70, SERIES 2020 – A RESOLUTION APPROVING AN AMENDMENT TO THE NAPA AUTO PARTS FINAL PLANNED UNIT DEVELOPMENT FOR LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4B, 1413 HECLA WAY

- Mayor Opens Public Hearing
- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Mayor Closes Public Hearing
- Action

E. RESOLUTION NO. 71, SERIES 2020 – A RESOLUTION APPROVING AN AMENDMENT TO THE PARBOIS PLACE PLANNED UNIT DEVELOPMENT TO REMOVE THE DEMOLITION REQUIREMENT ON LOT 6, LOCATED AT 543 COUNTY ROAD

- Mayor Opens Public Hearing
- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Mayor Closes Public Hearing
- Action

F. CHERRY STREET RECONFIGURATION CONSIDERATION

- Mayor Opens Public Hearing
- Staff Presentation
- Public Comments (Please limit to three minutes each)
- Council Questions & Comments
- Additional Public Comments
- Mayor Closes Public Hearing
- Action

G. ORDINANCE NO. 1800, SERIES 2020 – AN ORDINANCE APPROVING A SECOND AMENDMENT TO THE ST. LOUIS PARISH AND COMMERCIAL PARK GENERAL DEVELOPMENT PLAN TO AMEND ALLOWED USES AND DEVELOPMENT STANDARDS – 1ST READING – SET PUBLIC HEARING 9/15/20

- Introduction
- Action

8. CITY ATTORNEY’S REPORT

9. COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF FUTURE AGENDA ITEMS

- ECONOMIC VITALITY COMMITTEE
- FINANCE COMMITTEE
- LEGAL REVIEW COMMITTEE
- UTILITY COMMITTEE
- COLORADO COMMUNITIES FOR CLIMATE ACTION
- COMMUTING SOLUTIONS
- CONSORTIUM OF CITIES
- DOWNTOWN BUSINESS ASSOCIATION STREET FAIRE
- DENVER REGIONAL COUNCIL OF GOVERNMENTS
- JOINT INTEREST COMMITTEES (SUPERIOR & LAFAYETTE)
- MAYORS & COMMISSIONERS COALITION
- METRO MAYORS CAUCUS
- REVITALIZATION COMMISSION
- XCEL ENERGY FUTURES
- ADVANCED AGENDA

10. ADJOURN

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City of Louisville, CO
DETAIL INVOICE LIST

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CASH ACCOUNT: 001000 101001

WARRANT: 081320 08/13/2020

| VENDOR | VENDOR NAME | PURPOSE | AMOUNT |
|--------|----------------------------|---------------------------|-----------|
| 5255 | FAMILY SUPPORT REGISTRY | Payroll Run 1 - Warrant 0 | 312.49 |
| 13999 | INTEGRAL STEPS | FAMILY ART PROGRAM | 2,000.00 |
| 15037 | PAUL EDWARD O'CONNELL | ARTIRONDAK CHAIR PROGRAM | 300.00 |
| 9150 | PETTY CASH - DAVID BARIL | PETTY CASH | 82.54 |
| 3370 | PETTY CASH - JILL SIEWERT | PETTY CASH | 169.35 |
| 2694 | RANDY DEWITZ | WIPES | 99.90 |
| 14276 | SWEET SPOT CAFE LLC | PREPAID JUNIOR CAMPS | 184.00 |
| 10884 | WORD OF MOUTH CATERING INC | SR MEAL PROGRAM 8/6-12 | 4,226.74 |
| 3875 | XCEL ENERGY | JULY 20 SPRINKLERS | 110.79 |
| 3875 | XCEL ENERGY | JULY 20 NON METERED | 44,402.77 |
| 3875 | XCEL ENERGY | JULY 20 FLASHERS | 6.21 |
| 3875 | XCEL ENERGY | JULY 20 METERED | 545.57 |
| ===== | | | |
| | 12 INVOICES | WARRANT TOTAL | 52,440.36 |
| ===== | | | |

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DETAIL INVOICE LIST

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CASH ACCOUNT: 001000 101001

WARRANT: 082020 08/20/2020

| VENDOR | VENDOR NAME | PURPOSE | AMOUNT |
|-------------|----------------------------|---------------------------|------------|
| 935 | CENTENNIAL PRINTING CO | STAY AT HOME POSTCARD | 2,897.50 |
| 935 | CENTENNIAL PRINTING CO | STAY AT HOME ORDER POSTCA | 2,522.00 |
| 935 | CENTENNIAL PRINTING CO | CMO print work | 2,636.00 |
| 14801 | CHRISTOPHER MELENDEZ | GOLF INTRUCTION REIMBURSE | 542.50 |
| 1115 | COLONIAL LIFE INSURANCE | #9711888 AUG 2020 EPLOYEE | 173.68 |
| 15030 | DARYL MCCOOL | ARTIRONDAK CHAIR PROGRAM | 300.00 |
| 11298 | DELTA DENTAL OF COLORADO | #007562-0000 SEP 2020 EMP | 14,221.02 |
| 1505 | DPC INDUSTRIES INC | SODIUM BICARBONATE | 1,470.00 |
| 15025 | GREGORY FIELDS | ARTIRONDAK CHAIR PROGRAM | 300.00 |
| 6455 | KAISER PERMANENTE | 05920-01-16 SEP 2020 EMPL | 155,168.51 |
| 7735 | LINCOLN FINANCIAL GROUP | 000010008469 SEP 2020 LIF | 7,327.03 |
| 7735 | LINCOLN FINANCIAL GROUP | 000010008469 SEP 2020 LTD | 3,778.63 |
| 99999 | FIRST AMERICAN TITLE | UTILITY REFUND 348 EISENH | 60.00 |
| 13538 | SQUARE STATE SKATE | YOUTH SKATEBOARDING CONTR | 875.00 |
| 8442 | VISION SERVICE PLAN | 12 059727 0001 SEP 2020 E | 2,967.96 |
| 10884 | WORD OF MOUTH CATERING INC | SR MEAL PROGRAM 8/13-19 | 4,152.81 |
| ===== | | | |
| 16 INVOICES | | WARRANT TOTAL | 199,392.64 |
| ===== | | | |

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CASH ACCOUNT: 001000 101001

WARRANT: 090120 09/01/2020

| VENDOR | VENDOR NAME | PURPOSE | AMOUNT |
|--------|--------------------------------|---------------------------|------------|
| 6866 | 4 RIVERS EQUIPMENT | GATOR PARTS #5365 | 989.39 |
| 6866 | 4 RIVERS EQUIPMENT | GATOR PARTS #5365 | 114.91 |
| 6866 | 4 RIVERS EQUIPMENT | GATOR PARTS #5365 | 52.49 |
| 13547 | A G WASSENAAR INC | 2020 Professional Geotech | 10,724.00 |
| 13547 | A G WASSENAAR INC | 2020 Professional Geotech | 597.00 |
| 13547 | A G WASSENAAR INC | 2020 Professional Geotech | 1,318.50 |
| 13547 | A G WASSENAAR INC | 2020 Professional Geotech | 3,084.00 |
| 13547 | A G WASSENAAR INC | 2020 Professional Geotech | 1,004.50 |
| 9751 | ADAMS COUNTY | 2020 POLICE ACADEMY TUIT | 6,800.00 |
| 12890 | ADAMSON POLICE PRODUCTS | BALLISTIC VEST HAYMORE | 923.50 |
| 14892 | ADVANCED POOLS & SPAS INC | Resurface Center Lap Pool | 29,700.00 |
| 14892 | ADVANCED POOLS & SPAS INC | Resurface Center Lap Pool | 29,700.00 |
| 2330 | AIRGAS USA, LLC | 2020 Welder Replacement | 4,069.00 |
| 14596 | AMERICAN ELEVATOR PROFESSIONAL | Elevator Inspections/Plan | 3,800.00 |
| 14623 | ANOTHER MILESTONE LLC | JULY SERVICES YOUTH SPORT | 10,338.00 |
| 11455 | APC CONSTRUCTION CO LLC | Street Resurfacing Projec | 552,258.28 |
| 10801 | BADGER METER INC | 2020 Water Meters Change | 5,975.19 |
| 10801 | BADGER METER INC | 2020 Water Meters Change | 2,989.76 |
| 14764 | BASELINE ENGINEERING CORPORATI | MAY 20 SCWTP Admin Buildi | 784.00 |
| 1083 | BERG HILL GREENLEAF & RUSCITTI | TOP THAT LITIGATION | 9,027.87 |
| 11605 | BOBCAT OF THE ROCKIES LLC | STREET REPAIR ASPHALT | 433.98 |
| 11605 | BOBCAT OF THE ROCKIES LLC | DRY DIAMOND BLADE | 559.98 |
| 640 | BOULDER COUNTY | JULY 20 BOULDER COUNTY US | 13,615.40 |
| 640 | BOULDER COUNTY | JULY 20 RESIDENTIAL RECYC | 6,673.62 |
| 7706 | BRANNAN SAND & GRAVEL CO LLC | 2020 Asphalt Purchases | 1,111.50 |
| 7706 | BRANNAN SAND & GRAVEL CO LLC | 2020 Asphalt Purchases | 301.07 |
| 7706 | BRANNAN SAND & GRAVEL CO LLC | 2020 Asphalt Purchases | 275.78 |
| 7706 | BRANNAN SAND & GRAVEL CO LLC | 2020 Asphalt Purchases | 135.45 |
| 14403 | CALLAWAY GOLF | 2020 Resale Merchandise - | 184.56 |
| 14403 | CALLAWAY GOLF | 2020 Resale Merchandise - | 863.52 |
| 14403 | CALLAWAY GOLF | 2020 Resale Merchandise - | 222.96 |
| 248 | CDW GOVERNMENT | REPLACE BROKEN MONITOR RS | 216.63 |
| 248 | CDW GOVERNMENT | CARES Hardware | 23,451.34 |
| 248 | CDW GOVERNMENT | CARES Hardware | 735.43 |

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CASH ACCOUNT: 001000 101001

WARRANT: 090120 09/01/2020

| VENDOR | VENDOR NAME | PURPOSE | AMOUNT |
|--------|--------------------------------|---------------------------|------------|
| 980 | CENTURY CHEVROLET INC | PARTS FOR #5317 OS | 108.71 |
| 14592 | CF LESSEE LOB | JULY20 CEC SOLAR#1133 PRE | 10,190.21 |
| 13964 | CHANDLER ASSET MANAGEMENT | JULY 20 INVESTMENT FEES | 2,282.15 |
| 4025 | CINTAS FIRST AID AND SAFETY | FIRST AID SUPPLIES | 180.95 |
| 11467 | CLEAR CREEK CONSULTANTS INC | COAL CREEK SITE GAUGE REA | 1,662.50 |
| 13260 | CLIFTON LARSON ALLEN LLP | JULY 20 PROFESSIONAL UTI | 10,116.98 |
| 14118 | CLUB PROPHET SYSTEMS | 2020 Club Prophet Subscri | 610.00 |
| 13820 | COLORADO BARRICADE CO | 15 STANDS, SIGN | 975.00 |
| 13820 | COLORADO BARRICADE CO | SIGNS | 175.00 |
| 11264 | COLORADO DEPT OF PUBLIC HEALTH | NPDES PERMIT ANNUAL BILLI | 13,920.00 |
| 11264 | COLORADO DEPT OF PUBLIC HEALTH | ANNUAL PRETREATMENT BILLI | 115.00 |
| 11264 | COLORADO DEPT OF PUBLIC HEALTH | ANNUAL PERMIT FEE | 1,850.00 |
| 14894 | COMMUNITY REACH CENTER INC | JULY 20 PROJECT EDGE ELDE | 8,274.38 |
| 13162 | CORE & MAIN LP | MAINTENANCE UTILITY LINES | 1,454.29 |
| 9973 | CPS DISTRIBUTORS INC | CONNECTOR ANTENNA W SPRIN | 157.23 |
| 9973 | CPS DISTRIBUTORS INC | TECH SERVICE REPAIR WWTP | 75.00 |
| 9973 | CPS DISTRIBUTORS INC | BACKFLOW PARTS | 155.26 |
| 13370 | CRIBARI LAW FIRM, PC | PROSECUTING ATTORNEY SERV | 1,943.50 |
| 15042 | CRIQUET APPAREL | RESALE MERCHANDISE | 1,010.24 |
| 1490 | CUSTOM SERVICES OF COLO INC | RESEEDING GRADE SOIL PREP | 2,450.00 |
| 1505 | DPC INDUSTRIES INC | Caustic Soda for Water Tr | 8,373.96 |
| 14920 | E-Z-GO DIVISION OF TEXTRON INC | GOLF CART PARTS | 111.82 |
| 15018 | ELITE SURFACE INFRASTRUCTURE | 2020 Street Reconstructio | 480,728.77 |
| 11545 | EVOQUA WATER TECHNOLOGIES LLC | Sodium Chlorite for Water | 13,061.26 |
| 14896 | FASTSIGNS OF BROOMFIELD | SIGNS FOR COMMUNITY ART P | 52.00 |
| 13916 | FERGUSON WATERWORKS | DISTRO PARTS #1135107 | 973.70 |
| 13239 | FRONTIER PRECISION INC | PATHFINDER/TERRASYNC SUBS | 795.00 |

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CASH ACCOUNT: 001000 101001

WARRANT: 090120 09/01/2020

| VENDOR | VENDOR NAME | PURPOSE | AMOUNT |
|--------|------------------------------|---------------------------|-----------|
| 15043 | GADES SALES COMPANY, INC | SCHOOL ZONE CROSSING 4 YR | 1,690.00 |
| 7113 | GALLS LLC | BALLISTIC VEST HAYES | 750.00 |
| 7113 | GALLS LLC | BALLISTIC VEST LOBATO WIL | 750.00 |
| 7113 | GALLS LLC | UNIFORM AND EQUIPMENT REI | 1,517.59 |
| 7113 | GALLS LLC | BALLISTIC VEST GARCIA | 990.00 |
| 14137 | GEAR FOR SPORTS INC | RESALE MERCHANDISE | 717.03 |
| 6847 | GENERAL AIR SERVICE & SUPPLY | CYLINDER RENTAL | 84.63 |
| 13069 | GLACIER CONSTRUCTION CO INC | FLAP GATE INSTALL SWTP | 2,481.00 |
| 2415 | HARCROS CHEMICALS INC | Salt for Water Treatment | 1,396.50 |
| 2415 | HARCROS CHEMICALS INC | Salt for Water Treatment | 931.00 |
| 2415 | HARCROS CHEMICALS INC | Salt for Water Treatment | 931.00 |
| 9429 | ICMA | 2020 MEMBERSHIP RENEWAL E | 1,008.00 |
| 9710 | INDUSTRIAL CHEMICALS CORP | Hydrochloric Acid for Wat | 218.50 |
| 9710 | INDUSTRIAL CHEMICALS CORP | Hydrochloric Acid for Wat | 138.50 |
| 9710 | INDUSTRIAL CHEMICALS CORP | Sodium Silicate for Water | 11,002.46 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 16.14 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 15.95 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 131.31 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 25.91 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 65.95 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 14.49 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 13.92 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 83.22 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 77.42 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 31.19 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 159.10 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 110.79 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 62.74 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 38.54 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 136.34 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 101.26 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 86.47 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 46.22 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 81.97 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 170.30 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 10.80 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 91.77 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 121.49 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 122.65 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 75.03 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 90.79 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 50.55 |

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CASH ACCOUNT: 001000 101001

WARRANT: 090120 09/01/2020

| VENDOR | VENDOR NAME | PURPOSE | AMOUNT |
|--------|--------------------------------|---------------------------|-----------|
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 258.96 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 35.73 |
| 2615 | INGRAM LIBRARY SERVICES INC | ADULT BOOKS & MEDIA | 218.91 |
| 2615 | INGRAM LIBRARY SERVICES INC | TEEN BOOKS & MEDIA AND ST | 92.34 |
| 2615 | INGRAM LIBRARY SERVICES INC | TEEN BOOKS & MEDIA AND ST | 23.39 |
| 2615 | INGRAM LIBRARY SERVICES INC | TEEN BOOKS&MEDIA STATE GR | 12.95 |
| 2615 | INGRAM LIBRARY SERVICES INC | TEEN BOOKS&MEDIA AND STAT | 152.20 |
| 2615 | INGRAM LIBRARY SERVICES INC | TEEN BOOKS&MEDIA AND STAT | 98.20 |
| 2615 | INGRAM LIBRARY SERVICES INC | TEEN BOOKS&MEDIA AND STAT | 8.24 |
| 2615 | INGRAM LIBRARY SERVICES INC | TEEN BOOKS&MEDIA AND STAT | 53.87 |
| 2615 | INGRAM LIBRARY SERVICES INC | TEEN BOOKS&MEDIA AND STAT | 31.32 |
| 2615 | INGRAM LIBRARY SERVICES INC | CHILDRENS BOOKS&MEDIA AND | 59.34 |
| 2615 | INGRAM LIBRARY SERVICES INC | CHILDRENS BOOKS&MEDIA AND | 54.53 |
| 2615 | INGRAM LIBRARY SERVICES INC | CHILDRENS BOOKS&MEDIA, ST | 9.89 |
| 2615 | INGRAM LIBRARY SERVICES INC | CHILDRENS BOOKS&MEDIA, ST | 405.15 |
| 2615 | INGRAM LIBRARY SERVICES INC | CHILDRENS BOOKS&MEDIA, ST | 69.08 |
| 2615 | INGRAM LIBRARY SERVICES INC | CHILDRENS BOOKS&MEDIA, ST | 358.59 |
| 2615 | INGRAM LIBRARY SERVICES INC | CHILDRENS BOOKS&MEDIA, ST | 8.69 |
| 2615 | INGRAM LIBRARY SERVICES INC | CHILDRENS BOOKS&MEDIA, ST | 263.86 |
| 2615 | INGRAM LIBRARY SERVICES INC | CHILDRENS BOOKS&MEDIA, ST | 267.89 |
| 2615 | INGRAM LIBRARY SERVICES INC | CHILDRENS BOOKS&MEDIA, ST | 24.72 |
| 13280 | INSIGHT PUBLIC SECTOR INC | Microsoft Office 365 G1 L | 16,702.40 |
| 13778 | INVISION GIS LLC | GIS & AM Implementation S | 6,500.00 |
| 14239 | JC GOLF ACCESSORIES | 2020 Resale Merchandise - | 87.51 |
| 14239 | JC GOLF ACCESSORIES | 2020 Resale Merchandise - | 326.51 |
| 14239 | JC GOLF ACCESSORIES | 2020 Resale Merchandise - | 82.51 |
| 11289 | JVA INC | Design Services for Fluor | 1,887.82 |
| 2780 | KAISER LOCK & KEY SERVICE INC | KEY RINGS AND DUPLICATES | 9.75 |
| 14033 | KDG ENGINEERING LLC | Consultant Addendum No. 1 | 1,069.90 |
| 14106 | KEITH L KELLER | NEW CONST&PRESERVATION GR | 2,580.83 |
| 14106 | KEITH L KELLER | NEW CONSTRUCTION GRANT 83 | 729.68 |
| 9087 | LORIS AND ASSOCIATES INC | 42 Underpass Design | 3,381.00 |
| 15047 | LOUISVILLE ART ASSOCIATION | YOUTH SPRING ART SHOW | 300.00 |
| 5432 | LOUISVILLE FIRE PROTECTION DIS | JULY 20 FIRE DIST FEES | 2,445.00 |
| 6939 | MCCANDLESS TRUCK CENTER LLC | UTILITIES #3424 DUMP TRUC | 69.34 |
| 13525 | MICHAEL BAKER JR INC | CM Contract 42 and Short | 15,640.05 |
| 13525 | MICHAEL BAKER JR INC | CM Contract 42 and Short | 8,739.60 |

08/26/2020 14:41
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| CASH ACCOUNT: 001000 101001 | | WARRANT: 090120 | 09/01/2020 |
|-----------------------------|--------------------------------|---------------------------|------------|
| VENDOR | VENDOR NAME | PURPOSE | AMOUNT |
| 14768 | MOJOS CLEANING SERVICES INC | AUGUST 20 JANITORIAL SERV | 27,303.68 |
| 6168 | MOTION & FLOW CONTROL PRODUCTS | BOBCAT#3214 EQUIP | 97.24 |
| 11061 | MOUNTAIN PEAK CONTROLS INC | CTC LIFT STATION | 250.00 |
| 14649 | MURRAYSMITH INC | SWSP JULY 20 | 202.00 |
| 13484 | NORTHERN SAFETY CO INC | FLEXSHIELD GLOVE | 57.10 |
| 14673 | NORTHWEST ROOFING | SCUPPER COLLECTOR AND DOW | 1,400.00 |
| 14648 | OCCUPATIONAL HEALTH CENTERS OF | INJURY CARE RAPID | 63.00 |
| 14090 | OCX NETWORK CONSULTANTS LLC | PHONE AND LIC FOR SWTP GR | 496.40 |
| 99999 | SHANE MURPHY | HOUSEHOLD REFUND | 78.00 |
| 99999 | KIM WEINCEK | HOUSEHOLD REFUND | 84.00 |
| 99999 | ASHLEY HIRSH | PRIVATE SWIM LESSONS CANC | 100.00 |
| 99999 | ROSE RAFALSKI | HOUSEHOLD REFUND | 51.50 |
| 99999 | MARLA FIELDS | HOUSEHOLD REFUND | 59.00 |
| 99999 | CLIFTON CARNEY | HOUSEHOLD REFUND | 75.00 |
| 99999 | ALL COVERED ROOFING & RESTORAT | DUPLICATE LICENSE | 75.00 |
| 99999 | RAIMO CONSTRUCTION INC | NO LONGER DOING WORK | 11,874.13 |
| 99999 | NORTHERN LIGHTS EXTERIORS | DUPLICATE PERMIT | 285.05 |
| 99999 | BLUE VALLEY ENERGY | APPLICANT PAID FOR A WITH | 273.46 |
| 99999 | ERIC FREW | RENTAL FEE CANCELLED DUE | 140.00 |
| 13986 | OPEN MEDIA FOUNDATION | AUGUST 20 MEETING WEBSTRE | 500.00 |
| 15041 | OPTIV SECURITY INC | OPTiv Varonis Subscriptio | 39,118.66 |
| 14381 | PALEOWEST ARCHAEOLOGY | JULY 20Louisville Archite | 3,905.00 |
| 314 | PARKSON CORPORATION | DRUM THICKENER WIRE MESH | 1,316.61 |
| 5898 | PIONEER SAND COMPANY INC | PROPANE | 12.64 |
| 14614 | PLAY-WELL TEKNOLOGIES | CONTRACTOR CAMP 22175 | 1,215.00 |
| 14675 | POINT AND PAY LLC | JULY 20 CREDIT CARD FEES | 8,702.20 |
| 14160 | PRECISE MRM LLC | POOLED DATA & MONTHLY SOF | 280.00 |
| 14027 | PROFORCE LAW ENFORCEMENT | TASER BATTERIES | 476.00 |
| 14733 | RADIATION PROS LLC | WTP Sludge Hauling | 25,347.27 |
| 14844 | REPUBLIC SERVICES INC #535 | JULY 20 RESIDENTIAL SERVI | 117,690.85 |
| 14844 | REPUBLIC SERVICES INC #535 | JULY 20 ADDITIONAL RESIDE | 332.76 |

08/26/2020 14:41
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P 6
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CASH ACCOUNT: 001000 101001 WARRANT: 090120 09/01/2020

| VENDOR | VENDOR NAME | PURPOSE | AMOUNT |
|--------|--------------------------------|---------------------------|-----------|
| 14844 | REPUBLIC SERVICES INC #535 | WASTE PROFILE FEE | 150.25 |
| 13419 | ROADSAFE TRAFFIC SYSTEMS CORP | THERMO | 1,427.63 |
| 11306 | SAFEWARE INC | ON SITE CALLIBRATION | 95.00 |
| 12843 | SCL HEALTH | PRE EMPLOYMENT SCREEN | 518.40 |
| 14612 | SOME LIKE IT GREEN | AUGUST 20 MONTHLY PLANT C | 80.00 |
| 14396 | SPRONK WATER ENGINEERS INC | Water Rights Engineering | 13,562.50 |
| 4100 | TERMINIX | WTP PEST CONTROL | 148.00 |
| 15049 | TODAY'S BUSINESS SOLUTIONS, IN | TBS SOFTWARE AND HARDWARE | 5,100.00 |
| 4765 | UNCC | JULY 20 LOCATES #48760 | 561.73 |
| 14532 | UNITED REFRIGERATION INC | NWTP HVAC | 537.85 |
| 14532 | UNITED REFRIGERATION INC | HVAC COMPRESSOR MATERIALS | 220.54 |
| 14532 | UNITED REFRIGERATION INC | HVAC COMPRESSOR REFRIGERA | 397.50 |
| 14532 | UNITED REFRIGERATION INC | HVAC REPAIR LI | 115.93 |
| 14532 | UNITED REFRIGERATION INC | HVAC REPAIR LI | 253.14 |
| 11087 | UNITED SITE SERVICES OF COLORA | TOILET RENTAL MEMORY SQUA | 247.58 |
| 11087 | UNITED SITE SERVICES OF COLORA | TOILET RENTAL COTTONWOOD | 247.58 |
| 11087 | UNITED SITE SERVICES OF COLORA | TOILET RENTAL CENTENNIAL | 247.58 |
| 11087 | UNITED SITE SERVICES OF COLORA | TOILET RENTAL HERITAGE P | 247.58 |
| 14446 | VECTOR DISEASE CONTROL | 2020 Mosquito Control Ser | 1,865.83 |
| 13851 | VELOCITY PLANT SERVICES LLC | SPREAD TAILING TO GENERA | 2,355.00 |
| 13891 | VERIS ENVIRONMENTAL LLC | Biosolids Hauling | 1,234.40 |
| 4900 | VRANESH AND RAISCH LLP | JULY 20 WINDY GAP SERVICE | 2,818.50 |
| 11053 | WATER TECHNOLOGY GROUP | Reclaimed Pump #2 Repair | 14,277.00 |
| 14373 | WEIFIELD GROUP CONTRACTING INC | CONTROL VAULT POWER CONDU | 1,600.00 |
| 15045 | WEST COAST TRENDS, INC | RESALE MERCHANDISE | 1,071.89 |
| 15045 | WEST COAST TRENDS, INC | RESALE MERCHANDISE | 897.60 |
| 9511 | WESTERN PAPER DISTRIBUTORS INC | SPRAY BOTTLES | 6.57 |
| 9511 | WESTERN PAPER DISTRIBUTORS INC | CUSTODIAL SUPPLIES CS | 91.06 |
| 5115 | WL CONTRACTORS INC | 2020 Traffic Signal Maint | 5,169.00 |

08/26/2020 14:41
BobbieJoe

| City of Louisville, CO
| DETAIL INVOICE LIST

| P 7
| apwarrnt

CASH ACCOUNT: 001000 101001

WARRANT: 090120 09/01/2020

| VENDOR | VENDOR NAME | PURPOSE | AMOUNT |
|--------|--------------|---------------|--------------|
| ===== | | | ===== |
| | 200 INVOICES | WARRANT TOTAL | 1,671,939.98 |
| ===== | | | ===== |

City Council

Special Meeting Minutes

**August 11, 2020
Electronic Meeting
6:00 PM**

Call to Order – Mayor Stolzmann called the meeting to order at 6:00 p.m. **Roll Call** was taken and the following members were present:

City Council: ***Mayor Ashley Stolzmann***
 Mayor Pro Tem Dennis Maloney
 Councilmember Kyle Brown
 Councilmember Deborah Fahey
 Councilmember Chris Leh
 Councilmember Jeff Lipton

Absent: ***Councilmember J. Caleb Dickinson***

Staff Present: ***Heather Balsler, City Manager***
 Megan Davis, Deputy City Manager
 Kurt Kowar, Public Works Director
 Rob Zuccaro, Planning & Building Safety Director
 Lisa Ritchie, Senior Planner
 Meredyth Muth, City Clerk

Mayor Stolzmann noted that because of the COVID-19 emergency the meeting is being held electronically. She gave information on how the meeting process will work and directions for those dialing in on how to participate when it is time for public comments.

RESOLUTION NO. 60, SERIES 2020, A RESOLUTION APPROVING A RECOVERY AND IMPROVEMENT PROGRAM AND A FORM OF GRANT AGREEMENT

Director Pierce stated this proposed program was developed with the Economic Vitality Committee (EVC) in conjunction with Louisville Revitalization Commission (LRC) to help those businesses trying to recover from COVID. The focus is to make investments in the local business community as they attempt to recover and stabilize. The proposal includes the following components: Eligibility and Program Criteria; Process; and Proposed Funding.

The EVC recommends the program be available to actively licensed, brick-and-mortar businesses within the City that were in operation as of March 10, 2020 and are current on

all City accounts. To be limited to one approved program project per business and only future projects may be submitted for consideration.

Other criteria include:

- Project provides for restructuring, retooling, or implementing best practices in a business operation, consistent with public health guidance for physical distancing or sanitation.
- Project enhances the exterior appearance of the building façade with improvements such as painting, awnings, and permanent signage.
- Project allows business to purchase new interior or exterior furniture and fixtures to accommodate appropriate physical distancing.
- Project improves the physical tenant or building space to accommodate operational, service, or infrastructure changes.
- Project supports a collaboration between two or more Louisville businesses seeking to offer a unique product or community service.

The group recommends the following process:

- A complete application, including any submittals on project costs, designs, or bids
- Rolling application period, beginning in early September after several weeks of promotion
- Administrative review and approval
- Required agreement between City and applicant
- Verification and expense accounting at project close-out

Director Pierce stated the EVC recommends initial program funding of \$150,000 for grants, with awards up to \$10,000. The applicant must pledge a 50% match and the program would run through December 31, 2020, but could expire sooner if all funding is allocated. Staff anticipates the program would be reimbursable under the City's CARES Act funding.

Director Pierce stated the LRC is interested in participating in this program for businesses in the Urban Renewal Area. They will be evaluating their participation depending on what Council decides.

Staff recommends approval of the project.

Public Comments – None.

Mayor Pro Tem Maloney stated the EVC wants this to be the next step to help businesses in the near future. It is a matching program and is targeted to keep businesses viable both right now and in the long term.

Councilmember Leh noted his concern this would take up a large amount of staff time. He asked about criterion one and if it must meet public health guidance. Director Pierce stated the end goal is to tie any upgrades to public health regulations or guidance.

Mayor Pro Tem Maloney agreed the first criterion is broad but it there are many expenses businesses have for long-term solutions. He noted this program will be more subjective than the previous program and staff will need to make a judgement call and the Council will need to support staff's decisions on this.

Mayor Stolzmann moved to approve the resolution; Councilmember Brown seconded the motion.

Councilmember Lipton asked if there is any goal as to what types of businesses we are targeting. Director Pierce stated the EVC proposal is to leave it as broad as possible so everyone can apply.

Councilmember Lipton stated he prefers to have limits on the size of the businesses that can apply. He doesn't want to fund large profitable businesses with this.

Councilmember Lipton asked if the CARES Act money is used to reimburse this would it be taking away from other City expenses. City Manager Balsler stated staff believes this program would be eligible as would any LRC funding. It would be one way we could refill general fund resources. The City can seek eligible expenses for about \$950,000 and we are looking at all of our costs to seek the full amount for reimbursement.

Councilmember Lipton noted it would not be free money, it would be money that we would spend elsewhere if we don't spend it here.

Mayor Stolzmann noted the EVC felt there should not be a limit on the business size as the grant size is so small it would not have a big impact for large businesses but might have a big impact on smaller businesses.

Mayor Pro Tem Maloney noted these are not large grants but they could be a big help to a business that needs it. The goal is help those that can show they have sustained economic injury and they will have to prove that injury to get the grant.

Councilmember Leh made a friendly amendment that the first criterion includes a requirement that the changes meet public health regulations. Mayor Stolzmann agreed to the amendment as did Councilmember Brown.

Roll Call Vote: Passed by unanimous roll call vote.

DISCUSSION/DIRECTION – NEIGHBORHOOD TRAFFIC SAFETY UPDATE

Director Kowar noted tonight's conversation is a more detailed look at neighborhood traffic safety than in previous years. He added this is a balance of a wide variety of requests and many factors.

He noted pedestrian fatalities are on the rise nationally; there are more distractions for drivers; and we all have more awareness about this.

In Louisville, if there is room on a street we will put in a bike lane if possible. We have also added sharrows to note where cars should be watching for bikes. Since 2015, there has been a big focus in town on neighborhood traffic safety with many improvements in the last five years. He reviewed some of the major projects.

He reviewed some of the challenges there are with traffic calming. He noted bicycles are vehicles and need to act as such on the road. Louisville does not have an excessive speeding problem but some people do speed. He added pedestrians also need to look out for themselves and take proper precautions.

Director Kowar reviewed various factors that affect decisions including complaints, trail crossings, pedestrian volumes, bike lanes, road configuration, and others. He noted some cities are lowering speed limits for many streets. Our staff prioritizes bikes and pedestrians but we also need to keep vehicle safety in mind.

He reviewed the average daily traffic numbers of collector streets and the current projects planned for 2020 upgrades.

Councilmember Leh asked if making collector streets “no through traffic” is recommended. Director Kowar stated he wouldn’t recommend it as collector streets are designed to take through traffic across the City. That would be a major policy and design change.

Public Comments

Mark Cathcart, 1763 Sweet Clover Lane, asked if given the pandemic is there a way for pedestrian signals to be triggered without having to push the button. Also, he noted that any help on East Hecla Drive would be appreciated as there is a lot of cut through traffic.

Ryan Conrad, 253 South Madison, stated the Polk Dahlia corridor needs safe ways to walk through the neighborhood; especially crosswalks. We have more traffic than Main and Front Street per day and the road configuration gives inadequate site distances. There is a need to invest in this area of town with additional crosswalks.

Sandy Neville, 2110 East Hecla, stated she has seen an increase volume over the years and the street design does not slow down traffic at the roundabouts. If traffic is slowed down that may keep people from cutting through. She asked for a traffic study on Hecla.

Patricia Lucy 527 Front Street, asked for some speed mitigation on Front Street/County Road. The street gets lots of pedestrians and traffic is not adhering to the speed limit. We would like a refuge or crosswalk sign in the middle of the road to cue people they are still in a residential neighborhood. She asked why the street has no yellow line on the road.

Don Parcher, 378 Grouse Court, noted many crosswalks are dark and perhaps they need lights that are motion activated. He noted many kids cross the street not using the crosswalks and some education is needed.

Dave Hooley, 117 West Madison Avenue, stated he likes the pedestrian islands on Pine Street. He does not like the curbs that cut into the street; he doesn't think it helps pedestrians and they can be dangerous for bicycles. He prefers the red bump outs as a bike rider can ride through those safely if there are no pedestrians present.

Mayor Stolzmann noted the double yellow line is often not used on streets if people have to turn left to access driveways. She stated not all streets have bike lanes if there is not enough width in the travel lane. In those cases, bikes and cars have to share the space. She noted the curbs extensions don't come out further than a parked car and bikes and cars need to know how to use them properly. As to lights, she noted that is not an easy conversation as some people want more and some want lights removed.

Members discussed a variety of projects and issues on specific streets.

Director Kowar asked if Council would like speed limits reduced on Cherry Street/Bella Vista. Mayor Pro Tem Maloney and Councilmember Brown both agreed it should be lowered here.

For Polk/Dahlia Director Kowar stated a crosswalk at all the intersections isn't a good idea but staff plans to meet with residents and start a conversation about what makes sense. Councilmember Brown would like to see traffic slowed down for safety. Mayor Stolzmann noted residents are asking for crosswalks and we should prioritize those. Councilmember Brown agreed.

Members discussed mitigation options including crosswalks or redesign for Tyler/Washington/Hickory and crosswalks and additional options for Front Street. There will be a future discussion about additional speed radars.

Public Comments

Jim Bolt, 664 West Sagebrush Drive, stated this area needs to be addressed, we have lots of kids in the area who are crossing the streets. Repainting the crosswalks would be helpful as would tree trimming to see the signage better.

Jeff Meier, 470 County Road, stated he supports a crosswalk on Front Street and a yellow yield pylon in the center of the street.

Mayor Stolzmann noted it was helpful to have the petition from one neighborhood and perhaps the City needs a formal process on how a neighborhood can submit these types of requests. Staff will look into that.

Director Kowar stated staff is looking at the cost of stamped concrete medians. This is one option but there are other options that could be much more attractive. Staff is conducting outreach right now to ask residents what they would like to see for roughly 65 areas and make them unique and attractive. Staff is also working on pricing.

ADJOURN

Members adjourned at 8:42 pm.

Ashley Stolzmann, Mayor

Meredyth Muth, City Clerk

City Council Meeting Minutes

**August 18, 2020
Electronic Meeting
6:00 PM**

Call to Order – Mayor Stolzmann called the meeting to order at 6:00 p.m. **Roll Call** was taken and the following members were present:

City Council: **Mayor Ashley Stolzmann**
 Mayor Pro Tem Dennis Maloney
 Councilmember Kyle Brown
 Councilmember J. Caleb Dickinson
 Councilmember Deborah Fahey
 Councilmember Chris Leh
 Councilmember Jeff Lipton

Staff Present: **Heather Balsler, City Manager**
 Megan Davis, Deputy City Manager
 Kevin Watson, Finance Director
 Nathan Mosely, Parks, Recreation, & Open Space Director
 Kurt Kowar, Public Works Director
 Rob Zuccaro, Planning & Building Safety Director
 Lisa Ritchie, Senior Planner
 Dave Hayes, Police Chief
 Megan Pierce, Economic Vitality Director
 Meredyth Muth, City Clerk

Others Present: **Kathleen Kelly, City Attorney**

Mayor Stolzmann noted that because of the COVID-19 emergency the meeting is being held electronically. She gave information on how the meeting process will work and directions for those dialing in on how to participate when it is time for public comments.

APPROVAL OF AGENDA

Mayor Stolzmann called for changes to the agenda and hearing none asked for a motion. Councilmember Leh moved to approve the agenda, seconded by Councilmember Dickinson. All in favor.

PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA AND THE CONSENT AGENDA

Brian Topping, 1550 White Violet Way, stated street sweeping of bike lanes would be appreciated.

APPROVAL OF THE CONSENT AGENDA

Mayor Stolzmann asked for changes to the consent agenda; hearing none she asked for a motion.

Councilmember Brown stated he supports the City participating in the wastewater surveillance collaborative as a way to help track the spread of COVID.

Mayor Pro Tem Maloney moved to approve the consent agenda, seconded by Councilmember Dickinson. All in favor.

- A. *Approval of Bills***
- B. *Approval of Minutes: August 4, 2020***
- C. *Award Bid for 2020 CIPP Sewer Lining Project***
- D. *Approval of Resolution No. 60, Series 2020 – A Resolution Approving an Intergovernmental Contract with the State of Colorado for Storm Water Quality Master Plan and Capital Improvement Plan Improvements***
- E. *Approval of Resolution No. 61, Series 2020 – A Resolution of the City of Louisville, Colorado Authorizing the Assignment of the City’s Private Activity Bonds Allocation for 2020 to the Housing Authority of the County of Boulder, Colorado; Providing Other Details in Connection Therewith; and Providing an Effective Date***
- F. *Approval of Resolution No. 62, Series 2020 – A Resolution Approving a Memorandum of Understanding Regarding the Colorado SARS-COV-2 Wastewater Surveillance Collaborative***
- G. *Approval of Louisville Revitalization Commission Policy Revision for Cost Sharing for Required Third-Party Review***
- H. *Approval of Resolution No. 63, Series 2020 – A Resolution Approving a 2020-2021 Grant Application for the Colorado Department of Local Affairs’ Peace Officer Mental Health Support Grant Program***

COUNCIL INFORMATIONAL COMMENTS ON PERTINENT ITEMS NOT ON THE AGENDA

Mayor Stolzmann noted the City has a new problem reporter feature on the website that residents can use to report issues to City staff.

CITY MANAGER’S REPORT

None.

REGULAR BUSINESS

**ORDINANCE NO. 1798, SERIES 2020 – AN ORDINANCE APPROVING THE FIRST AMENDMENT TO THE CONOCOPHILLIPS CAMPUS GENERAL DEVELOPMENT PLAN (REDTAIL RIDGE MASTER PLAN) – 2nd READING, PUBLIC HEARING
(advertised *Daily Camera* 7/19/20) continued from 8/4/20**

REDTAIL RIDGE COMPREHENSIVE PLAN AMENDMENT PROPOSAL – REQUEST FOR A COMPREHENSIVE PLAN AMENDMENT TO CHANGE THE PHILLIPS 66 SPECIAL USE DISTRICT DESIGNATION FROM RURAL TO SUBURBAN, CHANGE THE LAND USE MIX POLICIES TO INCLUDE MULTI-FAMILY RESIDENTIAL, HEALTHCARE AND LODGING, AND INCREASE ALLOWANCES FOR THE FLOOR AREA RATIO AND BUILDING HEIGHT POLICIES

Mayor Stolzmann reopened the public hearing and asked for disclosures. There were no disclosures. Mayor Stolzmann asked if the applicant wanted to respond to the public comments from the last meeting. She noted the response would be limited to 15 minutes.

Geoff Baukol stated they had listened to the community feedback from the last meeting and are now looking at ways to decrease the size of the project in a way that still provides for a productive development that would keep Medtronic. He stated they are now looking to reduce the plan by over 2M square feet putting the total development at 3-3.5M total square feet; meeting or just above the rural FAR designation. They are looking a variety of ways to do this using different office, industrial, and residential uses. He stated a new plan would include public benefits such as open space.

Baukol stated they would like feedback on what should be the desired mix of uses on the site; is there a desire to have any residential in the mix and what kind of mix; is there interest in making it all commercial/light industrial; and how best should the applicant move forward. Baukol noted that the changes to the application will affect the bonding costs of the development and would also bring different pros and cons for the City.

Mayor Stolzmann stated the purpose of this hearing tonight is to discuss the application as it was filed.

Mayor Pro Tem Maloney asked about the fiscal analysis and if looking at the use by right would there be a requirement for parks and open space dedications. Caron Bise, the City's fiscal policy consultant, stated that building what is allowed by right would not trigger any parks and open space requirements as those are triggered by residential building and by right the parcel has no residential.

Councilmember Dickinson asked if Medtronic can make any guarantees it will actually build in Louisville. Director Zuccaro stated the current GDP does have some concurrency

requirements that the corporate campus be built with the senior living. James Driessen, Medtronic, stated they want to move forward with this project on this site and are continuing to work on that.

Mayor Stolzmann stated she would like to see RTD provide more information on how it will service this development; without that she feels the traffic numbers are overly optimistic on how much ridesharing there will actually be. She has concerns about the assumptions in the traffic study and also about how the interchange at US 36 interchange will be affected.

Mayor Stolzmann stated if the applicant wants a height variance there should be larger open space dedications. She clarified this proposal does not have a Rock Creek Trail connection as some have stated.

Councilmember Fahey stated she is very concerned sustainability was not addressed in the application.

Mayor Pro Tem Maloney asked that given the applicant plans to change the application significantly, can Council make a motion at this time or do we need to continue with all the steps on the agenda. City Attorney Kelly stated as the applicant has not filed any official revisions to the application and there is no detail as to what the changes might be, the Council should use this hearing to give feedback on the application as filed.

City Attorney Kelly added that if substantial changes are going to be made to the application she would recommend the application be remanded back to the Planning Commission so a full hearing process can take place on the revised application. This would allow the public the chance to also review any changes and comment in the public hearing process.

Mayor Pro Tem Maloney asked if Council could move to remand the application back to Planning Commission at this point. City Attorney Kelly stated that could happen now if that is acceptable to the applicant. Otherwise the Council is only able to comment on what is in the application as currently proposed against the criteria. This hearing is not designed for the applicant to ask questions of Council about possible changes that have not been filed.

Mayor Pro Tem Maloney noted this parcel is very important to town as is having Medtronic in town. He likes the expansion of parks and open space in the proposal but agrees it is just too big as currently proposed. He noted residential is needed on the property, possibly workforce housing, but less than what is currently proposed.

Councilmember Leh stated the conversation tonight has to be limited to the current proposal; that is legally required in this process and the applicant is entitled to due process. He agreed the proposal is too big and generates too much traffic. He would like

to see more sustainability in the plan. He would like to see residential options for a variety of users and he would like to keep the Medtronic campus.

Councilmember Brown stated this development has the opportunity to make a real statement on sustainability. He agreed it is too big as presented. He would like to see this development feel connected to the rest of town to help with the sense of community.

Councilmember Brown moved to remand the application back to the Planning Commission; Councilmember Leh seconded the motion.

Councilmember Dickinson stated he is excited at the park and soccer field uses in the proposal as well as the open space and bike trails. He likes the corporate campus and the affordable and senior housing. He stated the traffic and size are of concern as is the lack of sustainability in the plan. He would like the taller buildings set in the middle of the parcel. He would like to see affordable housing options.

Councilmember Lipton stated the current proposal is too dense with too much traffic. He stated this development needs a variety of housing options. We cannot continue to promote single family housing all over town, we need affordable housing, work force housing, and housing for all ages. He would like a mix of commercial and perhaps some retail. He would like a well-integrated development. He also agrees it should have a sustainability component and the City should make that a part of our regular standards.

Mayor Stolzmann stated affordable housing needs to be permanently affordable to address diversity issues. The residential we approve needs to truly address this problem.

Mayor Pro Tem Maloney stated staff made recommendations in their presentation and he feels those are important and should be given to the Planning Commission when they hear this again.

Mayor Stolzmann asked if additional information is needed in the motion. City Attorney Kelly stated the motion is adequate but she would recommend the applicant acknowledge to the Council that the reason the application is being remanded back to the Planning Commission is because the applicant is planning to make significant changes to the proposal.

Baukol stated they support the remand to the Planning Commission.

Public Comments

Brian Topping, 1550 White Violet Way, stated residents want to see this be a really positive development for the community. He would like to see more retail and more sustainability incorporated into the project.

Charlotte Buck, 947 Larkspur Lane, stated she does not support the request to change the Comp Plan and GDP. She doesn't want dense development on the site and wants more sustainability.

Matt Jones, 265 Dahlia Drive, stated the development should meet the current Comp Plan. It doesn't need the residential and Medtronic can build under what is currently allowed.

John Leary, 1116 LaFarge Avenue, stated this should be a bottom up process where the residents get the most say.

Sam Bailey, Denver Metro Economic Development Corporation, stated their organization supports the Medtronic campus on this site. This could be a great activator on this site and it brings a great corporation to this site that will invest in the community.

Jonathan Vigh, 355 Cherokee Avenue, Superior, stated he supports the residential component as Louisville has a dire need of housing for people of all income levels especially starter homes. He stated continued single family zoning restrictions only makes Louisville less diverse and it needs multi-family housing.

Susan Morris, 939 West Maple, stated the Council should not be redesigning this proposal but should simply deny it. The developer needs to come back with a new plan and start over. There is no need for residential and Medtronic can build under what is currently allowed.

Erin Lindsay, 826 Trail Ridge Drive, stated Medtronic should partner with the community and build under current regulations. The current proposal is too big and this should be denied.

Katherine Marsella, 703 Gold Way, Superior, stated as a Monarch High School student she would like to see a new proposal that does not impact the high school so heavily. This proposal should be denied.

Matt Michaelis, 1918 Quail Circle, reviewed the statistics of the public comments stating he found ninety percent of the comments from Louisville residents are against the project. This is too big and not what the community wants. Please deny the application.

Stephanie Rowe, 631 West Street, stated she feels this proposal has not been transparent with the public and doesn't feel the company can be trusted.

Terrie Clark, 765 East Wiggins, Superior, doesn't support the project. Residents should drive this process.

Weiyen Chen, 146 Cherrywood Lane, stated these decisions shouldn't be made during the pandemic. She feels senior living in this location isolates elderly residents too far from services.

Maxine Most, 640 West Linden, stated Medtronic should not be subsidized by the City. The project needs to include sustainability and should be led by resident input. She asked Council to deny the application and create sustainability guidelines for development.

Scott MacLaughlin, 948 St. Andrews Lane, stated he feels the traffic impact study grossly underestimated impacts and it should be redone.

Gail Hartman, 724 Ponderosa Court, stated the Council should deny the application rather than remand it to Planning Commission.

Tamar Krantz, 691 West Street, stated the Comp Plan should not be amended and the project should be led by citizen input.

Robin McLaughlin, 948 St. Andrews Lane, asked if water use had been taken into account for this development.

Tiffany Boyd, 550 Grant Avenue, stated the City's Sustainability Action Plan should be taken into consideration for this proposal. This developer has not prioritized sustainability for this community.

Mayor Stolzmann asked the applicant for their response to the public comment.

Baukol thanked the Council and the public for the feedback and stated they would like to move this forward quickly. They hope to bring a plan that will benefit the community and Medtronic.

Mayor Stolzmann closed the public hearing.

Mayor Stolzmann clarified that remanding this to the Planning Commission is not approving the Comp Plan amendment.

Mayor Pro Tem Maloney moved to give special consideration to any of the staff recommendations that will still apply to the new application. Councilmember Brown and Councilmember Leh agreed to that amendment.

Roll Call Vote: Motion passed by unanimous roll call vote.

ORDINANCE NO. 1799, SERIES 2020, AN EMERGENCY ORDINANCE AMENDING AND RESTATING THE REQUIREMENT TO WEAR A FACE COVERING WITHIN THE CITY OF LOUISVILLE – 1ST AND FINAL READING – PUBLIC HEARING – Adoption as an Emergency Ordinance

Mayor Stolzmann introduced the item noting this was a first and final reading of an emergency ordinance. She opened the public hearing.

City Attorney Kelly stated the current face covering ordinance expires at the end of the month. This ordinance would continue the face covering requirement without an expiration date so it would be in place until amended or repealed by the Council. The exceptions in the State order have not been included in this version so Council may want to consider if they want to add any of those.

City Attorney Kelly stated if adopted tonight, this ordinance will go into effect immediately.

Councilmember Leh proposed adding two specific exceptions to the ordinance. One for persons who are hearing impaired or communicating with someone hearing impaired where seeing the mouth is essential. And, one allowing for face coverings to be removed temporarily if someone needs to make proper identification of a person in a place of public accommodation.

Councilmember Leh moved to pass the proposed ordinance with the two exemptions added; Councilmember Brown seconded the motion.

Public Comments

John Leary, 1116 LaFarge, asked how this will be implemented in the schools.

Don Parcher 378 Grouse Court, recommended rather than saying disabled person it should use person with a disability.

Mayor Stolzmann stated Boulder County Public Health is recommending the school district require masks.

Councilmember Brown moved to make an amendment to include that suggested language change. Councilmember Leh agreed to that change as well.

Public Comments – None

Roll Call Vote: motion passed by unanimous roll call vote.

ORDINANCE NO. 1796, SERIES 2020 – AN ORDINANCE APPROVING THE REZONING OF LOTS 1 AND 2, CRYSTAL ESTATES REPLAT A LOCATED AT 1655 COURTESY ROAD AND 1655 CANNON CIRCLE FROM THE COMMERCIAL BUSINESS ZONE DISTRICT TO THE COMMERCIAL COMMUNITY, MIXED USE ZONE DISTRICT PURSUANT TO LOUISVILLE MUNICIPAL CODE CHAPTER 17.14 - MIXED USE ZONE DISTRICTS – 2nd READING, PUBLIC HEARING (advertised *Daily Camera* 8/2/20) – request to continue to 9/1/20

Mayor Stolzmann introduced the item noting the request to continue the item to September 1.

Mayor Stolzmann moved to continue the item to September 1; Councilmember Dickinson seconded the motion.

Voice Vote: All in favor of continuance.

CITY ATTORNEY'S REPORT

None.

COUNCIL COMMENTS, COMMITTEE REPORTS, AND IDENTIFICATION OF FUTURE AGENDA ITEMS

Mayor Stolzmann noted the Downtown Business Association (DBA) would like to extend the Main Street closure this year and asked if Council would like to have that discussion. Members agreed it would be added to the September 1 agenda.

Mayor Stolzmann stated the DBA would like the Council to have a discussion of a permanent closure of Main Street as well. She stated a Councilmember may bring that forward as a part of the 2021 work plan; that would be the best way to discuss that as it would require a great deal of time and public feedback. Members were comfortable with that approach.

ADJOURN

Members adjourned at 9:22 pm.

Ashley Stolzmann, Mayor

Meredyth Muth, City Clerk

SUBJECT: APPROVAL OF RESOLUTION NO. 65, SERIES 2020 – A RESOLUTION APPROVING A FIRST AMENDMENT TO BUSINESS ASSISTANCE AGREEMENT WITH LINMARK, INC. FOR AN ECONOMIC DEVELOPMENT PROJECT IN THE CITY OF LOUISVILLE

DATE: SEPTEMBER 1, 2020

PRESENTED BY: MEGAN E. PIERCE, ECONOMIC VITALITY DIRECTOR

SUMMARY:

On March 3 2020, the City Council approved a Business Assistance Package (BAP) with Linmark, Inc. (Resolution No. 13, Series 2020). The company, DBA Coal Creek Ace Hardware, was in the process of negotiating a lease to open a new retail store in Louisville. Staff now requests City Council action to amend the original agreement related to timing of the project.

DISCUSSION:

Following approval of Linmark Inc.'s BAP in March, staff has continued interacting with the company about their lease and planned timing. Unfortunately, the intent to open Coal Creek Ace Hardware in the former Hobby Lobby building at 1375 East South Boulder Road has been impacted by the COVID-19 pandemic.

Their approved business assistance is for 40% rebate of new Sales Tax generation over a five year period—anticipated to be approximately \$133,200 in rebates. The agreement also caps the total rebate at \$140,000. The current agreement becomes void if the company does not commence operations by October 31, 2020. The date operations commence also starts the five-year timeline on the Sales Tax generation.

The company does still plan to execute a lease and open a retail outlet. But since lease discussions are just now re-opening, the company has revised opening plans to early 2021. Linmark, Inc. has requested to amend the agreement for commencing operations from October 31, 2020 to April 30, 2021. Mr. Anderson, President of Linmark, Inc., is still committed to the project and looking forward to doing business in Louisville.

The attached first amendment to the business assistance agreement does not include any other changes from what was originally approved.

FISCAL IMPACT:

There is no specific fiscal impact related to the first amendment of the agreement.

PROGRAM/SUB-PROGRAM IMPACT:

The recommended Business Assistance Agreement supports the Business Retention & Development sub-program objective to retain a diverse mix of businesses that provide good employment opportunities for Louisville residents.

RECOMMENDATION:

Staff recommends City Council approve the Resolution approving a first amendment to the Business Assistance Agreement with Linmark, Inc.

ATTACHMENTS:

- 1. Resolution
- 2. Business Assistance Agreement (First Amendment)

STRATEGIC PLAN IMPACT:

| | | | |
|-------------------------------------|---|--------------------------|--|
| <input type="checkbox"/> |  Financial Stewardship & Asset Management | <input type="checkbox"/> |  Reliable Core Services |
| <input checked="" type="checkbox"/> |  Vibrant Economic Climate | <input type="checkbox"/> |  Quality Programs & Amenities |
| <input type="checkbox"/> |  Engaged Community | <input type="checkbox"/> |  Healthy Workforce |
| <input type="checkbox"/> |  Supportive Technology | <input type="checkbox"/> |  Collaborative Regional Partner |

**RESOLUTION NO. 65
SERIES 2020**

A RESOLUTION APPROVING A FIRST AMENDMENT TO A BUSINESS ASSISTANCE AGREEMENT WITH LINMARK, INC. FOR AN ECONOMIC DEVELOPMENT PROJECT IN THE CITY OF LOUISVILLE

WHEREAS, the successful attraction and retention of quality development to the City of Louisville provides employment opportunities and increased revenue for citizen services and is therefore an important public purpose; and

WHEREAS, it is important for the City of Louisville to create and retain high-quality jobs and remain competitive with other local governments in creating assistance for occupancy of commercial space in the City; and

WHEREAS, Linmark, Inc. (DBA Coal Creek Ace Hardware) plans to open a new retail store in Louisville; and

WHEREAS, by Resolution No. 13, Series 2020, the City Council approved a Business Assistance Agreement between the City and Linmark, Inc. (the “Agreement”); and

WHEREAS, due to a delay in signing a lease with the COVID-19 pandemic and shutdown, Linmark, Inc. has requested the Agreement be amended as set forth in the First Amendment to Business Assistance Agreement, a copy of which is attached hereto as Exhibit A; and

WHEREAS, the City Council finds that the proposed First Amendment to Business Assistance Agreement is consistent with and in furtherance of the business assistance policies of the City, and desires to approve the Agreement and authorize its execution and implementation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO THAT:

1. The proposed First Amendment to Business Assistance Agreement between the City of Louisville and Linmark, Inc. (the “First Amendment”) is hereby approved in essentially the same form as the copy accompanying this Resolution.
2. The Mayor is hereby authorized to execute the First Amendment on behalf of the City Council of the City of Louisville, except that the Mayor is hereby granted the authority to negotiate and approve such revisions to said First Amendment as the Mayor determines are necessary or desirable for the protection of the City, so long as the essential terms and conditions of the First Amendment are not altered.
3. City staff is hereby authorized to do all things necessary on behalf of the City to perform the obligations of the City under the Agreement, as amended by the First

Amendment, including but not limited to funding and implementation in accordance with and upon performance of the terms thereof.

PASSED AND ADOPTED this 1st day of September, 2020.

Ashley Stolzmann, Mayor

ATTEST:

Meredyth Muth, City Clerk

EXHIBIT A

Copy of First Amendment to Business Assistance Agreement

**FIRST AMENDMENT TO BUSINESS ASSISTANCE AGREEMENT
FOR LINMARK, INC. IN THE CITY OF LOUISVILLE**

THIS FIRST AMENDMENT TO BUSINESS ASSISTANCE AGREEMENT FOR LINMARK, INC. IN THE CITY OF LOUISVILLE (“First Amendment”) is made and entered into as of the _____ day of _____, 2020, between the CITY OF LOUISVILLE, a Colorado home rule municipal corporation (the “City”), and LINMARK, INC., DBA Coal Creek Ace Hardware (the “Company”), a Colorado corporation.

WHEREAS, by Resolution No. 13, Series 2020, the City Council approved a Business Assistance Agreement for Linmark, Inc. (the “Agreement”) to provide certain business assistance in connection with a new retail hardware store (the “Project”) at 1375 East South Boulder Road, Louisville, Colorado (the “Project Location”); and

WHEREAS, the Company intends to create an approximately 13,000 square foot retail space in a building that has been vacant since August 2018; and

WHEREAS, the Company plans for the Project to generate significant new sales tax revenue to the City and also to create both new full-time and part-time job opportunities; and

WHEREAS, the Company’s planned lease signing and opening schedule has been delayed by the COVID-19 pandemic and associated closures. The Company now anticipates opening in early 2021 instead of no later than October 31, 2020; and

WHEREAS, the City Council finds the execution of this First Amendment to extend the completion date and the period for sales tax rebates will serve to provide benefit and advance the public interest and welfare of the City and its citizens by securing this economic development project within the City.

NOW THEREFORE, in consideration of the mutual promises set forth below, the City and Company agree as follows:

Section 1. Section 1 of the Agreement is hereby revised to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

1. Termination. This Agreement shall terminate and become void and of no force or effect upon the City if, by ~~October 31, 2020,~~ April 30, 2021, the Company has not completed the Project as described in the Company’s application for business assistance (as evidenced by a successful final inspection for the Project) and commenced retail sales to the

public at the Project Location, or should fail to comply with any City code.

Section 2. Except as amended by this First Amendment, the Business Assistance Agreement with Linmark, Inc. shall remain in full force and effect in accordance with its terms.

This First Amendment is enacted this _____ day of _____, 2020.

LINMARK, INC.
A Colorado corporation

CITY OF LOUISVILLE

By: _____
Mark Anderson
President

Ashley Stolzmann
Mayor

ATTEST:

Meredyth Muth, City Clerk

**SUBJECT: APPROVAL OF RESOLUTION NO. 66, SERIES 2020 – A
RESOLUTION SUPPORTING THE CITY OF LOUISVILLE’S
GRANT APPLICATION TO THE COLORADO DEPARTMENT OF
LOCAL AFFAIRS FOR AN ENERGY AND MINERAL IMPACT
ASSISTANCE FUND GRANT**

DATE: SEPTEMBER 1, 2020

**PRESENTED BY: MEGAN DAVIS, DEPUTY CITY MANAGER
DAVE HAYES, POLICE CHIEF**

SUMMARY:

The Department of Local Affairs’ (DOLA) manages the Energy and Mineral Impact Assistance Fund (EIAF) program, which was created to assist political subdivisions that are socially and/or economically impacted by the development, processing, or energy conversion of minerals and mineral fuels. EIAF funds are generated from collection of the state severance tax on energy and mineral production, and from a portion of the state’s share of royalties paid to the federal government for mining and drilling of minerals and mineral fuels on federally-owned land. Some of these funds are dedicated to local government grants for the planning, design, construction, and maintenance of public facilities and for the provision of services by political subdivisions.

The City of Louisville has identified the need for additional funds to support the design and construction of an emergency operations center and related improvements in the City’s Police and Courts building, and will be applying for a Tier 1 EIAF grant to help complete the project. Local governments applying for planning grants must contribute a minimum of 25% match. The City has budgeted \$334,500 for the project and the EIAF grant request will be for an additional \$200,000. The resolution supports the City’s grant application to DOLA for EIAF funds for this project.

This project will convert approximately 2000 sq. feet of currently unusable/unfinished space to a functional facility that will support continuity of services, communications and operations. This will include the construction of a designated space for the City’s FM radio broadcasting station, a rest room and a sleep room, and a meeting room space that is equipped with reliable communication infrastructure (internet, server room, two-way radio communications, etc.). The improvements will support round the clock emergency operations in the event of a local or sub-regional emergency (southeast Boulder County).

The grant application was originally due to DOLA on August 1, 2020, but they have revised their deadlines due to COVID-19 and now grant proposals will be accepted through this cycle until October 1, 2020. With the new timeline, it’s anticipated the City would not know if we receive the funds until early 2021. There will be \$15 million available for local government projects in this funding cycle.

FISCAL IMPACT:

The City’s match commitment is already budgeted for in the 2020 budget, so there is no additional fiscal impact.

PROGRAM/SUB-PROGRAM IMPACT:

This grant would support the City’s Policy Safety and Justice sub-program goal of maintaining community safety and a low crime rate through community engagement, effective patrol and efficient response times.

RECOMMENDATION:

Staff recommends approval of this resolution.

ATTACHMENT(S):

- 1. Resolution No. 66, Series 2020

STRATEGIC PLAN IMPACT:

| | | | |
|--------------------------|--|-------------------------------------|---|
| <input type="checkbox"/> |  Financial Stewardship & Asset Management | <input checked="" type="checkbox"/> |  Reliable Core Services |
| <input type="checkbox"/> |  Vibrant Economic Climate | <input checked="" type="checkbox"/> |  Quality Programs & Amenities |
| <input type="checkbox"/> |  Engaged Community | <input type="checkbox"/> |  Healthy Workforce |
| <input type="checkbox"/> |  Supportive Technology | <input checked="" type="checkbox"/> |  Collaborative Regional Partner |

**RESOLUTION NO. 66
SERIES 2020**

**A RESOLUTION SUPPORTING THE CITY OF LOUISVILLE’S GRANT APPLICATION
TO THE COLORADO DEPARTMENT OF LOCAL AFFAIRS FOR AN ENERGY AND
MINERAL IMPACT ASSISTANCE FUND GRANT**

WHEREAS, the Department of Local Affairs’ (“DOLA”) Energy and Mineral Impact Assistance Fund (“EIAF”) program was created to assist political subdivisions that are socially and/or economically impacted by the development, processing, or energy conversion of minerals and mineral fuels; and

WHEREAS, funds deposited in the EIAF are generated from collection of the state severance tax on energy and mineral production, and from a portion of the state’s share of royalties paid to the federal government for mining and drilling of minerals and mineral fuels on federally-owned land; and

WHEREAS, the creation of the EIAF is outlined in C.R.S. 34-63-102 (Federal Mineral Lease) and C.R.S. 39-29-110 (Severance); and

WHEREAS, grants from the EIAF are awarded for the planning, design, construction, and maintenance of public facilities and for the provision of services by political subdivisions; and

WHEREAS, planning activities may be undertaken by individual local governments, multijurisdictional collaboration, or on a regional basis to identify opportunities, infrastructure needs, and to identify potential partnerships among public and private entities to achieve this renewable energy goal; and

WHEREAS, local governments applying for planning grants must contribute a minimum of 25% match, and may request up to the Tier I cap of \$200,000; and

WHEREAS, the City Council finds that the City Police and Municipal Court facilities are not designed to support public safety services necessary in the event of a public safety or natural disaster emergency; and

WHEREAS, the City has budgeted \$334,500 for construction of improvements to the City of Louisville improvements to the Police Department and Municipal Court building to support emergency operations and continuity of services, communications and operations, and has already spent \$34,060 in City funds on architectural designs (the “Project”); and

WHEREAS, the City Council is of the opinion that the City should request \$200,000 to design and construct the Project; and

WHEREAS, the City Council believes the City should apply to DOLA for EIAF funding for the Project, and by this resolution desires to express its support for the grant application.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. The City Council strongly supports the grant application to the State Department of Local Affairs (“DOLA”) for an Energy and Mineral Impact Assistance Fund (“EIAF”) grant (“Grant Application”).

Section 2. The City Council acknowledges that the Grant Application includes matching funds for which the City is solely responsible to provide if a grant is awarded.

Section 3. The Mayor, City Manager, City Clerk, and City staff are hereby authorized and directed to execute all documents and do all other things necessary on behalf of the City to complete, execute, and submit the Grant Application.

Section 4. All action heretofore taken in furtherance of the purposes of the Grant Application are hereby ratified and confirmed.

Section 5. This Resolution shall be in full force and effect from and after the date of its passage and approval.

PASSED AND ADOPTED this 1st day of September, 2020.

Ashley Stolzmann, Mayor

ATTEST:

Meredyth Muth, City Clerk

SUBJECT: APPROVAL OF GRANT AGREEMENT WITH CARLISLE THOMPSON FOR FEMA GRANT ADMINISTRATION AND CLOSEOUT ASSISTANCE

DATE: SEPTEMBER 1, 2020

PRESENTED BY: MEGAN DAVIS, DEPUTY CITY MANAGER

SUMMARY:

The City, along with many cities and counties in Colorado experienced devastating floods in 2013. The Federal Disaster Declaration included relief and grant funding, PA 4145, for public infrastructure damaged by the flood. The City received FEMA funding for several projects, including water treatment intake, golf course rebuilding/restoration, Coal Creek Trail restoration/rebuilding, golf course irrigation, and several other projects. The City has been working with Colorado Department of Homeland Security and Emergency Management (DHSEM) to close out these grants and remit to FEMA any unpaid expenses. The City is currently working through close out on one project and has three additional major projects in need of close-out assistance.

The City kept excellent records related to the projects, however the closeout process is very detailed and requires a significant amount of staff time to organize, submit, and coordinate with CO DHSEM. Specific knowledge of FEMA rules and policies helps ensure all information submitted will be accepted. In addition, several staff who were employed by the City during the flood and recovery projects are no longer with the City due to the significant time lapse since the event. With the additional COVID-19 pandemic impacts on staff capacity, staff determined the need to retain third-party assistance with the closeout process.

In July, the City issued an RFP for grant administration assistance for FEMA grants related to the 2013 flood. The consultant will provide a detailed review of grant materials in the DHSEM/FEMA grants portal, organization and completion of final grant close-out documentation, coordination with City staff to gather documentation and communication with DHSEM and FEMA and will address outstanding questions and needs.

The RFP was open from July 7, 2020 to July 22, 2020 and was posted on the City's webpage and Rocky Mountain bids. The City received three bids for services:

- AC Disaster Consulting
- Carlisle Thompson
- Lynker Tech

City staff from City Manager’s Office, Public Works, Parks & Open Space and the Finance reviewed the proposals and unanimously recommended Carlisle Thompson.

Carlisle Thompson has reviewed the three grants and estimated that the cost of services necessary to closeout these grants is \$29,030. The hours necessary are split between the three projects, with the Golf Course and irrigation projects requiring approximately 70% and the water intake project requiring 30% of the consultant time. The consultant also estimates that 90% of the work performed will be reimbursable by FEMA, so the net cost to the City will be substantially reduced.

The contract amount is \$29,030 for FEMA grant administration services for three grants. The costs will be split between the Golf Course Fund (70%) and the Water Utility Fund (30%). Staff and the consultant estimate a 90% FEMA reimbursement for the contract costs. The contract incorporates the standard City professional services agreement with additional language that meets FEMA requirements regarding reimbursement.

PROGRAM/SUB-PROGRAM IMPACT:

This project supports the Utilities and Recreation program area, as well as the Finance, Accounting & Tax Administration subprogram area by ensuring accountability in the grant closeout process.

RECOMMENDATION:

Approve contract with Carlisle Thompson for FEMA grant administrative services.

ATTACHMENT(S):

1. Contract agreement with Carlisle Thompson
2. RFP for Grant Administration Services
3. Carlisle Thompson Proposal for services

STRATEGIC PLAN IMPACT:

| | | | | | |
|-------------------------------------|---|---|--------------------------|---|---|
| <input checked="" type="checkbox"/> |  | Financial Stewardship & Asset Management | <input type="checkbox"/> |  | Reliable Core Services |
| <input type="checkbox"/> |  | Vibrant Economic Climate | <input type="checkbox"/> |  | Quality Programs & Amenities |
| <input type="checkbox"/> |  | Engaged Community | <input type="checkbox"/> |  | Healthy Workforce |
| <input type="checkbox"/> |  | Supportive Technology | <input type="checkbox"/> |  | Collaborative Regional Partner |

**AN AGREEMENT BY AND BETWEEN THE CITY OF LOUISVILLE
AND CARLISLE THOMPSON, LLC
FOR CONSULTING SERVICES**

1.0 PARTIES

This AGREEMENT FOR CONSULTING SERVICES (this “Agreement”) is made and entered into this ____ day of _____, 2020 (the “Effective Date”), by and between the **City of Louisville**, a Colorado home rule municipal corporation, hereinafter referred to as the “City”, and Carlisle Thompson, LLC, a Florida limited liability company, hereinafter referred to as the “Consultant”.

2.0 RECITALS AND PURPOSE

- 2.1 The City desires to engage the Consultant for the purpose of providing FEMA grant administration services as further set forth in the Consultant’s Scope of Services (which services are hereinafter referred to as the “Services”).
- 2.2 The Consultant represents that it has the special expertise, qualifications and background necessary to complete the Services.

3.0 SCOPE OF SERVICES

The Consultant agrees to provide the City with the specific Services and to perform the specific tasks, duties and responsibilities set forth in Scope of Services attached hereto as Exhibit “B” and incorporated herein by reference.

4.0 COMPENSATION

- 4.1 The City shall pay the Consultant for services under this agreement a total not to exceed the amounts set forth in Exhibit “C” attached hereto and incorporated herein by this reference. For Services compensated at hourly rates, such rates shall not exceed the amounts set forth in Exhibit “C.” . The City shall not pay mileage and other reimbursable expenses (such as meals, parking, travel expenses, necessary memberships, etc.), unless such expenses are (1) clearly set forth in the Scope of Services, and (2) necessary for performance of the Services (“Pre-Approved Expenses”). The foregoing amounts of compensation shall be inclusive of all costs of whatsoever nature associated with the Consultant’s efforts, including but not limited to salaries, benefits, overhead, administration, profits, expenses, and outside consultant fees. The Scope of Services and payment therefor shall only be changed by a properly authorized amendment to this Agreement. No City employee has the authority to bind the City with regard to any payment for any services which exceeds the amount payable under the terms of this Agreement.
- 4.2 The Consultant shall submit monthly an invoice to the City for Services rendered and a detailed expense report for Pre-Approved Expenses incurred during the previous month. The invoice shall document the Services provided during the preceding month, identifying

by work category and subcategory the work and tasks performed and such other information as may be required by the City. The Consultant shall provide such additional backup documentation as may be required by the City. The City shall pay the invoice within thirty (30) days of receipt unless the Services or the documentation therefor are unsatisfactory. Payments made after thirty (30) days may be assessed an interest charge of one percent (1%) per month unless the delay in payment resulted from unsatisfactory work or documentation therefor.

5.0 PROJECT REPRESENTATION

- 5.1 The City designates Megan Davis, Deputy City Manager as the responsible City staff to provide direction to the Consultant during the conduct of the Services. The Consultant shall comply with the directions given by Ms. Davis and such person's designees.
- 5.2 The Consultant designates Johan Barrios as its project manager and Stephen Brice as the principal in charge who shall be providing the Services under this Agreement. Consultant will notify City of any replacement personnel. Consultant represents and warrants that any changes in personnel will not materially impact timely delivery of the Services.

6.0 TERM

- 6.1 The term of this Agreement shall be from the Effective Date to _____, 20___, unless sooner terminated pursuant to Section 13, below. The Consultant's Services under this Agreement shall commence on the Effective Date and shall progress so that the Services are completed in a timely fashion consistent with the City's requirements.
- 6.2 Nothing in this Agreement is intended or shall be deemed or construed as creating any multiple-fiscal year direct or indirect debt or financial obligation on the part of the City within the meaning of Colorado Constitution Article X, Section 20 or any other constitutional or statutory provision. All financial obligations of the City under this Agreement are subject to annual budgeting and appropriation by the Louisville City Council, in its sole discretion. Notwithstanding anything in this Agreement to the contrary, in the event of non-appropriation, this Agreement shall terminate effective December 31 of the then-current fiscal year.

7.0 INSURANCE

- 7.1 The Consultant agrees to procure and maintain, at its own cost, the policies of insurance set forth in Subsections 7.1.1 through 7.1.4. The Consultant shall not be relieved of any liability, claims, demands, or other obligations assumed pursuant to this Agreement by reason of its failure to procure or maintain insurance, or by reason of its failure to procure or maintain insurance in sufficient amounts, durations, or types. The coverages required below shall be procured and maintained with forms and insurers acceptable to the City.

All coverages shall be continuously maintained from the date of commencement of services hereunder. The required coverages are:

- 7.1.1 Workers' Compensation insurance as required by law. Evidence of qualified self-insured status may be substituted.
 - 7.1.2 General Liability insurance with minimum combined single limits of ONE MILLION DOLLARS (\$1,000,000) each occurrence and TWO MILLION DOLLARS (\$2,000,000) aggregate. The policy shall include the City of Louisville, its officers and its employees, as additional insureds, with primary coverage as respects the City of Louisville, its officers and its employees, and shall contain a severability of interests provision.
 - 7.1.3 Comprehensive Automobile Liability insurance with minimum combined single limits for bodily injury and property damage of not less than ONE HUNDRED AND FIFTY THOUSAND DOLLARS (\$150,000) per person in any one occurrence and SIX HUNDRED THOUSAND DOLLARS (\$600,000) for two or more persons in any one occurrence, and auto property damage insurance of at least FIFTY THOUSAND DOLLARS (\$50,000) per occurrence, with respect to each of Consultant's owned, hired or non-owned vehicles assigned to or used in performance of the services. The policy shall contain a severability of interests provision. If the Consultant has no owned automobiles, the requirements of this paragraph shall be met by each employee of the Consultant providing services to the City of Louisville under this contract.
 - 7.1.4 Professional Liability coverage with minimum combined single limits of ONE MILLION DOLLARS (\$1,000,000) each occurrence and ONE MILLION DOLLARS (\$1,000,000) aggregate.
- 7.2 The Consultant's general liability insurance and automobile liability and physical damage insurance shall be endorsed to include the City, and its elected and appointed officers and employees, as additional insureds, unless the City in its sole discretion waives such requirement. Every policy required above shall be primary insurance, and any insurance carried by the City, its officers, or its employees, shall be excess and not contributory insurance to that provided by the Consultant. Such policies shall contain a severability of interests provision. The Consultant shall be solely responsible for any deductible losses under each of the policies required above.
- 7.3 Certificates of insurance shall be provided by the Consultant as evidence that policies providing the required coverages, conditions, and minimum limits are in full force and effect, and shall be subject to review and approval by the City. No required coverage shall be cancelled, terminated or materially changed until at least 30 days prior written notice has been given to the City. The City reserves the right to request and receive a certified copy of any policy and any endorsement thereto.

- 7.4 Failure on the part of the Consultant to procure or maintain policies providing the required coverages, conditions, and minimum limits shall constitute a material breach of contract upon which the City may immediately terminate the contract, or at its discretion may procure or renew any such policy or any extended reporting period thereto and may pay any and all premiums in connection therewith, and all monies so paid by the City shall be repaid by Consultant to the City upon demand, or the City may offset the cost of the premiums against any monies due to Consultant from the City.
- 7.5 The parties understand and agree that the City is relying on, and does not waive or intend to waive by any provision of this contract, the monetary limitations or any other rights, immunities, and protections provided by the Colorado Governmental Immunity Act, § 24-10-101 et seq., C.R.S., as from time to time amended, or otherwise available to the City, its officers, or its employees.

8.0 INDEMNIFICATION

To the fullest extent permitted by law, the Consultant agrees to indemnify and hold harmless the City, and its elected and appointed officers and its employees, from and against all liability, claims, and demands of third parties, on account of any injury, loss, or damage, which arise out of or are connected with the services hereunder, if such injury, loss, or damage is caused by the negligent act, omission, or other fault of the Consultant or any subcontractor of the Consultant, or any officer, employee, or agent of the Consultant or any subcontractor, or any other person for whom Consultant is responsible. The Consultant shall investigate, handle, respond to, and provide defense for and defend against any such liability, claims, and demands. The Consultant shall further bear all other costs and expenses incurred by the City or Consultant and related to any such liability, claims and demands, including but not limited to court costs, expert witness fees and attorneys' fees if the court determines that these incurred costs and expenses are related to such negligent acts, errors, and omissions or other fault of the Consultant. Notwithstanding the foregoing, Consultant's duty to defend, indemnify and hold harmless the City, and its elected and appointed officials and employees as set forth in this section shall only arise upon determination, by adjudication, alternative dispute resolution, or mutual agreement between Consultant and the City, of the Consultant's liability or fault. The City shall be entitled to its costs and attorneys' fees incurred in any action to enforce the provisions of this Section 8.0. The Consultant's indemnification obligation shall not be construed to extend to any injury, loss, or damage which is caused by the act, omission, or other fault of the City.

NEITHER PARTY SHALL BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL, OR PUNITIVE, DAMAGES. IN NO EVENT SHALL THE TOTAL LIABILITY OF A PARTY EXCEED THE AMOUNTS PAID BY CITY, IF ANY, FOR THE SERVICES DURING THE TERM OF THIS AGREEMENT.

9.0 QUALITY OF WORK

Consultant's professional services shall be in accordance with the prevailing standard of practice normally exercised in the performance of services of a similar nature in the Denver metropolitan area.

10.0 INDEPENDENT CONTRACTOR

It is the expressed intent of the parties that the Consultant is an independent contractor and not the agent, employee or servant of the City, and that:

- 10.1. Consultant shall satisfy all tax and other governmentally imposed responsibilities including but not limited to, payment of state, federal, and social security taxes, unemployment taxes, worker's compensation and self-employment taxes. No state, federal or local taxes of any kind shall be withheld or paid by the City.
- 10.2. **Consultant is not entitled to worker's compensation benefits except as may be provided by the Consultant nor to unemployment insurance benefits unless unemployment compensation coverage is provided by the Consultant or some entity other than the City.**
- 10.3. Consultant does not have the authority to act for the City, or to bind the City in any respect whatsoever, or to incur any debts or liabilities in the name of or on behalf of the City.
- 10.4. Consultant has and retains control of and supervision over the performance of Consultant's obligations hereunder and control over any persons employed by Consultant for performing the Services hereunder.
- 10.5. The City will not provide training or instruction to Consultant or any of its employees regarding the performance of the Services hereunder.
- 10.6. Neither the Consultant nor any of its officers or employees will receive benefits of any type from the City.
- 10.7. Consultant represents that it is engaged in providing similar services to other clients and/or the general public and is not required to work exclusively for the City.
- 10.8. All Services are to be performed solely at the risk of Consultant and Consultant shall take all precautions necessary for the proper and sole performance thereof.
- 10.9. Consultant will not combine its business operations in any way with the City's business operations and each party shall maintain their operations as separate and distinct.

11.0 ASSIGNMENT

Except as provided in Section 23.0 hereof, Consultant shall not assign or delegate this Agreement or any portion thereof, or any monies due to or become due hereunder without the City's prior written consent.

12.0 DEFAULT

Each and every term and condition hereof shall be deemed to be a material element of this Agreement. In the event either party should fail or refuse to perform according to the terms of this Agreement, such party may be declared in default.

13.0 TERMINATION

- 13.1 This Agreement may be terminated by either party for material breach or default of this Agreement by the other party not caused by any action or omission of the other party by giving the other party written notice at least thirty (30) days in advance of the termination date. Termination pursuant to this subsection shall not prevent either party from exercising any other legal remedies which may be available to it.
- 13.2 In addition to the foregoing, this Agreement may be terminated by the City for its convenience and without cause of any nature by giving written notice at least fifteen (15) days in advance of the termination date. In the event of such termination, the Consultant will be paid for the reasonable value of the services rendered to the date of termination, not to exceed a pro-rated daily rate, for the services rendered to the date of termination, and upon such payment, all obligations of the City to the Consultant under this Agreement will cease. Termination pursuant to this Subsection shall not prevent either party from exercising any other legal remedies which may be available to it.
- 13.3 Neither Party will be liable for any failure or delay in performing an obligation under this Agreement that is due to any of the following causes (which events and/or circumstances are hereinafter referred to as "Force Majeure"), to the extent beyond its reasonable control: acts of God, accident, riots, war, terrorist act, epidemic, pandemic, quarantine, civil commotion, breakdown of communication facilities, breakdown of web host, breakdown of internet service provider, natural catastrophes, governmental acts or omissions, changes in laws or regulations, national strikes, fire, explosion, generalized lack of availability of raw materials or energy; provided that the parties stipulate that Force Majeure shall not include the novel coronavirus Covid-19 pandemic which is ongoing as of the date of the execution of this agreement. For the avoidance of doubt, Force Majeure shall not include (a) financial distress nor the inability of either party to make a profit or avoid a financial loss, (b) changes in the market prices or conditions, or (c) a party's financial inability to perform its obligations hereunder.

14.0 INSPECTION AND AUDIT

The City and its duly authorized representatives shall have access to any books, documents, papers, and records of the Consultant that are related to this Agreement for the purpose of making audits, examinations, excerpts, and transcriptions.

15.0 DOCUMENTS

All computer input and output, analyses, plans, documents photographic images, tests, maps, surveys, electronic files and written material of any kind generated in the performance of this Agreement or developed for the City in performance of the Services are and shall remain the sole and exclusive property of the City. All such materials shall be promptly provided to the City upon request therefor and at the time of termination of this Agreement, without further charge or expense to the City. Consultant shall not provide copies of any such material to any other party without the prior written consent of the City.

16.0 ENFORCEMENT

16.1 In the event that suit is brought upon this Agreement to enforce its terms, the prevailing party shall be entitled to its reasonable attorneys' fees and related court costs.

16.2 Colorado law shall apply to the construction and enforcement of this Agreement. The parties agree to the jurisdiction and venue of the courts of Boulder County in connection with any dispute arising out of or in any matter connected with this Agreement.

17.0 COMPLIANCE WITH LAWS; WORK BY ILLEGAL ALIENS PROHIBITED

17.1 Consultant shall be solely responsible for material compliance with all applicable federal, state, and local laws, including the ordinances, resolutions, rules, and regulations of the City; for payment of all applicable taxes; and obtaining and keeping in force all applicable permits and approvals.

17.2 Exhibit A, the "City of Louisville Public Services Contract Addendum-Prohibition Against Employing Illegal Aliens", is attached hereto and incorporated herein by reference. There is also attached hereto a copy of Consultant's Pre-Contract Certification which Consultant has executed and delivered to the City prior to Consultant's execution of this Agreement.

17.3 Consultant acknowledges that the City of Louisville Code of Ethics provides that independent contractors who perform official actions on behalf of the City which involve the use of discretionary authority shall not receive any gifts seeking to influence their official actions on behalf of the City, and that City officers and employees similarly shall not receive such gifts. Consultant agrees to abide by the gift restrictions of the City's Code of Ethics.

18.0 INTEGRATION AND AMENDMENT

This Agreement represents the entire Agreement between the parties and there are no oral or collateral agreements or understandings. This Agreement may be amended only by an instrument in writing signed by the parties.

19.0 NOTICES

All notices required or permitted under this Agreement shall be in writing and shall be given by hand delivery, by United States first class mail, postage prepaid, registered or certified, return receipt requested, by national overnight carrier, or by facsimile transmission, addressed to the party for whom it is intended at the following address:

If to the City:

City of Louisville
Attn: City Manager
749 Main Street
Louisville, Colorado 80027
Telephone: (303) 335-4533
Fax: (303) 335-4550

If to the Consultant:

Any such notice or other communication shall be effective when received as indicated on the delivery receipt, if by hand delivery or overnight carrier; on the United States mail return receipt, if by United States mail; or on facsimile transmission receipt. Either party may by similar notice given, change the address to which future notices or other communications shall be sent.

20.0 EQUAL OPPORTUNITY EMPLOYER

20.1 Consultant will not discriminate against any employee or applicant for employment because of race, color, religion, age, sex, disability or national origin. Consultant will take affirmative action to ensure that applicants are employed and that employees are treated during employment without regard to their race, color, religion, age, sex, disability, or national origin. Such action shall include but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Consultant agrees to post in conspicuous places, available to employees and applicants for employment, notice to be provided by an agency of the federal government, setting forth the provisions of the Equal Opportunity Laws. During the performance of this Agreement, the Consultant further agrees as follows:

20.1.1 The Consultant will, in all solicitations or advertisements for employees placed by or on behalf of the Consultant, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

20.1.2 The Consultant will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the Consultant's legal duty to furnish information.

20.1.3 The Consultant will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the Consultant's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

20.1.4 The Consultant will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

20.1.5 The Consultant will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

20.1.6 In the event of the Consultant's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the Consultant may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

20.1.7 The Consultant will include the portion of the sentence immediately preceding paragraphs of this Section 20.1 in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Consultant will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event Consultant becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

20.2 Consultant shall be in compliance with the applicable provisions of the American with Disabilities Act of 1990 as enacted and from time to time amended and any other applicable federal, state, or local laws and regulations. A signed, written certificate stating compliance with the Americans with Disabilities Act may be requested at any time during the life of this Agreement or any renewal thereof.

21.0 ACCESS TO RECORDS

The following access to records requirements apply to this Agreement:

21.1 The Consultant agrees to provide the City, the FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of the Consultant which are directly pertinent to this Agreement for the purposes of making audits, examinations, excerpts, and transcriptions.

21.2 The Consultant agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

21.3 The Consultant agrees to provide the FEMA Administrator or his authorized representatives access to construction or other work sites pertaining to the work being completed under this Agreement.

22.0 CHANGE ORDERS

22.1 The City's Project Manager for the purposes of the Work is the following or such other person as the City may designate in writing: _____. The City's Field Manager for the purposes of communicating with Contractor in the field and coordinating City efforts in the field is _____. Change orders may only be authorized by the persons listed in Section 22.2.

22.2 The City shall use reasonable efforts to grant or deny change orders requested by the Contractor in as timely a manner. The Project Manager is authorized to approve any single

change order which does not exceed \$_____ or which does not affect or decreases the price of the Work. All other change orders which increase the price of the Work shall be approved or denied in writing by the City only after formal action by the City Council. Contractor shall provide all supporting documentation for any requested change order prior to City action thereon.

23.0 NO THIRD PARTY BENEFICIARIES

It is expressly understood and agreed that enforcement of the terms and conditions of this Agreement, and all rights of action relating to such enforcement, shall be strictly reserved to City and Consultant, and nothing contained in this Agreement shall give or allow any such claim or right of action by any other third party on such Agreement. It is the express intention of the parties that any person other than City or Consultant receiving services or benefits under this Agreement shall be deemed to be an incidental beneficiary only.

24.0 SUBCONTRACTORS

Consultant may utilize subcontractors identified in its qualifications submittal to assist with non-specialized works as necessary to complete projects. Consultant will submit any proposed subcontractor and the description of its services to the City for approval. The City will not work directly with subcontractors.

25.0 AUTHORITY TO BIND

Each of the persons signing below on behalf of any party hereby represents and warrants that such person is signing with full and complete authority to bind the party on whose behalf of whom such person is signing, to each and every term of this Agreement.

26.0 SUSPENSION AND DEBARMENT

26.1 This Agreement is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such the Consultant is required to verify that none of the Consultant, its principals (defined at 2 C.F.R. § 180.995), or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).

26.2 The Consultant must comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.

26.3 This certification is a material representation of fact relied upon by the City. If it is later determined that the Consultant did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to the City, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.

27.0 ADDITIONAL FEMA REQUIREMENTS

- 27.1 DHS Seal, Logo, and Flags. The Consultant shall not use the DHS seal(s), logos, crests, or reproductions of flags or likenesses of DHS agency officials without specific FEMA pre- approval.
- 27.2 Compliance with Federal Law, Regulations, and Executive Orders. The Consultant will comply with all applicable federal law, regulations, executive orders, FEMA policies, procedures, and directives.
- 27.3 No Obligation by Federal Government. The Federal Government is not a party to this Agreement and is not subject to any obligations or liabilities to the non-Federal entity, Consultant, or any other party pertaining to any matter resulting from this Agreement.
- 27.4 Program Fraud and False or Fraudulent Statements or Related Acts. The Consultant acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to the Consultant's actions pertaining to this Agreement.

In witness whereof, the parties have executed this Agreement on the Effective Date.

CITY OF LOUISVILLE,
a Colorado Municipal Corporation

By: _____
Ashley Stolzmann, Mayor

Attest: _____
Meredyth Muth, City Clerk

CONSULTANT:
CARLISLE THOMPSON, LLC
a Florida limited liability company

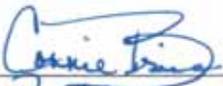
By:  _____
Title: PRESIDENT

Exhibit A

City of Louisville Public Services Contract Addendum Prohibition Against Employing Illegal Aliens

Prohibition Against Employing Illegal Aliens. Consultant shall not knowingly employ or contract with an illegal alien to perform work under this contract. Consultant shall not enter into a contract with a subcontractor that fails to certify to the Consultant that the subcontractor shall not knowingly employ or contract with an illegal alien to perform work under this contract.

Consultant will participate in either the E-verify program or the Department program, as defined in C.R.S. § 8-17.5-101(3.3) and 8-17.5-101(3.7), respectively, in order to confirm the employment eligibility of all employees who are newly hired for employment to perform work under the public contract for services. Consultant is prohibited from using the E-verify program or the Department program procedures to undertake pre-employment screening of job applicants while this contract is being performed.

If Consultant obtains actual knowledge that a subcontractor performing work under this contract for services knowingly employs or contracts with an illegal alien, Consultant shall:

- a. Notify the subcontractor and the City within three days that the Consultant has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and
- b. Terminate the subcontract with the subcontractor if within three days of receiving the notice required pursuant to this paragraph the subcontractor does not stop employing or contracting with the illegal alien; except that the Consultant shall not terminate the contract with the subcontractor if during such three days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

Consultant shall comply with any reasonable request by the Department of Labor and Employment made in the course of an investigation that the Department is undertaking pursuant to the authority established in C.R.S. § 8-17.5-102(5).

If Consultant violates a provision of this Contract required pursuant to C.R.S. § 8-17.5-102, City may terminate the contract for breach of contract. If the contract is so terminated, the Consultant shall be liable for actual and consequential damages to the City.

Pre-Contract Certification in Compliance with C.R.S. Section 8-17.5-102(1)

The undersigned hereby certifies as follows:

That at the time of providing this certification, the undersigned does not knowingly employ or contract with an illegal alien; and that the undersigned will participate in the E-Verify program or the Department program, as defined in C.R.S. § § 8-17.5-101(3.3) and 8-17.5-101(3.7), respectively, in order to confirm the employment eligibility of all employees who are newly hired for employment to perform under the public contract for services.

Proposer:

Carlisle Thompson, LLC

By Cannie Brice

Title: PRESIDENT

8.25.2020
Date

Exhibit B – Scope of Services

[Insert Scope of Service(s)]

EXHIBIT C

{Insert Consultant Service Pricing}



INVITATION TO BID FOR FEMA GRANT ADMINISTRATIVE SERVICES

Request for Grant Administration Services

Request summary:

The City of Louisville is seeking grant administration assistance for FEMA grants related to the 2013 Colorado flood. This project will include review of grant materials in the DHSEM/FEMA grants portal, organization and completion of final grant close-out documentation, coordination with City staff to gather documentation and communication with DHSEM and FEMA to address outstanding questions and needs.

Overview of timeline and proposal format:

- Proposals are due to the City of Louisville no later than 4:00pm on July 22, 2020.
- Proposals received after that time will not be reviewed. Proposals submitted by mail must be in a sealed envelope plainly marked with the project name “City of Louisville Request for Grant Administration Services”
- Proposals may be submitted by email or by mail to:

Email: mdavis@louisvilleco.gov

City of Louisville
Office of City Manager
Attn: Megan Davis
749 Main Street
Louisville, Colorado 80027

- Submit questions to mdavis@louisvilleco.gov
- Interviews of applicants selected by the City for an interview beginning the week of July 27, 2018.
- Anticipate final selection the week of August 3, 2020, and project to commence by August 15, 2020.

Request for Services

The City of Louisville invites qualified individuals and firms to submit qualification for services to assist the City to process and submit documentation, prepare large project closeout packages, submit final inspection requests, prepare electronic copies of closeout packages and respond to any questions or documentation requirements from FEMA and CODHSEM via the CO.EMGrants online portal. Submittals will include proposed scope of services, proposed project team, estimate of project cost based on table below, and references.

Description of Project:

The City of Louisville, along with many cities and counties in Colorado experienced devastating floods in 2013. The Federal Disaster Declaration included relief and grant funding, PA 4145, for public infrastructure damaged by the flood. The City of Louisville has three major projects identified that are in need of close-out assistance. The project work restoring these areas has been completed. The process of organizing documentation and submitting these documents to the State and ultimately to FEMA on the CO.EMGrants access has been slow and tedious for limited city staff, and staff turnover has further exacerbated these challenges. The qualified firm needs to have a working relationship with the State Division of Homeland Security Emergency Grant process and requirements. The firm must have the ability to submit project documentation and draft closeout narratives consistent with FEMA requirements. Significant documentation has been completed in CO.EMGrants. Two of the three projects are smaller and are anticipated to take less time, and one is a larger project that required more documentation.

Scope of Services:

- Evaluate all documents for each Project Worksheet (PW) in the CO.EMGrants online portal.
- Document all current issues and documentation deficiencies detailed in each Request For Reimbursement (RFR) in CO.EMGrants.
- Prepare comprehensive request for additional information and documentation required from the City by PW and site.
- Identify potential grant compliance issues.
- Prepare Large Project Final Inspection closeout packages. This will include identification of any cost over runs or scope of work adjustments and the documentation to support final scope and cost adjustments.
- Submit Final Inspection Requests; Request for Reimbursements; Time Extension Requests as required via CO.EMGrants
- Prepare electronic copy of closeout package and all files related to each project.
- Perform any other public assistance grant services as directed.

- Document all work performed according to FEMA Direct Administrative Cost requirements by consultants and staff.
- Assist in responding to any questions FEMA or CO DHSEM submits or as directed by City of Louisville representatives.

Project Team:

Project success is determined by the skills, experience, focus, and efficiency of staff assigned to our projects. The qualified team will provide the list of team members, and their resumes, proposed to be engaged to this project for review. The project team will have the full support from City of Louisville staff, and staff will make every effort to provide information and supporting documentation in a timely manner.

Project:

The City has budgeted approximately \$20,000 for this project. Consultants should provide the standard hourly rate of each staff that will potentially be assigned to this engagement and an estimated amount of time dedicated to the project. Work performed will be billed as work is completed. During the process, specific issues identified that will affect the project time frame and cost will be communicated directly with the project lead. When the firm has billed for half of the City’s budget, an evaluation will be performed with an estimate of additional work required to complete the scope of services.

The City will provide a copy of information already submitted to CO OEM Grants upon request.

Please provide information about the project team and estimated hours based on the following recommended table:

| Position Description | Estimated Hours | Rate | Total |
|--|-----------------|------|-------|
| Senior FEMA PA Policy/Closeout Specialist (Minimum 10 years FEMA Public Assistance experience) | | | |
| FEMA Public Assistance Closeout Specialist (Minimum 3 years FEMA Public Assistance experience) | | | |
| FEMA Public Assistance Analyst (Minimum 1 year FEMA Public Assistance experience) | | | |
| PA Grant Admin | | | |

Travel: Must be approved in advanced and will be reimbursed at actual cost.

References:

The qualified firm will provide references of engagements with other Colorado local and/or state governments, FEMA Public Assistance projects.

All expenses incurred by your company in preparing your proposal, attending meetings, and all other expenses otherwise associated with this solicitation shall be borne solely by your firm. If your qualified firm would like to be considered for this project, please submit your proposal in electronic format via email to Megan Davis, mdavis@louisvilleco.gov or by mail to 749 Main Street
Louisville, Colorado 80027.

Selection Criteria:

Selection will be based on overall value, which includes but is not limited to: expertise, experience, references, responsiveness, demonstrated understanding of the project, ability to execute the work, as well as price.

All submitted proposals are to be limited to a length, including resumes, not to exceed 30 pages.

The proposal will be evaluated based on the following criteria:

- Technical Approach
- Applicant and team experience with similar projects and qualifications
- Price and value
- Overall quality of proposal
- References

Standard Terms and Conditions

When preparing a proposal for submission in response to this RFP, contractors should be aware of the following terms and conditions which have been established by the City of Louisville:

- This request for proposals is not an offer to contract. The provisions in this RFP and any purchasing policies or procedures of the City are solely for the fiscal responsibility of the City, and confer no rights, duties or entitlements to any party submitting proposals. The City of Louisville reserves the right to reject any and all proposals, to consider alternatives, to waive any informalities and irregularities, and to re-solicit proposals.
- The City of Louisville reserves the right to conduct such investigations of and discussions with those who have submitted proposals or other entities as they deem necessary or appropriate to assist in the evaluation of any proposal or to secure maximum clarification and completeness of any proposal.

- The successful proposer shall be required to sign a contract with the City in a form provided by and acceptable to the City. The contractor shall be an independent contractor of the City.
- The City of Louisville assumes no responsibility for payment of any expenses incurred by any proponent as part of the RFP process.
- All submittals become the property of the City, a matter of public record, and will not be returned. Proprietary information included in the submittals must be clearly identified and will be protected if possible. The City is not liable for any costs incurred prior to issuance of a legally executed contract and/or purchase order.
- The following criteria will be used to evaluate all proposals:
 - The contractor's interest in the services which are the subject of this RFP, as well as their understanding of the scope of such services and the specific requirements of the City of Louisville.
 - The reputation, experience, and efficiency of the contractor.
 - The ability of the contractor to provide quality services within time and funding constraints.
 - The general organization of the proposal: Special consideration will be given to submittals which are appropriate, address the goals; and provide in a clear and concise format the requested information.
 - Such other factors as the City determines are relevant to consideration of the best interests of the City.
- In addition, the contractor must sign a contract which includes all Contract Provisions for non-Federal Entity Contracts Under Federal Awards.
- The non-Federal entity must maintain written standards of conduct covering conflicts of interest and governing the actions of its employees engaged in the selection, award and administration of contracts.

Required Submittals

- Provide the name, address, and email address of contractor. If an entity, provide the legal name of the entity and the names of the entity's principal(s) who is proposed to provide the services.
- Provide a review of your qualifications, experience with similar projects and briefly explain how you plan to complete the required tasks.
- Provide at least 2 references for your work.

- Provide the completed pre-contract certification and return with your proposal.

Proposals may be submitted by mail or email, to Megan Davis at mdavis@louisvilleco.gov
Proposals will be time stamped at the time of receipt, and any bids received after said closing time of 4:00 pm, Mountain Daylight Time will not be accepted and be returned with late notice.

Thank you, we look forward to reviewing your proposal.

ATTACHMENT A

Pre-Contract Certification in Compliance with C.R.S. Section 8-17.5-102(1)

The undersigned hereby certifies as follows:

That at the time of providing this certification, the undersigned does not knowingly employ or contract with an illegal alien; and that the undersigned will participate in the E-Verify program or the Department program, as defined in C.R.S. §§ 8-17.5-101(3.3) and 8-17.5-101(3.7), respectively, in order to confirm the employment eligibility of all employees who are newly hired for employment to perform under the public contract for services.

Proposer:

By _____

Title: _____

Date



INVITATION TO BID
FOR FEMA GRANT ADMINISTRATIVE SERVICES



OFFICE OF CITY MANAGER | 749 MAIN STREET | LOUISVILLE, CO 80027

JULY 22, 2020 | 4:00PM MDT



Carlisle Thompson^{LLC}

CARLISLE THOMPSON, LLC | 405 W SEQUOIA SPUR | GEORGETOWN, TX 78628

PRINCIPAL: STEPHEN BRICE | SDBRICE@CARLISLETHOMPSON.COM



Carlisle Thompson LLC

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Cover Page Photo Credit: Coal Creek Golf Course, <https://www.coalcreekgolf.com/>



Executive Summary & Company Profile

Carlisle Thompson, LLC (Carlisle Thompson) is honored to submit our FEMA Grant Administrative Services proposal to the City of Louisville. The Carlisle Thompson company is 100% focused on supporting disaster-affected communities and helping them navigate through the FEMA Public Assistance (PA) program. Our mission-focused, results-oriented approach is designed to maximize eligible disaster recovery funding and to advise the City of Louisville of the best practices for the FEMA PA program as authorized by the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) as amended, and related Federal regulations and FEMA policies.

Our Team, our Experience, and our Approach provide the best path to reimbursement recovery.

Carlisle Thompson, LLC is a Limited Liability Corporation, woman-owned small business. We have clients in Colorado, Wyoming, Texas, Florida, South Carolina, and Louisiana. We have strategically assembled a team of dedicated, experienced, ardent grants management professionals with over 30+ combined years of disaster recovery grant management experience at the Federal (FEMA), State (Colorado DHSEM), and local government (see references) levels. Our team's extensive policy and technical expertise is best positioned to efficiently and quickly guide the City of Louisville through the FEMA disaster recovery reimbursement and closeout process.

The foundation of Carlisle Thompson's success is our outstanding team of dedicated employees that focus on the needs of our clients. It is those PA program experienced individuals that determine the success of our projects. Your Carlisle Thompson team will approach each project and task with integrity in our actions, professionalism in all communications, and positive and encouraging attitudes that inspire both our team members and recovery partners.

Carlisle Thompson's team has managed over \$4B in FEMA PA recovery grants. Each team member's strengths and specialized skills complement each other and will allow our team to offer a full service, highly skilled team to support the City of Louisville in their closeouts.

Our team's senior leadership has long-standing and trusted relationships with FEMA Region VIII and Colorado's Department of Homeland Security and Emergency Management (CO-DHSEM). Project Manager Jo Barrios served as the former Infrastructure Recover Manager at DHSEM where she led the charge developing the state's current reimbursement and closeout processes. This, combined with the rest of the team's experience and lessons learned from multiple federal disasters across the country, makes the Carlisle Thompson team a valued asset to any disaster affected community.

The Carlisle Thompson team has maintained high standards and an excellent corporate reputation by only accepting the highest quality work-product(s) by and from our team members. The company's rigorous internal project management quality assurance processes have nurtured a corporate-culture of unyielding quality, contributing greatly to our unprecedented success in the FEMA grants management field.

We understand the unique challenges of disaster recovery from the local, state, and federal levels. FEMA PA grant management and disaster project management is what we do every day. Our experience, knowledge and skills in FEMA PA and disaster project management allows us to plan, execute, and complete our client's recovery projects in an efficient and expeditious manner. We provide project personnel, project tracking, financial grant management and audit support required to maintain FEMA PA grant compliance.

Additionally, Carlisle Thompson is committed to the disaster affected communities we serve; our company provides paid time off to allow our employees to volunteer and donates annually to nonprofit organizations that provide disaster assistance to their communities.



Project Team

Primary Team

Carlisle Thompson's disaster recovery grant program management strength is evident in the extensive experience each team member offers. Careful selection of such a strong team included consideration of each member's leadership and recovery program expertise. Three of our primary team members are located locally in Denver, Colorado and have the ability to be on site if required. All five of our proposed primary staff have direct experience working on the 2013 Colorado Flood Recovery disaster (DR-4145) at various stages of recovery, spanning both the state and local levels in Colorado. This unique set of multifaceted knowledge puts our team at a great advantage on how to best advise and complete Louisville's 3 Project Worksheets (PWs) for closeout. Carlisle Thompson's City of Louisville core Closeout Team:

Johan "Jo" Barrios | St. Petersburg, FL – *Project Manager, FEMA Public Assistance Closeout Specialist*

Jo previously led the Colorado Department of Homeland Security and Emergency Management (DHSEM) as the Infrastructure Recovery Manager. Under Jo's leadership, the Colorado DHSEM PA grants totaled over \$350M and CDBG-DR funding exceeding \$100M. ***Jo managed development of the current reimbursement and closeout process which resulted in over 200 large project closeout submissions in FEMA DR-4145.*** During her time with Colorado DHSEM, Jo enjoyed working alongside the City of Louisville to support their recovery efforts. She attended several meetings and assisted in decisions related to the development of the City's project worksheets. Jo is a licensed Civil Engineer (PE) previously employed by the U.S. Army Corps of Engineers (USACE) and Department of Defense. She has also served as Florida Division of Emergency Management's Hurricane Matthew, Irma, and Michael communities disaster recovery by providing PA program policy guidance to their reimbursement request review teams.

Stephen Brice | Georgetown, TX – *Principle in Charge, Senior FEMA PA Policy/Closeout Specialist*

Stephen has over 15 years, 44 declared disasters, and over \$3.5B of direct FEMA PA disaster experience in all phases of disaster recovery with FEMA, State Emergency Management, and disaster affected communities. Stephen leads Carlisle Thompson's disaster recovery field operations that include 9 local governments and 4 State Emergency Management clients. He has successfully led the project management and recovery grant management for multiple local governments and the closeout of three disaster declarations for the State of Wyoming Office of Homeland Security (WOHS). Stephen worked on the CO DHSEM 2013 Flooding disaster recovery project in 2015 & 2016. He has also previously worked with the reimbursement team on Louisville's Golf Course repair project, PW 1189.

Brooks Day | Denver, CO – *FEMA Public Assistance Closeout Specialist*

Brooks is highly versed in Code of Federal Regulations (CFR) and State of Colorado Regulations, subrecipients compliance analysis. His advanced proficiency in communication with applicants for the purpose of providing guidance and understanding in procurement and contracting and execution to meet CFR guidelines have made Brooks an asset to any team. Brooks has a special knack for analysis of complex construction projects as relates to scope of work and program compliance to maximize reimbursement. During his time with the Colorado Department of Public Safety and Emergency Management (CDPS), his role as a FEMA Grants Project Manager had him working closely with the communities of Louisville, Jamestown, City of Boulder, and Lyons to help develop project scope and reimbursement. Brooks achieved rare honor of highest review marks for outstanding performance while serving at CDPS.

Max Larsson | Denver, CO – *FEMA Public Assistance Closeout Specialist*

Max has knowledge in all aspects of the FEMA PA program. His six years of experience have been specialized in large project closeouts, applicant reimbursement requests, and state emergency management grant compliant reviews. Max began his PA career conducting reimbursement request reviews for the State



of Colorado. His quick learning and big-picture thinking made him the perfect fit to set up Colorado's new closeout process. Max developed the State of Colorado's new closeout template and wrote some of the first closeouts under the new approach. He became the State's expert on closeouts and served as the lead closeout trainer for all State staff. Max took on additional responsibilities as a lead closeout specialist. He led the evaluations for closeouts with the State of Wyoming Office of Homeland Security, guiding the team to closeout three disasters in two years. Max set up the South Carolina Emergency Management Division Reimbursement Request review process and served as team lead for reimbursement request for four declared disasters. Max has worked on project worksheets at every stage, from development to closeout. He has an innate ability to identify eligibility issues and understands the importance of resolving project issues promptly and efficiently.

Emily O'Coonahern | Denver, CO – PA Grant Administrator

Emily has extensive data management and reporting experience, with exceptional organization skills. Her superior analytical evaluation of quantitative and qualitative data is unmatched. Emily excels in project research and presentation in oral, written and digital formats. Her previous role working with Colorado Parks and Wildlife's real estate team gave her extensive experience with database functionality and document management. In the last year she has worked on Public Assistance reimbursements for the states of Colorado and Florida. Her fine attention to detail and ability to learn quickly has made her a valuable asset to all teams she has been a part of. On top of her Bachelor of Science in Community, Environment & Development, Emily graduated with a 4.0 GPA from the University of Denver with a Graduate Certificate degree in Geographic Information Systems and Cartography.

Additional Resources

In addition to our primary project team, Carlisle Thompson has additional resources with various areas of Public Assistance program expertise that we can utilize as the need arises. The following table highlights some of those resources and their specialized skillsets.

| Name | Specialized Skillset | Years of Professional Experience | Primary Work Location |
|--------------------|---|--|-----------------------|
| Laurie Sheldon | <ul style="list-style-type: none"> Procurement Contract compliance | 2: Grants | Denver, CO |
| Chad LaBorde | <ul style="list-style-type: none"> State PA Grants Closeouts & Reimbursements Hazard Mitigation | 2: Grants | Baton Rouge, LA |
| Casi Crites | <ul style="list-style-type: none"> PA Appeals Manager PA Policy Advisor | 5: Grants | Cheyenne, WY |
| Connie Brice | <ul style="list-style-type: none"> Insurance Reconciliation PA Program Management | 5: Grants 35: Insurance | Georgetown, TX |
| Daniel Housey, MBA | <ul style="list-style-type: none"> Cost Analyst Engineering PA Closeout Finance | 14: Grants 30: Accounting & Finance | New Orleans, LA |





Carlisle Thompson

Johan “Jo” Barrios

Project Manager

FEMA Public Assistance Closeout Specialist

Professional Experience

Disaster Recovery Consultant, *Carlisle Thompson, LLC, Florida Division of Emergency Management Project*

March 2019 – Present

- ❖ Performing quality assurance reviews on PW obligations and large project reimbursements.
- ❖ Relaying guidance and insight to review teams on project issues, scope reconciliations, and regulatory requirements.
- ❖ Researching programmatic policy and providing technical expertise to contract leads and program director as needed.

Project Manager/ Public Assistance Policy Advisor, *DR-4263 Bossier Parish and Webster Parish Flood Recovery Projects*

February 2018 – Present

- ❖ Managing the disaster recovery program for two Louisiana parishes; developed Project Worksheet documentation that supports flood damages.
- ❖ Evaluating FEMA project worksheets; advised local government of federal procurement policy and development front end bid documents for CDBG-DR compliance.
- ❖ Ensuring FEMA Environmental REC compliance for repair projects.
- ❖ Preparing reimbursement request and final project cost reconciliation (closeouts) for all large projects.

Infrastructure Recovery Manager, *State of Colorado*

December 2013 – January 2018

- ❖ Completed small project site inspections and project completion certifications for DR1923 & DR-4007. +325 small projects.
- ❖ FEMA Public Assistance program manager and subject matter expert.
- ❖ Oversaw the obligation, reimbursement, and closeout of \$350M+ in Public Assistance funding.
- ❖ Reviewed and completed disaster quarterly reporting requirements to FEMA .
- ❖ Reviewed staff efforts and approve reimbursement, version, time extension, and closeout requests.
- ❖ Supervised 7 – 9 internal grant specialists; manage consultant team of 30+.
- ❖ Provided guidance on fund management for 200+ local municipalities.
- ❖ Performed complex technical analysis, conduct research, and make presentations on issues and findings.
- ❖ Built partnerships and effectively collaborate with FEMA Region VIII staff and leadership on a multitude of technical and grant management issues.

Recovery Program Manager

Carlisle Thompson, LLC
St. Petersburg, FL

7 Years of Experience

Education

- Master of Public Administration, University of Colorado
- Master of Civil Engineering, University of South Florida
- BS, Civil Engineering, University of South Florida

Licenses & Certifications

Professional Engineer,
Louisiana PE# 0036275

Technical Skills

- Technical writing
- CO.EMGrants Portal
- FloridaPA.org Portal
- AutoCAD
- Project Management
- Project Closeout
- Public Assistance Program Subject Matter Expert
- Civil Engineering



Professional Experience (Continued)

Emergency Management Specialist, *US Army Corps of Engineers – New Orleans, LA*
March – December 2012

- ❖ Liaison between the Army Corps' New Orleans District and the New Orleans Office of Homeland Security and Emergency Preparedness during disaster events.
- ❖ Coordinated with multiple agencies for resource requests and information gathering.
- ❖ Conducted flood fighting operations and monitoring along the Mississippi River.
- ❖ Wrote plan for New Orleans District's response to New Madrid earthquake event.
- ❖ Assisted with preparation and participated in multiple exercise events at both the local and state level.

Civil Engineer, *Kandahar Provincial Reconstruction Team – Afghanistan*
September 2011 – March 2012

- ❖ Worked with local Afghan government officials and local contractors to establish governance and stability through infrastructure related projects such as roads, schools, clinics, drainage, and others.
- ❖ Provided guidance on grant compliance, contract management, and construction practices.

Assistant Program Manager / Civil Engineer, *US Army Corps of Engineers – New Orleans, LA*
June 2007 – August 2009 and December 2009 – September 2011

- ❖ Initiated Levee Safety Program to assess community risks and hazards for participation in National Flood Insurance Program.
- ❖ Established program priorities, conducted levee inspections, and reviewed accreditation reports.
- ❖ Prepared plans and specification for levee, utility, and dredging projects within southeast Louisiana.





Carlisle Thompson
LLC

Stephen Brice

Senior Recovery Specialist

Principal in Charge

Professional Experience

Principle, *Carlisle Thompson, LLC, Florida Division of Emergency Management Project, March 2019 – Present*

- ❖ Quality Compliance Review - large projects.
- ❖ Senior PA Advisor, Procurement and Scope of Work reconciliations.
- ❖ Public Assistance Program and Technical Advisor to KPMG Partner.

Disaster Recovery Program Manager/ Public Assistance Policy Advisor, *State of Wyoming Office of Homeland Security, May 2015 – Present*

- ❖ Developed and implemented closeout process for Wyoming FEMA declared disasters, DR-1923; DR-4007; DR-4227; & DR-4306.
- ❖ Worked with applicants to evaluate available documentation, detailed additional documentation required and prepared 58 large Project Final Inspection reviews and cost reconciliations for FEMA review and subsequent closeout.
- ❖ Completed small project site inspections and project completion certifications for DR1923 & DR-4007. +325 small projects.
- ❖ Provided policy guidance on eligibility and identified projects that resulted in increased reimbursement for state applicant that exceeded \$800K.
- ❖ Provided grant management, sub-recipient monitoring and reimbursement request review for open disasters.

Senior Public Assistance Specialist/ PA Policy Advisor, *State of South Carolina Emergency Management Division, August 2017 - Present*

- ❖ Performed Grantee reviews for Hurricane Matthew PW's, evaluating scope of work and documentation for PA grants compliance.
- ❖ Developed and implemented comprehensive request for reimbursement process for SCEMD staff.
- ❖ Evaluated request for reimbursements from sub recipients, prepared recommendations for management approval.
- ❖ Prepared closeout packages for Category A and B large projects.
- ❖ Supported SCEMD field staff with onsite applicant visits to work through PW documentation challenges.

FEMA Policy & Grants Compliance Specialist, *Colorado Department of Emergency Management and Homeland Security, June 2014 – November 2015*

- ❖ Provided FEMA Public Assistance Policy guidance and training to the Reimbursement Request Review team.
- ❖ Assisted applicant with cost analysis to support cost reasonableness.
- ❖ Evaluated procurement as well as invoices and contracts for compliance to PW scope of work and eligibility.
- ❖ Prepared +400 Reimbursement Request Reviews, for recommendation reimbursements for +\$200M.

Co-Founder, Vice President Recovery Operations

Carlisle Thompson, LLC
Co-Founder
Georgetown, TX

15 Years of Experience

Education

Bachelors, Business Administration from Western Governors University - Texas

Representative Clients

- Colorado Division of Homeland Security and Emergency Management
- Florida Division of Emergency Management
- City of Longwood, FL
- City of Sanford, FL
- Seminole County, FL
- Bossier Parish, LA
- Webster Parish, LA
- Wyoming Office of Homeland Security

Licenses & Certifications

FEMA Emergency Management Institute: IS-100, IS-200, IS-240, IS-241, IS-253 ICS-300, IS-393, ICS-400, IS-631 PA OPS I, IS-632 Debris Ops, IS-700, IS-800

Technical Skills

- CO.EMGrants Portal
- EMMIE
- FEMA Grants Portal



Professional Experience (Continued)

FEMA Policy & Disaster Recovery Specialist/Project Manager, *St. Bernard Parish, LA Government – Hurricane Katrina Recovery Program, March 2011 – June 2014*

- ❖ Operations and coordination of FEMA Public Assistance Infrastructure grant program and the project management design, rebuilding, and reconstruction of St. Bernard Parish, Louisiana infrastructure damaged by Hurricane Katrina and subsequent parish wide inundated flood waters.
- ❖ Managed parish administration project goals, long term recovery plan, and project funding budgets.
- ❖ Provided FEMA Public Assistance program and policy expertise to the St. Bernard Parish Government Recovery program management staff and parish government officials. \$500 Million in new construction; historic renovations; consolidated improved and actual costs projects; relocation and alternate projects.
- ❖ Developed procedures for audit compliance of FEMA grant recovery projects. Provided guidance to finance department on documentation requirements for reimbursement requests and grant closeout.
- ❖ Evaluated recovery infrastructure rebuilding projects for FEMA public assistance grant compliance.
- ❖ Prepared management and congressional briefings to support client's recovery position and request.
- ❖ Monitored recovery project's progress and current status and weekly reporting of outstanding issues to parish government and program management.
- ❖ Developed and integrated Pre-Disaster recovery and documentation policies and procedures into parish emergency operations planning.

Disaster Recovery Public Assistance Specialist; State Applicant Liaison, BP Oil/JL Witt – *September – November 2010 (BP MC-252 Gulf Oil Spill) State of Louisiana/JL Witt – July 2007 – August 2010 (Hurricanes Katrina (1603), Rita (1607), Gustav (1786) and Ike (1792))*

- ❖ FEMA Public Assistance grant program recovery policy specialist contracted by the State of Louisiana Emergency Management to provide technical support to disaster affected communities and applicants.
- ❖ Federal funding to assigned communities exceeded \$2.0 billion US dollars. Including efforts for emergency response operations, debris removal and infrastructure rebuilding projects.
- ❖ Coordinated recovery efforts of inter-agency stake holders and the disaster affected citizens and communities to maximize state and FEMA funding resources.
- ❖ Increased applicant eligible FEMA funding by \$800M during tenure.
- ❖ St. Bernard Parish Government roads repairs increased from \$12M to \$55M through aggressive and detailed site by site analysis, obtain FEMA agreement on road repair standards and project design to pre-disaster function and capacity.
- ❖ St. Bernard Parish School Board (SBPSB): Six (6) replacement schools, two (2) extensive repairs; development of improved and alternate projects to facilitate new school designs and requirements with FEMA eligible funding. Increased SBPSB funding by \$185M.
- ❖ St Bernard Port, Harbor & Terminal District: Through scope alignment, converted 8 building projects from repair to replacement and two ineligible projects to eligible full replacement. Created facility consolidation and prepared improved projects for new St. Bernard Port Administrative facility in 2010.
- ❖ Jefferson Parish Public School System (JPPSS): Coordinated improved project submissions for three (3) replacement schools and the administration building redesign.

Deputy Public Assistance Officer – Finance, *State of Florida, Division of Emergency Management, October 2004 – July 2007*

- ❖ Responsible for FEMA Public Assistance grant reimbursements. Disbursed \$1.5B to disaster-affected communities within the guidelines established by the FEMA Public Assistance program and the State of Florida Emergency Management Office.
- ❖ Managed the FDEM Finance & Program Specialist assigned to processing reimbursements to 9 federal declared disasters. Developed audit and quality control program compliance procedures.
- ❖ Developed and implemented FEMA grant closeout process and conducted applicant training seminars for recovery and pre-disaster planning.
- ❖ Team member of the Community Emergency Response Team (CERT) FDEM.





Carlisle Thompson LLC

Brooks Day

FEMA Public Assistance Closeout Specialist

Professional Experience

Disaster Recovery Consultant, *Carlisle Thompson, LLC, Florida Division of Emergency Management Project, November 2019 – Present*

- ❖ Manage and lead a team of validators in completing reviews of claimed costs for Hurricane Irma Public Assistance projects.
- ❖ Keep detailed summaries of project status in order to keep the Florida Division of Emergency Management up to date on validation progress.
- ❖ Communicate with Applicants to ensure that all required documentation is provided and answer any questions regarding project review.

Grants Compliance Analyst, *State of Colorado Department of Public Safety, Denver, CO, 2018 – 2019*

- ❖ Traveled around Colorado monitoring subrecipients of State & Federal funding to ensure regulation compliance.
- ❖ Reviewed subrecipient policies & procedures against the Code of Federal Regulations (CFR) and worked with them to develop new policies and improve existing ones.
- ❖ Developed and implemented a Corrective Action Plan to track outcomes from visits and ensure that all subrecipients in the State of Colorado are prepared in the case of future disasters or Federal assistance.
- ❖ Performed a risk assessment for all 306 subrecipients to select a pool of 55 to visit for the 2019 fiscal year.

FEMA Grants Project Manager, *State of Colorado Department of Public Safety, Denver, CO, 2016 – 2018*

- ❖ Worked closely with 4 local communities (Louisville, Jamestown, Lyons, and City of Boulder) to ensure that all 129 of their recovery projects in the amount of nearly \$72M were completed and fully reimbursed by FEMA.
- ❖ Reviewed all applicable Federal and State environmental regulations for recovery projects to ensure full compliance in all phases of construction.
- ❖ Reviewed project designs, contracts, invoices, & procurement to help develop project scope and reimbursement.

FEMA Grants Manager, *Deloitte, Denver, CO, 2015 – 2016*

- ❖ Acted as a liaison between the Colorado Division of Homeland Security and Emergency Management (DHSEM) and public entities applying for FEMA Public Assistance funding. Specialized in FEMA policy guidance to ensure grant and environmental compliance.
- ❖ Audited reimbursement requests, including environmental and USACE permits, contracts, intergovernmental agreements, purchase orders, procurement documentation, labor summaries, and invoices.
- ❖ Trained State employees on the proper procedure for collecting, reviewing, cataloging, and interpreting submitted documents from the public entities requesting FEMA assistance.

Recovery Grant Specialist

Carlisle Thompson, LLC
Denver, CO

5 Years of Experience

Education

- BS, Environmental Systems Engineering, The Pennsylvania State University

Technical Skills

- FloridaPA.org Portal
- CO.EMGrants Portal
- FEMA Grants Portal
- Federal & State Regulation Compliance
- Risk Assessment
- Project Management
- Project Closeout
- NCEES FE/EIT Certification
- ACI Certification
- Portable Nuclear Gauge Safety Certification
- CDOT HAZMAT Certification
- WAQTC Certification





Carlisle Thompson LLC

Max Larsson

FEMA Public Assistance Closeout Specialist

Professional Experience

Senior Disaster Recovery Consultant, *Carlisle Thompson, LLC, Florida Division of Emergency Management Project*, March 2019 – Present

- ❖ Manage team of 6 full-time personnel from multiple firms, to perform cohesive and efficient project reimbursement reviews and validations.
- ❖ Coordinate training for staff who are new to PA, while enabling them to perform efficient work immediately, in order to satisfy reimbursement expectations while staying below allocated budgets.
- ❖ Evaluate wide range of projects to determine best approach for doing thorough reviews, while ensuring that payments are expedited.

Lead Public Assistance Closeout Specialist, *Wyoming Office of Homeland Security*, October 2016 – Present

- ❖ Compile closeout packages of large projects on behalf of the state, to submit to FEMA, including disasters number 4007, 4227, and 4306.
- ❖ Interacting as liaison between FEMA, state agencies, and applicants to communicate and resolve requests related to FEMA closeout review.
- ❖ Collect, analyze, and package applicant documentation for project closeout requests to FEMA.
- ❖ Review of contracts, purchase orders, RFPs, and bids in order to ensure eligibility of applicants' procurement processes.

Lead Public Assistance Specialist, *South Carolina Emergency Management Division*, September 2017 – Present

- ❖ Comprehensive analysis of project worksheet in development to ensure accurate obligation of funds.
- ❖ Detail review of vendor procurement and purchasing procedures to ensure compliance with 2 & 44 CFR.
- ❖ Work directly with applicants to answer questions and provide assistance with compliance to federal policies, resulting in swift reimbursement.
- ❖ Intensive review of scope change, reimbursement, hazard mitigation, and time extension documentation to certify eligibility of recommended funding for closeout requests submitted to FEMA.
- ❖ Advise state on grant administration and reimbursement process in order to efficiently manage and distribute funding, while maintaining diligent and effective review procedures.

State Applicant Assistance and Closeout Team, *Colorado Division of Homeland Security and Emergency Management*, 2014 – 2016

- ❖ Developed and implemented Federal Grant Closeout process for DR-4145.
- ❖ Advised & assisted applicants on grant compliance procedures, how to comply and ensure reimbursement of expenses.
- ❖ Identified expenses not aligned with scope, and worked with applicants to justify and present scope changes to FEMA.

Senior Recovery Specialist

Carlisle Thompson, LLC
Denver, CO

6 Years of Experience

Education

- Bachelor of Science in Environmental Engineering, University of Colorado

Licenses & Certifications

- Member of CU Society of Environmental Engineers
- Licensed Engineer Intern in Colorado (EI/EIT)

Technical Skills

- CO.EMGrants Portal
- FloridaPA.org Portal
- FEMA Grants Portal
- AutoCAD
- Project Closeout
- Public Assistance Program Subject Matter Expert





Carlisle Thompson LLC

Emily O'Coonahern

Public Assistance Grant Admin

Professional Experience

Disaster Recovery Consultant, *Carlisle Thompson, LLC, Florida Division of Emergency Management Project, November 2019 – Present*

- ❖ Perform PW validation to determine cost eligibility for large project reimbursement requests.
- ❖ Manage and train team of three to perform validation and eligibility of large projects while still adhering to efficiency and timeline standards for project turnaround.
- ❖ Review and evaluate complex PW policy documents such as contracts, procurement, mutual aid agreements, labor policies, etc.
- ❖ Draft RFIs and assess the sufficiency of RFIs received back from applicants in order to continue moving projects forward in the reimbursement process.

Administrative Assistant, *Colorado Parks and Wildlife Real Estate, Denver, CO, 2017 – 2019*

- ❖ Assisted with database clean up, management, and reporting.
- ❖ Created reports and presentations for Colorado state legislative committee and Parks & Wildlife Commission using both quantitative and qualitative data.
- ❖ Supported Real Estate staff in acquiring and leasing land for public recreation general conservation purposes, and habitat protection.
- ❖ Edited and managed real estate documents such as contracts, deeds, leases, rights-of-way, easements, agreements, and oil and gas royalties.

GIS & Social Media Strategy Specialist, *The Public Interest Network, Denver, CO. 2018*

- ❖ Performed security audit and evaluation of over 30 social media pages with cumulative weekly reach up to a few million users.
- ❖ Verified over 30 organization Facebook pages which resulted in significant increases in reach across the platform.
- ❖ Reviewed and updated social media strategies and standards for page quality; made recommendations for future regular maintenance.

Digital Campaign Administrator, *The Public Interest Network, Denver, CO, 2015 – 2017*

- ❖ Production lead for the national advocacy and million-dollar fundraising email programs for Environment America, U.S. PIRG, Environmental Action, and Fair Share.
- ❖ Managed and responded to incoming member requests and concerns related to email and web pages.
- ❖ Worked to identify time saving solutions to increase efficiency for the entire digital team.

Recovery Grant Analyst

Carlisle Thompson, LLC
Denver, CO

Education

- Graduate Certificate Program, Geographic Information Systems and Cartography, University of Denver
- BS, Community, Environment & Development, The Pennsylvania State University

Technical Skills

- Grant writing
- CO.EMGrants Portal
- FloridaPA.org Portal
- FEMA Grants Portal
- GIS: ArcGIS 10.4, ArcToolbox
- ArcCatalog,
- ArcGIS Online
- LiDAR
- ERDAS Imagine Remote Sensing Software
- Cartography
- Python scripting
- HTML
- IMPLAN
- Salesforce
- Social Media Management



Project Experience

State of Colorado, Department of Homeland Security and Emergency Management

Carlisle Thompson is currently contracted with the State of Colorado's Department of Homeland Security and Emergency Management's (DHSEM) for FEMA Public Assistance Program Consulting Services. This work included the evaluation of 21 large projects current status, which included the "Stop Light" analysis. This analysis identified areas that would likely delay closeouts. Our team then prepared recommendations to expedite the Town of Lyons's closeout projects, including a schedule and staffing plan.

Carlisle Thompson provided FEMA Public Assistance Program Consulting Services for the State of Colorado Division of Homeland Security and Emergency Management (DHSEM) to facilitate the project worksheet closeout program for the Town of Lyons'. Carlisle Thompson project manager, Jo Barrios, prepared recommendations to expedite Town's closeout projects, including a schedule and staffing plan. Efforts included the evaluation and analysis of 21 large projects to identify grant related issues inhibiting closeout preparation and provide recommendations next steps to complete the large project closeouts.

Carlisle Thompson currently tasked with the closeout of 12 large projects for the Town of Lyons. This project started in March 2020 and the final PW is scheduled to be submitted for closeout in the first week of August 2020. The Carlisle Thompson team evaluated all documentation submitted by the town for FEMA Public Assistance program grant compliance. Our team worked collaboratively with the Town staff to fill in the documentation gaps, and program compliance challenges in order to maximize the Town recovery grant funding.

The Carlisle Thompson team successfully delivered a cohesive and prioritized strategy for the execution of a successful closeout for the Town of Lyons This strategy is currently being used by the Carlisle Thompson Colorado DHSEM team to execute the first 12 closeout package for the Town of Lyons.

Clear Creek County, Colorado

Carlisle Thompson was contracted to perform the documentation review and closeout packaging for five (5) large projects related to the 2013 flood damages declared in DR-4145. Each project's documentation was reviewed for compliance with the FEMA Public Assistance policy, and related Federal Regulations requirements. The review determined that the US Army Corp of Engineers (USACE) consultation documentation required by FEMA Environmental and Historic Preservation (EHP) was missing. The County investigated revealed that the County engineer had informal conversations with the USACE representative but did not have documentation or emails to support a consultation.

Knowing that FEMA would deobligate the County's funding without the consultation, the Carlisle Thompson representative contacted the local USACE representative and was able to secure an agreement for a post work completed consultation. The Carlisle Thompson team coordinated with the County's staff to develop and present the seven (7) project sites for USASCE consultation. The USACE determined that there were no adverse impacts and approved the sites post work completed.

The remainder of the project documentation was organized and submitted to the State for their closeout review. All five PWs were completed and submitted for closeout prior to the estimate completion date and 28% under the contracted "Not to Exceed" amount.

Town of Superior, Colorado

Carlisle Thompson was contracted to develop closeout packages and submissions by reconciling costs and scope of work for three (3) large projects for The Town of Superior related to the flooding damages sustained in 2013 (DR-4145). Documentation was gathered and evaluated for each project to analyze compliance with Federal grant requirements and environmental policy stipulated by the FEMA Public Assistance program. Final project costs were determined based on a combination of obligated costs and additional expenses discovered



during project documentation review. These findings resulted in additional costs reimbursed, beyond the amount originally obligated by FEMA.

Comprehensive reviews were performed to identify any potential risk associated with the projects. Closeout project narratives were constructed to consolidate the costs and work completed for each project, and presented to provide scope alignment for each project based on the approved FEMA project worksheets. Possible risks were resolved through further investigation of project documentation and addressing inconsistencies by citation of Federal regulations to support the entirety of costs incurred in relation to each project.

All three projects were submitted to DHSEM for closeout within five months of the start of the consultation. Minimal closeout inquiries were received from the Grantee, and all questions were resolved without any determination of ineligibility. All three PWs were recommended to FEMA by the Grantee in the full amount requested by Carlisle Thompson on behalf of the Town.

References

| NAME | CONTACT DETAILS | PROJECT DESCRIPTION | MAGNITUDE |
|--|---|--|-------------------------|
| Colorado Department of Homeland Security and Emergency Management | Michael Haney Recovery Grant Section Supervisor (303) 594-0572 michael.haney@state.co.us | <ul style="list-style-type: none"> • Project Worksheet Audit & Checklist • Appeals • Public assistance • Closeout analysis • Closeout | 1 DR 21 PWs \$35M |
| Clear Creek County, Colorado | Julie Whisenand Public Works Division (303) 679-2487 jwhisenand@co.clear-creek.co.us | <ul style="list-style-type: none"> • Grant Management • Closeout | 1 DR 9 PWs \$1.3M |
| Church Ditch Water Authority, Colorado | Tami Moon Church Ditch Water Authority Operations Manager (303) 450-4070 tmoon@northglenn.org | <ul style="list-style-type: none"> • Grant Management • Closeout | 1 DR 3 PWs \$808K |
| Town of Superior, Colorado | Paul Niles Finance Director (303) 499-3675 x115 pauln@superiorcolorado.gov | <ul style="list-style-type: none"> • Grant Management • Closeout | 1 DR 6 PWs \$380K |



Additional Project Experience*

| NAME | DESCRIPTION | MAGNITUDE |
|--|---|---------------------------------------|
| <p>State of Wyoming, Wyoming Office of Homeland Security</p> | <ul style="list-style-type: none"> • Large Project Final Reconciliations (Closeouts) • Grantee reviews • Appeals • Project worksheet development • EHP Support • Improved & Alternate Projects • Reimbursement Request Reviews | <p>5 DRs 220 PWs \$18M</p> |
| <p>Florida Division of Emergency Management/ KPMG, Inc (Subcontractor)</p> | <ul style="list-style-type: none"> • Evaluating reimbursement requests • Public Assistance policy guidance • Compliance • Eligibility reviews • Insurance reduction analysis • Environmental and Historical requirement analysis | <p>3 DRs 3500+ PWs \$800M</p> |
| <p>Bossier Parish, Louisiana (Subcontractor)</p> | <ul style="list-style-type: none"> • Project Worksheet development • Appeals (Roads- \$25M) • Improved Projects • CDBG-DR • Reimbursement Request • Closeouts | <p>3 DRs 28 PWs \$38M</p> |
| <p>Webster Parish, Louisiana (Subcontractor)</p> | <ul style="list-style-type: none"> • Project Worksheet development • Damage Description and Dimensions • Scope of Work • Cost Estimate • Appeals (Bridge replacement - \$800K) • Improved Projects • CDBG-DR • Reimbursement Request • Closeouts | <p>1 DR 14 PWs \$4.5M</p> |
| <p>Little Thompson Water District, Colorado</p> | <ul style="list-style-type: none"> • Grant Management • Closeout | <p>1 DR 3PWs \$571K</p> |
| <p>City of Sanford, Florida</p> | <ul style="list-style-type: none"> • Procurement and Contracts Compliance • PA Training & Readiness • Reimbursement Requests • Large Project Closeouts • Grant Management | <p>3 DRs 9 PWs \$3M</p> |
| <p>Seminole County, Florida</p> | <ul style="list-style-type: none"> • Damage Assessments • PW Development • Financial Reconciliations • Procurement and Contracts Compliance • Reimbursement Requests • Large Project Closeouts | <p>4 DRs 26 PWs \$23M</p> |

*Contact details can be provided upon request.



Letter of Reference: Clear Creek County, Colorado



Clear Creek County

POST OFFICE BOX 2000
GEORGETOWN, COLORADO 80444

TELEPHONE: (303) 569-3251 • (303) 679-2300

July 23, 2019

Subject: Carlisle Thompson, LLC Recommendation

To Whom It May Concern;

It is a pleasure and with complete confidence that I recommend Carlisle Thompson, LLC (Carlisle Thompson). Carlisle Thompson proved themselves to be a professional, knowledgeable and responsive organization that assisted Clear Creek County, Colorado with Closeout for the 2013 Flood Grant Documentation for FEMA and Colorado Emergency Management Grants. Clear Creek County considers Carlisle Thompson an asset and a key component in the efforts to complete the closeout submission for the 2013 Floods. Clear Creek County would describe the outstanding attributes as relates to our experience with Carlisle Thompson:

- Clear, concise and responsive communications oral and written skills.
- Superior knowledge of FEMA Public Assistance and FEMA's policy.
- Outstanding strategic discipline and management to achieve goals.
- Positive attitude and caring community minded management team.
- Meets challenges with an opportunistic approach.
- Delivery of project goals-exceeded what was anticipated, fewer hours thus less cost than originally estimated.

I would highly recommend Carlisle Thompson and their elite team of professions for any FEMA related project and/or management positions to assist in any disaster related efforts. You will be getting a top shelf company! Please feel free to call or email me directly with any specific questions you may have.

Sincerely,

A handwritten signature in blue ink that reads "Julie M. Whisenand".

Julie M Whisenand
Administrative Assistant -
2013 Flood Large Project Specialist/Coordinator
Clear Creek County - Public Works Division
Road and Bridge Dept.
P O Box 362
3549 County Road 312
Dumont, CO 80436
jwhisenand@co.clear-creek.co.us
303.679.2487 (Direct)

JW/rd

"Honoring Our Past, While Designing Our Future"



Technical Approach

Carlisle Thompson's strategic approach will help ensure that the City of Louisville's PWs are efficiently and professionally submitted for closeout. We take great pride in the work that we do and know our selected team recognizes the goal of the City to submit their three projects for closeout as soon as possible.

Based on our experience with FEMA Region VIII preparing closeouts for Colorado DHSEM and Wyoming Office of Homeland Security, Carlisle Thompson has an in-depth understanding of the requirements of the State of Colorado and FEMA are looking for during their closeout reviews.

FEMA provides disaster grant funding through the Public Assistance program, program authorized by the Robert T. Stafford Disaster Relief and Emergency Assistance Act, Public Law 93-288, as amended June 2019. A Project Worksheet (PW) is developed to provide funding for disaster affected communities to repair facilities to pre disaster design, function, and capacity, and to perform emergency work as required to protect citizens and property. Initially FEMA and City representative worked together to document the flood damages and prepare information and cost estimates to perform the repairs to the City's Golf Course and Raw Water Intake facility.

This information was used to develop a description of the flood damages for each facility, complete with quantities and dimensions. The scope of work is the most important portion of the PW, this section details the work that FEMA is authorizing the City to complete to repair the flood damages. Once the scope of work is completed, a cost estimate to complete the work is prepared. Additionally, the PW includes the environmental and permitting requirements that are a condition of the Public Assistance grant. The PW then is reviewed internally by FEMA and the State, then the PW is approved (obligated). The obligation represents the work that the City will complete to perform the repairs authorized in the PW scope of work.

Once the City completes the flood damaged repairs the next phase is the reimbursement and closeout (final inspection). The City is now the closeout phase of the disaster grant process.

Carlisle Thompson's efficient and proven approach to closeouts is detailed below;

Task 1: Prepare Project Costs (Summary of Documentation)

- City provides copies of all project related invoices and proof of payment.
- City provides account ledger of all costs related to the FEMA project.
- Prepare a project cost expense listing that details each invoice for all costs claimed on the project.
- Identify possible cost not accounted for, such as bid advertising, permitting, and City labor during the project design, construction, and closeout phase.

Task 2: CO EMGrants & City Provide Documentation Control

- Set up documentation folders and access available documents from the City.
- Review all project related documents available in CO EMGrants to identify documentation required for closeout package.
- Review CO DHSEM reimbursement request review comments, identify potential grants compliance issues.
- Review documentation provided by the City for closeout documentation grant compliance.

Task 3: Expense & Documentation Review

- Review each expense and vendor to confirm that documentation supports closeout requirements from CO DHSEM and FEMA.
- Procurement compliance review to the City and Federal 2 CFR 200.318-326 requirements for each vendor.
- Contract compliance evaluation for each vendor.



- Perform evaluation of disaster repairs invoiced to the FEMA PW approved scope of work.
- Reconcile actual disaster repair costs to the FEMA PW cost estimate.
- Evaluate permit and environmental review compliance.
- Identify any potential grants compliance issues.

Task 4: Prepare Request for Information and Additional Documentation

- Prepare comprehensive request for project related information and documentation required to support the City's disaster recovery project costs.
- During review of the information and documents provided by the City, it is not unusual to have a follow up information request.
- A meeting or conference call will be set up with the City representative to review and explain the requirements for the information and documentation. Discuss any grants compliance issues.

Task 5: Closeout Narrative

- Prepare project narrative detailing the disaster work completed by the City and comparing it to the scope of work approved in the FEMA PW.
- Explain variances between the FEMA scope of work and the work completed by the City's contractors.
- Prepare cost reconciliation explanation.
- Summarize the City's procurement actions.
- Identify any anomalies or grant compliance concerns. Detail possible financial impact.

Task 6: Project Closeout Documentation Packaging

- Prepare all project related information required by CO DHSEM and FEMA.
- Prepare closeout project folders and final documents ready for manager and City reviews.

Task 7: Review & Submission

- Project Manager reviews closeout package prior to submission to the City.
- Project Manager reviews closeout package with City representatives.
- City evaluates closeout package and concurs that all project related costs have been included and understand the area of potential risk of reduced funding. City authorized submission of closeout package.
- Submit closeout package to CO DHSEM.

Task 8: CO DHSEM & FEMA Reviews / Project Closeout

- CO DHSEM evaluates submission of all project costs and supporting documentation for PA grant compliance.
- CO DHSEM may have additional questions or require addition documents.
- Review the CO DHSEM requests, research documentation, and provide the City with a recommended response.
- Upon CO DHSEM approval, the closeout package will be submitted to FEMA.
- FEMA will review the closeout package from the City and the Final Inspection Report provided by the City.
- FEMA may have additional questions.
- Review the FEMA requests, research documentation, and provide the City with a recommended response.
- FEMA will prepare "Closeout" version that will obligate the final amount of FEMA approved cost in the performance of eligible and reasonable disaster recovery repairs.
- CO DHSEM will notify the City upon FEMA's obligation of the closeout version to process the final project reimbursement to the City.



The Carlisle Thompson team has reviewed the project files provide by the City for each PW. We have summarized our review of the documentation, noted potential grant compliance challenges, assumptions, and are providing an estimate of hour and costs associated with each PW below.

PW 1190: Raw Water Intake Facility - \$246,866.74

The approved PW details the installation of a temporary Raw Water Intake building and subsequent replacement of the building, and the repairs to the Diversion Dam. FEMA prepared the original scope of work and cost estimate in Version Zero. Version 1 documented additional damages and updated the unit cost based on the bid results.

Invoices from the engineer (Merrick) and contractor (Glacier) were not included in the documentation. Based on the documents provided, the Raw Water Intake facility appears to have been bid with additional work with multiple funding sources, including the City.

Review of the documentation appears to indicate multiple grant compliance complicating factors, such as;

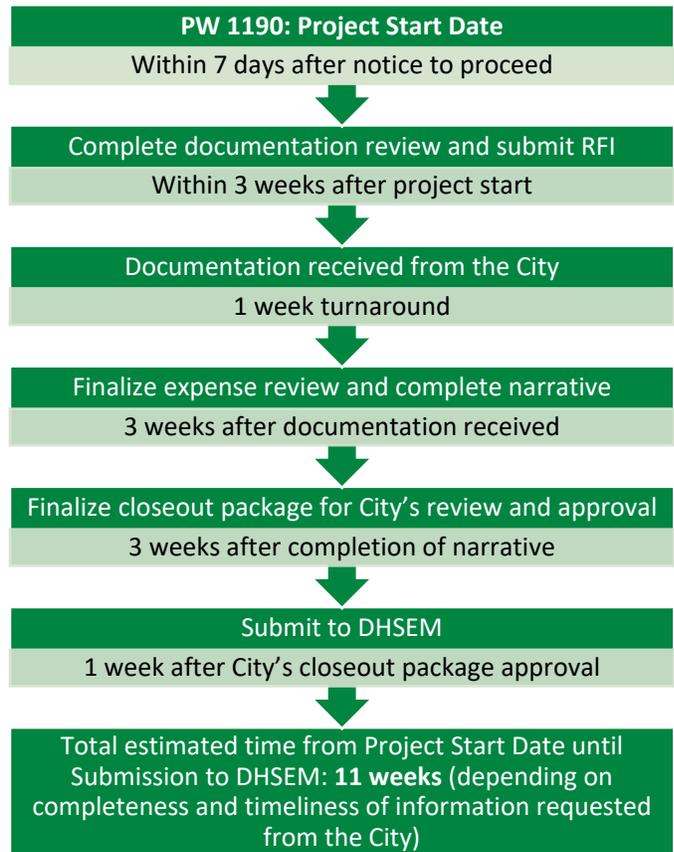
- Sole source award of project engineer: FEMA will evaluate based on the cost reasonable of the Intake facility portion of Merrick’s invoices.
- Bid was not awarded to low bidder: FEMA will evaluate the complexity of the project and explanation of the engineer’s recommendation.
- Multiple funding sources: All project funding sources will have to be accounted for including insurance, Water Conservation Board, or any other grant funding that is related to the work completed for the Raw Water Intake facility.
- Invoice Amount Attributed to Intake Facility: Due to the engineer and contractor performing work on non FEMA projects the invoices must separate the costs of FEMA and non FEMA work and associated costs.

Assumptions:

- City will provide invoices that detail the FEMA PW eligible portion of the project
- City will provide details of all project funding sources
- City provides requested information and documentation within 5 business days of requests

Below is the estimate cost to complete the Closeout package for the Raw Water Intake Facility obligated in PW 1190.

| Position Description | Estimated Hours | Total |
|--|-----------------|--------------------|
| Senior FEMA PA Policy/Closeout Specialist | 5 | \$ 1,075.00 |
| FEMA Public Assistance Closeout Specialist | 28 | \$ 4,340.00 |
| FEMA Public Assistance Analyst | 28 | \$ 3,500.00 |
| PA Grant Admin | 9 | \$ 765.00 |
| Totals | 70 | \$ 9,680.00 |



PW 1189: Coal Creek Golf Course Flood Damage Repairs: \$2,039,190.10

This PW documents flood damages, repairs, and estimated costs for 21 sites, 18 holes (one site per hole); Driving Range and Putting Green (Site 19); “Additional Damages” (Site 20) for parking lot, retaining wall, debris, pond dredging, and Stream Channel Restoration; and Grow-In (Site 21) for costs related to manpower and equipment required to “Grow-In” from August 2014 to July 2015. The original obligated PW (version zero) approved the repairs and grow-in for Sites 1-21, Version 1, added engineering cost for pre-construction design and consultation.

We reviewed each document provided, included but not limited to contracts, change orders, amendments, invoices, bid grading, and damage reports. There appears to be missing Pay Applications from Landscape Unlimited, and incomplete bid and procurement files. Due to the PW having 21 defined sites, the State and FEMA will require a site by site reconciliation of the repair scope of work and associated costs and the PW scope of work and cost estimate. All quantity overage or additional work completed must be documented and supported.

Detailed below are document review comments and challenges that have been identified during our review.

- Flood damage work combined with capital improvements
- Irrigation work included in the project that is for PW 1069
- Site 20 states “Stream Channel Restoration Allowance – No documentation identifying damaged or and non-damaged locations” This item is listed as \$200,713.85 in the schedule of values. Documentation to support the damages, required repairs, and permits will have to be provided for the cost to be included in the closeout version
- Opportunity to add costs related to the City’s oversight of the Golf Course flood damaged repairs.
- Reconciliation of 21 sites
- Additional project supporting documentation will be required

Assumptions:

- City will be able to provide a detailed accounting of Flood Damages and Capital Improvements
- City will be able to provide detailed records of the labor, equipment, and supplies used during the grow-in phase.
- City will have access to Landscape Unlimited project details if required
- City will provide all documentation to support the repairs completed
- Alternate Funding: City did not receive any other grants or insurance proceeds to fund the damages detailed in the PW.
- FEMA Environmental and permitting requirements were performed by the City and contractor.
- City provides requested information and documentation within 5 business days of requests



Below is the estimate cost to complete the Closeout package for the Coal Creek Golf Course repairs obligated in PW 1189.

| Position Description | Estimated Hours | Total |
|--|-----------------|--------------------|
| Senior FEMA PA Policy/Closeout Specialist | 5 | \$ 1,075.00 |
| FEMA Public Assistance Closeout Specialist | 40 | \$ 6,200.00 |
| FEMA Public Assistance Analyst | 44 | \$ 5,500.00 |
| PA Grant Admin | 7 | \$ 595.00 |
| Totals | 96 | \$13,370.00 |

PW 1096: Coal Creek Golf Course Irrigation Repairs - \$784,070.00

The PW documents damages to the Coal Creek Golf Course irrigation system. The scope of work was accepted from the irrigation damage report prepared by Irrigation Technologies. The PW notes indicate discussions related to an improved project. The project documents did not include subsequent versions or an improved project request.

The work completed in this project appears to have been bid in the RFP process for the golf course flood repairs and capital improvements project obligated in PW 1189. This would provide significant efficiencies as the procurement, bid, contracts, invoices, proof of payment, and permitting documentation would be the same as PW 1189.

Assumptions:

- Vendor invoices and supporting documentation provide sufficient detail to align the work performed with the PW scope of work.
- Alternate Funding: City did not receive any other grants or insurance proceeds to fund the damages detailed in the PW.
- Repairs performed would not be considered an improved project.
- FEMA Environmental and permitting requirements were performed by the City and contractor.
- City provides requested information and documentation within 5 business days of requests



Below is the estimate cost to complete the Closeout package for the repairs to the Irrigation System at Coal Creek Golf Course obligated in PW 1096.

| Position Description | Estimated Hours | Total |
|--|-----------------|--------------------|
| Senior FEMA PA Policy/Closeout Specialist | 4 | \$ 860.00 |
| FEMA Public Assistance Closeout Specialist | 8 | \$ 1,240.00 |
| FEMA Public Assistance Analyst | 9 | \$ 1,125.00 |
| PA Grant Admin | 7 | \$ 595.00 |
| Totals | 28 | \$ 3,820.00 |



Scope of Services Response Table

| | |
|---|---|
| <p>Evaluate all documents for each Project Worksheet (PW) in the CO.EMGrants online portal.</p> | <ul style="list-style-type: none"> • Carlisle Thompson specialist will evaluate all documents currently available in the CO.EMGrants portal for each referenced project worksheet. This evaluation will provide a detailed understanding of all documents currently available in the State and FEMA systems to avoid repeated documentation request. See Task 1. |
| <p>Document all current issues and documentation deficiencies detailed in each Request For Reimbursement (RFR) in CO.EMGrants.</p> | <ul style="list-style-type: none"> • If the City has submitted a reimbursement request. We will prepare an analysis of all current issues identified by CO reviewers and any potential issues as a result of our review. Our analysis will include recommendations to address issues identified to achieve the best possible outcome (funding). See Task 2. |
| <p>Prepare comprehensive request for additional information and documentation required from the City by PW and site.</p> | <ul style="list-style-type: none"> • During our review of the PW project files contained in CO.EMGrants and provided by the City, we will prepare a detailed request for additional information and documentation that will be required to support the closeout of each PW. We will schedule a call with City representative to review the information required and work with each department and vendors to coordinate the information required. See Task 4. |
| <p>Identify potential grant compliance issues.</p> | <ul style="list-style-type: none"> • One component of our documentation analysis will be to identify any potential grant compliance issues. It is not unusual to have gaps in what FEMA considers perfect documentation. We will identify and discuss additional information that can be provided to mitigate any documentation gaps. See Tasks 2 & 4. |
| <p>Prepare Large Project Final Inspection closeout packages. This will include identification of any cost over runs or scope of work adjustments and the documentation to support final scope and cost adjustments.</p> | <ul style="list-style-type: none"> • The Carlisle Thompson specialist will prepare the Large Project Final Inspection “Closeout” package to the specifications and requirements of CO DHSEM and FEMA. This package will be a full accounting of all project related cost that is considered FEMA PA eligible. The final package could be higher or lower than the original obligated amount. The package will include all supporting documentation. See Tasks 1, 3, 5, and 6. |





Price Proposal

Carlisle Thompson respectfully submits the combined project estimated hours by project position and associated cost. Travel related expenses are not anticipated to complete this project. If travel is required, an estimate of travel cost will be submitted to the City for review and approval prior to travel expense being incurred. Travel costs will be submitted with receipts and paid at actual cost.

| Position Description | Estimated Hours | Rate | Total |
|--|-----------------|-----------|---------------------|
| Senior FEMA PA Policy/Closeout Specialist (Minimum 10 years FEMA Public Assistance experience) | 17 | \$ 215.00 | \$ 3,655.00 |
| FEMA Public Assistance Closeout Specialist (Minimum 3 years FEMA Public Assistance experience) | 79 | \$ 155.00 | \$ 12,245.00 |
| FEMA Public Assistance Analyst (Minimum 1 years FEMA Public Assistance experience) | 86 | \$ 125.00 | \$ 10,750.00 |
| PA Grant Admin | 28 | \$ 85.00 | \$ 2,380.00 |
| Anticipated Travel Costs | 0 | N/A | \$ 0.00 |
| Totals | 210 | | \$ 29,030.00 |

The table below provides a detailed summary of the estimated hours and costs for each PW. Please note, included in the table is an estimate for Indirect Cost. Indirect costs are related to hours worked that can not be directly attributed to one specific PW.

| Position Description | PW 1190: Raw Water Intake | PW 1189: Golf Course Repairs | PW 1096: Irrigation System Repairs | Indirect Admin Costs | Estimated Hours | Rate | Total |
|--|---------------------------|------------------------------|------------------------------------|----------------------|-----------------|-----------|--------------------|
| Senior FEMA PA Policy/Closeout Specialist | 5 | 5 | 4 | 3 | 17 | \$ 215.00 | \$ 3,655.00 |
| FEMA Public Assistance Closeout Specialist | 28 | 40 | 8 | 3 | 79 | \$ 155.00 | \$12,245.00 |
| FEMA Public Assistance Analyst | 28 | 44 | 9 | 5 | 86 | \$ 125.00 | \$10,750.00 |
| PA Grant Admin | 9 | 7 | 7 | 5 | 28 | \$ 85.00 | \$ 2,380.00 |
| Anticipated Travel Costs | 0 | 0 | 0 | 0 | 0 | N/A | \$ 0.00 |
| Totals | 70 | 96 | 28 | 16 | 210 | | \$29,030.00 |



Attachment A

ATTACHMENT A**Pre-Contract Certification in Compliance with C.R.S. Section 8-17.5-102(1)**

The undersigned hereby certifies as follows:

That at the time of providing this certification, the undersigned does not knowingly employ or contract with an illegal alien; and that the undersigned will participate in the E-Verify program or the Department program, as defined in C.R.S. § 8-17.5-101(3.3) and 8-17.5-101(3.7), respectively, in order to confirm the employment eligibility of all employees who are newly hired for employment to perform under the public contract for services.

Proposer:

Carlisle Thompson, LLC

By

Chris Baran

Title:

President

Date

7.8.2020



SUBJECT: RESOLUTION NO. 67, SERIES 2020 – A RESOLUTION ESTABLISHING REFUSE, RECYCLABLES AND COMPOSTABLES COLLECTION AND DISPOSAL FEES EFFECTIVE SEPTEMBER 1, 2020 FOR THE CITY OF LOUISVILLE, COLORADO

DATE: SEPTEMBER 1, 2020

PRESENTED BY: KURT KOWAR, PUBLIC WORKS

SUMMARY:

Staff recommends City Council approve Resolution No. 67, Series 2020, approving a 2.69% increase to trash, recycling, and composting rates billed to residents by the City and then paid to Republic Services in accordance with the terms of their current contract with the City.

The City awarded a 5-year annually renewable residential single hauler solid waste contract to Republic Services on March 5, 2019. This approval provides for adjustment of pricing for the 2nd year of the 5-year contract.

Contract terms adjust rates annually by the All Urban Consumer Price Index for Denver-Aurora-Lakewood, All Items. For the end of 1st half of 2019 to end of 1st half of 2020 the calculated index increase is 2.69%. The following table represents current 2019/2020 Republic Services rates versus proposed 2020/2021 rates:

SUBJECT: RESOLUTION NO. 67, SERIES 2020

DATE: SEPTEMBER 1, 2020

PAGE 2 OF 3

| Refuse with Recycling & Compost Included | Current | September 1, 2020 |
|--|----------|-------------------|
| 35 Gallon | \$ 12.75 | \$ 13.09 |
| 65 Gallon | \$ 25.50 | \$ 26.19 |
| 95 Gallon | \$ 38.25 | \$ 39.28 |
| Addl 32g Increment past 96g service (1) | \$ 2.50 | \$ 2.57 |
| Addl 32g Increment Recycle/Compost past 96g service | \$ 2.50 | \$ 2.57 |
| Other Services | | |
| 32 Gallon Prepaid Sticker | \$ 3.50 | \$ 3.59 |
| Drive In Service | \$ 10.00 | \$ 10.00 |
| Cart Roll Out Service | \$ 10.00 | \$ 10.00 |
| Special Event Set (Trash, Recycle, Compost) | \$ 30.00 | \$ 30.00 |
| Cart Size Change After 3rd of Year | \$ 15.00 | \$ 15.00 |
| \$2.35 Administrative Fee, \$0.70 Hazmat Fee (2) | \$ 3.05 | \$ 3.05 |
| Minimum Monthly Charge (3) | \$ 15.80 | \$ 16.14 |
| Notes: | | |
| (1) City Charges Base 32g Rate per 32g Increment (\$13.09) | | |
| (2) Set Separately by City | | |
| (3) 32g Trash, \$2.35 Admin Fee, \$0.70 Hazmat Fee | | |

FISCAL IMPACT:

There is approximately a net zero fiscal impact to the City for this approval. Republic charges the City. The City charges residential customers on the Utility Bill. There are minor miscellaneous and delinquent charges that the Solid Waste Fund absorbs.

There is a general 2.69% rate increase to residents utilizing this service.

PROGRAM/SUB-PROGRAM IMPACT:

The main objective for the Solid Waste Utility Sub-Program is to enable residents to dispose of their solid waste in a convenient, environmentally responsible, cost effective manner.

RECOMMENDATION:

Staff recommends City Council approve Resolution No. 67, Series 2020 authorizing the Mayor to sign the attached Agreement on behalf of the City.

ATTACHMENT(S):

1. Resolution
2. 2020 Republic Services Contract Adjustment Request

STRATEGIC PLAN IMPACT:

| | | | |
|--------------------------|---|-------------------------------------|---|
| <input type="checkbox"/> |  Financial Stewardship & Asset Management | <input checked="" type="checkbox"/> |  Reliable Core Services |
| <input type="checkbox"/> |  Vibrant Economic Climate | <input checked="" type="checkbox"/> |  Quality Programs & Amenities |
| <input type="checkbox"/> |  Engaged Community | <input type="checkbox"/> |  Healthy Workforce |
| <input type="checkbox"/> |  Supportive Technology | <input type="checkbox"/> |  Collaborative Regional Partner |

**RESOLUTION NO. 67
SERIES 2020**

**A RESOLUTION ESTABLISHING REFUSE, RECYCLABLES AND COMPOSTABLES
COLLECTION AND DISPOSAL FEES EFFECTIVE SEPTEMBER 1, 2020 FOR THE
CITY OF LOUISVILLE, COLORADO**

WHEREAS, pursuant to the City of Louisville Charter, the City of Louisville Municipal Code and state law, the City is authorized to fix, establish, impose, maintain and provide for the collection of rates, fees and charges for refuse, recyclables and compostables utility services furnished by the City; and

WHEREAS, the current rates, fees and charges for such services were established by Resolution No. 38, Series 2019; and

WHEREAS, the City Council by this resolution desires to revise the various rates, fees and charges for refuse, recyclables and compostables utility services furnished by the City, effective September 1, 2020;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

SECTION 1. For refuse, recycling, and compost collection and disposal, the following rates, fees and charges shall apply and be charged effective September 1, 2020:

| Container Size | Rate |
|---|---------------|
| 35 Gallon | \$13.09/month |
| 65 Gallon | \$26.19/month |
| 95 Gallon | \$39.28/month |
| Extra Refuse Bin per 30 Gallon Increment | \$13.09/month |
| Extra Recycle Bin per 30 Gallon Increment | \$2.57/month |
| Extra Compost Bin per 30 Gallon Increment | \$2.57/month |

Each account subject to refuse collection and disposal service shall be entitled to recycling service and compost service at no additional charge up to 95 gallon container. Upon having 95-gallon container of refuse, recycle, or compost additional charges based upon 30-gallon increment apply.

SECTION 2. For other services provided by the City, the following rates, fees and charges shall apply and be charged effective September 1, 2020:

| Service | Fee |
|---|----------------|
| 32 Gallon Prepaid Sticker | \$3.50/each |
| End of Month Service Changes | No Charge |
| Mid Month Service Changes or Prorations | Included |
| Drive In Service | \$10.00/month* |
| Cart Roll Out Service | \$10.00/month* |
| First Large Item Pickup Per Quarter | No Charge** |

| | |
|---|--------------|
| Cart Change Fee (Up to 3 Free per year) | \$15.00 each |
|---|--------------|

*Any residents who need this service due to a handicap will receive this service at no charge.
 **Excludes Freon-containing appliances and hazardous waste

SECTION 3. A \$2.35 per month administrative fee shall be added to each account subject to Ordinance No. 1545.

SECTION 4. Residences that do not use City service and that are not excluded from City service as set forth in Section 8.64.070 of the Louisville Municipal Code shall be charged a minimum monthly charge of \$16.14, effective September 1, 2020.

SECTION 5. A 70 cent per month hazardous materials management facility fee shall be added to the bill for City water service for each dwelling unit and single family home in accordance with Section 7 of this Resolution for services and expenditures related to the Boulder County Hazardous Materials Management Facility intergovernmental agreement.

SECTION 6. Rates, fees and charges hereunder shall be billed in conjunction with the bill for City water service. For residences that do not have a water billing account, there shall be established an account for billings hereunder.

SECTION 7. Should it be necessary to set fees for special services not covered by the rates and fees established in Sections 1, 2 and 3, the Public Works Director is authorized to set such fees needed to cover the actual cost of providing such services.

SECTION 8. Resolution No. 38, Series 2019, Exhibit A Table 9, Residential Refuse and Recycling is hereby repealed effective September 1, 2020. Such repeal shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under the provisions of such resolution, and such provisions shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.

PASSED AND ADOPTED this 1st day of September, 2020.

 Ashley Stolzmann, Mayor

ATTEST:

 Meredyth Muth, City Clerk

Subject: Annual Rate Increase City of Louisville, Sept 2020

From: Petrovich, Mark - To: kurtk@louisvilleco.gov - Cc: - Date: August 8, 2020 at 10:18 AM, Attachments: image001.jpg Denver Aurora Lakewood June 2020 TDate.xlsx

Hello Kurt,

How fast a year goes by. This snuck up on me so wanted to send to you. You may have already been working in this but wanted to send to you so we can talk through what the increase should be. Let me know when you have some time to talk next week. Have a great weekend, talk soon.

$$\frac{(\text{CPI Current Year 1}^{\text{st}} \text{ half}) - (\text{CPI Previous Year 1}^{\text{st}} \text{ half})}{\text{CPI Previous Year 1}^{\text{st}} \text{ half}} \times 100 = \% \text{ Increase for future year}$$

$$\frac{271.264 - 264.147}{264.147} = 2.69\%$$

Mark Petrovich

Manager Municipal Services

5075 E. 74th Ave, Commerce City CO 80022

e mpetrovich@republicservices.com

o 720-590-4329 c 720-841-3150

w www.RepublicServices.com



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CPI for All Urban Consumers (CPI-U)
Original Data Value

Series Id: CUURS48BSA0
Not Seasonally Adjusted
Series Title: All items in Denver-Aurora-Lakewood, CO, all urban
Area: Denver-Aurora-Lakewood, CO
Item: All items
Base Period: 1982-84=100
Years: 2010 to 2020

| Year | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Annual | HALF1 | HALF2 |
|------|---------|-----|---------|-----|---------|-----|---------|-----|---------|-----|---------|-----|---------|---------|---------|
| 2010 | | | | | | | | | | | | | 212.447 | 210.978 | 213.916 |
| 2011 | | | | | | | | | | | | | 220.288 | 219.055 | 221.521 |
| 2012 | | | | | | | | | | | | | 224.568 | 222.960 | 226.177 |
| 2013 | | | | | | | | | | | | | 230.791 | 229.142 | 232.439 |
| 2014 | | | | | | | | | | | | | 237.200 | 235.736 | 238.664 |
| 2015 | | | | | | | | | | | | | 239.990 | 238.086 | 241.895 |
| 2016 | | | | | | | | | | | | | 246.643 | 245.191 | 248.095 |
| 2017 | | | | | | | | | | | 258.614 | | 254.995 | 252.760 | 257.230 |
| 2018 | 259.907 | | 260.595 | | 262.150 | | 261.707 | | 263.723 | | 263.679 | | 261.958 | 260.790 | 263.127 |
| 2019 | 260.942 | | 264.332 | | 266.280 | | 267.285 | | 270.974 | | 271.142 | | 266.999 | 264.147 | 269.850 |
| 2020 | 270.952 | | 270.120 | | 271.379 | | | | | | | | | 271.264 | |

SUBJECT: RESOLUTION NO. 68, SERIES 2020 – A RESOLUTION APPROVING AN EXTENSION OF THE TEMPORARY CLOSURE OF PORTIONS OF MAIN STREET IN DOWNTOWN LOUISVILLE FOR OUTDOOR DINING AREAS

DATE: SEPTEMBER 1, 2020

PRESENTED BY: MEGAN E. PIERCE, ECONOMIC VITALITY DIRECTOR

SUMMARY:

Louisville’s food and beverage establishments have been significantly impacted by closure requirements and capacity limitations resulting from the COVID-19 pandemic. In response, on May 26, 2020, City Council approved a temporary closure of portions of Main Street (Walnut to Spruce, Spruce to Pine, and Pine to Elm, with all east/west streets open to traffic) to permit expansion of dining areas onto the street. The outcome was Louisville’s Outdoor Dining program, including a streamlined process for food and beverage businesses throughout the community to expand dining outdoors. The Main Street closure began June 10 and per the original approval will conclude on October 5, 2020.

DISCUSSION/DIRECTION/ACTION:

Overall, Outdoor Dining has been a success. While many of Louisville’s food and beverage establishments are still struggling with reduced capacities, declining revenues, and comfort of the public to dine out, the additional space and outdoor setting has been a benefit. Staff was able to launch the program in approximately two weeks following Council approval and there have been few complaints or issues during the closure. Since we are still in a fairly restrictive stage of the virus, without the outdoor seating, many restaurants would be limited to a few tables indoors.

The City provided Outdoor Dining at no cost to participating businesses, except for their state licensing. Staff constructed barriers in addition to some railings provided by the Downtown Business Association (DBA) to define each outdoor seating area. Lights, banners, bike signage and parking, ADA ramps, flowers, and barricades were all provided by the City. A few restaurants on Front Street were also permitted to use patio parklets in on-street parking spaces at no cost since it was not feasible to also close that street. Restaurants each had to supply their own outdoor seating and any materials they wanted to use to decorate their area. To-date, the City has spent \$22,857.79 on the Outdoor Dining program.

On Main Street, 15 of the 17 food and beverage establishments decided to participate in the Outdoor Dining program. Each executed a license agreement with the City and if necessary, also received approval from the state to temporarily modify premises for

SUBJECT: RESOLUTION 68, SERIES 2020

DATE: SEPTEMBER 1, 2020

PAGE 2 OF 3

alcohol service. Six restaurants outside of Main Street also used the Outdoor Dining program to grow outdoor options for their customers.

In coordinating with the DBA and local restaurants, staff has learned it is desirable to extend the length of the temporary closure from October 5 to October 31, 2020. A letter from the DBA describing the program benefits and rationale for the extension is included as *Attachment #2*. In previous years, the downtown patio program would extend until the last week of October or first week of November, so staff concurs that this extension should not cause any significant operational issues. Restaurant owners have no expected timeline as to when capacity limitations may loosen so that indoor dining may again become a viable part of the model. At this time, most express that without take-out and outdoor seating, they would not be able to remain open. Both City of Denver and City of Boulder have extended their original temporary outdoor dining period. City of Longmont was considering an extension of its program as well.

The City Attorney has drafted a resolution, attached here for Council consideration that would extend the current closure to end on October 31, 2020. On August 21, staff mailed a notification to residents surrounding the Main Street closure (*Attachment #3*); public comments received to-date are included as *Attachment #4*.

Staff inquiries related to Outdoor Dining and Main Street have increased over the last several weeks. Several Main Street businesses have expressed an interest in using the street for other purposes, such as music, classes, or business services. Because the closure was enacted to focus on food and beverage establishments, staff does not feel this is within the current program intent. Each proposal would also need to be separately considered and potentially scheduled, adding significantly to the administrative burden compared to one dining program.

Like other communities, staff is also getting outreach about temporary tents. Staff responded by creating a streamlined process and application that was released on August 20 to interested parties. At this time, temporary tents are limited to private property, and staff is not accepting applications for tenting on Main Street or City right-of-way. Additionally, those interested will need to consider the value of enclosed tents. With advice from Boulder County Public Health, Louisville's temporary tent application notes that any tent with three or more sides down will be considered enclosed, and therefore treated under indoor dining regulations.

If the extension is approved, staff will communicate with the DBA and with all restaurants utilizing Main Street or City right-of-way for outdoor dining. The license agreements for each user will also need to be updated with the new end date.

FISCAL IMPACT:

The extension of the closure is not expected to have any additional financial impact.

PROGRAM/SUB-PROGRAM IMPACT:

Expanded outdoor dining for our food and beverage establishments seeking to recover from the COVID-19 pandemic is directly tied to the City’s goal to promote a thriving business climate that produces reliable revenue to support City services.

RECOMMENDATION:

Staff recommends adoption of the resolution to extend the temporary closure of Main Street for outdoor dining.

ATTACHMENTS:

- 1. Resolution
- 2. Downtown Business Association (DBA) Letter, dated August 24, 2020
- 3. Resident Notification Letter, dated August 21, 2020
- 4. Public Comments
- 5. Presentation

STRATEGIC PLAN IMPACT:

| | | | |
|-------------------------------------|--|--------------------------|---|
| <input checked="" type="checkbox"/> |  Financial Stewardship & Asset Management | <input type="checkbox"/> |  Reliable Core Services |
| <input checked="" type="checkbox"/> |  Vibrant Economic Climate | <input type="checkbox"/> |  Quality Programs & Amenities |
| <input type="checkbox"/> |  Engaged Community | <input type="checkbox"/> |  Healthy Workforce |
| <input type="checkbox"/> |  Supportive Technology | <input type="checkbox"/> |  Collaborative Regional Partner |

**RESOLUTION NO. 68
SERIES 2020**

**A RESOLUTION EXTENDING THE TEMPORARY CLOSURE OF PORTIONS OF
MAIN STREET IN DOWNTOWN LOUISVILLE FOR OUTDOOR DINING AREAS**

WHEREAS, the Novel Coronavirus 2019 (COVID-19) Pandemic is causing widespread human and economic impacts to the City of Louisville; and

WHEREAS, on March 10, 2020, the Governor of the State of Colorado issued a Declaration of Statewide Emergency in response to COVID-19; and

WHEREAS, on March 15, 2020, the Mayor of the City, pursuant to Chapter 2.32 of the Louisville Municipal Code and C.R.S. § 24-33.5-709, executed a Declaration of Local Disaster Emergency in and for the City (the “Mayor’s Declaration”) in response to COVID-19; and

WHEREAS, by Resolution No. 27, Series 2020, adopted on March 16, 2020, the City Council continued in effect the Mayor’s Declaration until terminated by resolution of the City Council; and

WHEREAS, on March 16, 2020, the Colorado Department of Public Health and Environment (CDPHE) issued Public Health Order 20-22 closing bars, restaurants and similar establishments to the public except for delivery and take-out; and

WHEREAS, on May 15, 2020, the Colorado Liquor Enforcement Division (LED) issued Bulletin 20-07 and adopted Emergency Regulation 47-302(F) to allow liquor licensed businesses to apply for temporary modifications with State and local licensing authorities and to pre-plan for temporary outdoor seating areas and additional indoor seating areas that support social distancing requirements; and

WHEREAS, one of the stated purposes of Emergency Regulation 47-302 is to permit liquor licensed businesses to “temporarily expand their licensed premises into sidewalks, streets, and parking lots to increase social distancing measures while being able to operate a productive and economically sustainable business;” and

WHEREAS, CDPHE has issued guidelines for the gradual re-opening of restaurants, which include minimum spacing and maximum capacity requirements for indoor and outdoor seating areas; and

WHEREAS, the City’s bars, restaurants and other food and beverage establishments significantly contribute to the overall fabric of the City’s economy and the health, welfare, and enjoyment of its residents; and

WHEREAS, COVID-19 has had significant financial impacts on the City’s bars, restaurants, and their many employees; and

WHEREAS, the City Council believes it is important to take actions intended to help its residents and businesses with the impacts of COVID-19; and

WHEREAS, by Resolution No. 36, Series 2020, adopted on May 26, 2020, the City Council authorized the temporary closure of portions of Main Street to permit expanded outdoor spaces for bars and restaurants; and

WHEREAS, the City Council finds that allowing food and beverage establishments to offer expanded outdoor dining areas in the City right-of-way has assisted with the re-opening and continued operation of those businesses in a manner that complies with social distancing, capacity and spacing requirements; and

WHEREAS, the City has broad authority to regulate the use of its streets and rights-of-way pursuant to its home rule authority and state law, including C.R.S. § 31-15-702; and

WHEREAS, the City Council finds that it should continue in effect the street closure authorized by Resolution No. 36 as set forth herein in order to encourage and allow restaurants and bars to continue to utilize those portions of the City right-of-way for outdoor dining areas.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. The City Council hereby authorizes the closure of the following portions of Main Street to vehicular traffic: Walnut Street to Spruce Street, Spruce Street to Pine Street, and Pine Street to Elm Street (the “Designated Blocks”), with the east/west streets remaining open to traffic. The Designated Blocks shall remain open for emergency vehicular access.

Section 2. The City’s Planning Department is hereby authorized and directed to implement procedures allowing food and beverage establishments to utilize the City right-of-way within the Designated Blocks for outdoor seating and dining areas. Any such use of the City right-of-way shall be subject to approval by the City’s Planning Department and shall be in compliance with applicable State and County public health orders, laws, and regulations. An establishment serving alcohol within such areas shall also obtain approval for a temporary modification of its liquor licensed premises.

Section 3. The Designated Blocks shall continue to be closed as authorized by Resolution No. 36 until October 31, 2020, or until the closures are earlier repealed by resolution of the City Council.

PASSED AND ADOPTED this 1st day of September, 2020.

Ashley Stolzmann, Mayor

ATTEST:

Meredyth Muth, City Clerk

**Downtown Business Association (DBA) Statement re: Main Street Closure Extension
August 24, 2020**

The DBA and the Downtown restaurants fully support the continuation of the street closure through October. Many businesses are concerned that, without outdoor seating, they will not survive the winter. Most would love to see the closure become permanent.

Louisville has the opportunity to reinvent Downtown to attract new and diverse businesses, bringing in new people to Downtown. This business district won't survive without an influx of new customers. It may seem counterintuitive but this is the best time for us to make long term improvements to Main Street so we can all thrive when things return to normal. Let's provide an environment that will fill up all the empty storefronts and preserve the existing businesses.

The closure of Downtown has been and is a positive experience for most people visiting and living in Louisville. It has created an experience that has had a great impact on our downtown business area and could be a draw for Old Towne in all four seasons. We have heard from longtime customers as well as new visitors who have expressed what a cool feature this is and that in turn enticed them to spend more time walking Main Street and experiencing all of what our downtown has to offer. We think the positives outweigh any negatives and are a supporter of both extending the closure through October as well as the exploration of a permanent pedestrian area.

People are very fond of the outside dining, especially for its COVID safeguards. When the Downtown closure ends, businesses will lose a great many of their patrons. Many of our restaurants do not have the inside seating capacity necessary to sustain their businesses. This could mean the closing of many restaurants. The longer our restaurants can use outside seating the longer we can keep the industry going. The comfort level of the community to dining out is specifically related to the ability to sit outside. Restaurants need capacity to survive in this pandemic environment. Having enough capacity once winter comes is going to be very difficult. For many of the restaurants on Downtown, outside seating has been as much as 80% of their business.

This is a great opportunity for the City Council to do something that will positively affect Downtown for a long time. A permanent closure would continue something very exciting – something our citizens and downtown businesses support. Continuing the closure through October will give downtown another month to prepare for the winter.

**RESIDENTIAL NOTICE:
Louisville's Outdoor Dining**

Consideration of Extending Main Street Closure: 9/1/20

On May 26, 2020, the Louisville City Council approved the closure of Main Street to allow for additional outdoor seating areas for local restaurants. The closure began on June 10 and was approved to continue through Monday, October 5, 2020.



The street closure includes Main Street from Walnut to Spruce, from Spruce to Pine, and from Pine to Elm. Walnut, Pine, Spruce, and Elm all remain open to east/west traffic.

Due to the continued restrictions on indoor seating capacity for restaurants and the ongoing economic impacts on local businesses, the Downtown Business Association (DBA) is requesting an extension of the approved closure from October 5 to October 31. All restaurants participating in the Main Street Outdoor Dining agree with this extension.

The DBA's proposals, including the closure extension, are scheduled to be considered by Louisville City Council at the September 1, 2020 meeting—beginning at 6 PM. Due to the COVID-19 pandemic, all City Council meetings are being conducted virtually. Members of the public interested in this agenda topic may participate in the virtual meeting by phone or computer or may submit public comment for Council consideration (please see below):

- Agenda packet and information for accessing the Zoom virtual meeting is posted ahead of the meeting at: www.LouisvilleCO.gov/citycouncil.
- To submit comments to the City Council ahead of the meeting please email: Council@LouisvilleCO.gov.

If you have questions about this closure or the proposed extension, please contact Megan Pierce, Economic Vitality Director, at mpierce@louisvilleco.gov or 303.335.4531.

Meredyth Muth

From: DON Marinelli <donmarinelli@comcast.net>
Sent: Sunday, August 16, 2020 10:35 AM
To: City Council
Subject: Main St. Outside Dining

To Whom It May Concern,

My wife and I are very pleased and supportive of the decision to close parts of Main St. to allow for outside dining in a Covid-safe manner. We think it has been effective and has allowed Louisville residents a safe way to enjoy and financially support downtown businesses. We are in favor of continuing this plan for as long as possible in the Fall.

Thank You,
Don and Marilyn Marinelli
1925 Blue Star Ln

From: [Cecilia Wilson](#)
To: [City Council](#)
Subject: Keep Downtown Going
Date: Saturday, August 15, 2020 4:26:40 PM

Greetings,

I fully support the closing off of a couple of blocks of Main St for as long as the weather will cooperate and allow for patrons to enjoy the downtown restaurants. I have seen no complaints on people being inconvenienced. To the contrary, I've only heard positive reports.

Seems like a no-brainer!

Thank you,

Cecilia Wilson
2311 Cliffrose Lane
Louisville - 33 yrs.

From: [Stephanie Nevarez](#)
To: [City Council](#)
Subject: Street closure extension
Date: Saturday, August 15, 2020 2:36:16 PM

I would be happy to see the closure continue through October and for as long as the city and businesses are willing to entertain the idea of outdoor seating. I would support this if it will help these businesses continue to be open and survive.

Thank you!

From: [Meredyth Muth](#) on behalf of [Open Records](#)
To: [Megan Pierce](#)
Subject: FW: Extending Main Street Closure
Date: Monday, August 24, 2020 3:53:47 PM
Attachments: [image001.jpg](#)

MEREDYTH MUTH

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



From: ACM Staff [mailto:acmstaff3@gmail.com]
Sent: Monday, August 24, 2020 1:41 PM
To: City Council <Council@louisvilleco.gov>
Subject: Extending Main Street Closure

To Whom it May Concern,
We are absolutely in favor of extending the Main Street closures until 10/31. We are so glad it's helping local restaurants/ tap rooms/ coffee shops, etc. We have many patients who have commented that they love the "vibe" and they hope it remains that way year round! We haven't had one complaint about it. Thanks for trying to help small businesses!

Sincerely,
Drs. Karen and Martin Achtermann
<http://achtermann-us.com>
Mobile Web: <http://m.achtermann-us.com>
600 Main St., Louisville, CO 80027
Phone: 303-673-9797
Text: 720-295-9212

Find us with 'Google Maps': <http://goo.gl/maps/WKE4U>

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From: [Meredyth Muth](#) on behalf of [Open Records](#)
To: [Megan Pierce](#)
Subject: FW: Main Street Closure
Date: Monday, August 24, 2020 7:56:25 AM

From: Miryam Jaffe [mailto:miryamanandi@gmail.com]
Sent: Saturday, August 22, 2020 3:33 PM
To: City Council <Council@louisvilleco.gov>
Subject: Main Street Closure

Hello Council Members.

Thank you for the opportunity to comment on the proposal to extend the Main Street closure until October 31st.

While I am glad the closure has given outdoor seating capacity to our restaurants and thus the opportunity to maybe, hopefully, stay afloat during the pandemic, I do not appreciate the increase in commercial truck and bus traffic on our quiet residential street.

I am primarily concerned about noise and safety. The buses often go way too fast. My house shakes whenever a bus or big truck passes by. In general, the increased traffic on Lafarge Street, in my opinion, is dangerous. The 900 block has several families with young children who frequently play in or near the street.

I would like to see the street closure extended, if it does indeed help the restaurants. But my wish is that the buses and trucks be routed away from using this block. I know it can be done because the 900 block of Main Street is not closed. And that is just one alternative.

Thank you for reading and considering this note.

Sincerely,
Miryam Jaffe
914 Lafarge Ave. A

From: [Brad Seago](#)
To: [City Council](#)
Subject: Support for Main Street Closure extension
Date: Monday, August 24, 2020 6:04:56 PM

Greetings,

My wife and I (Brad Seago and Allison Reeds) live at 616 La Farge Ave in Old Town, a block from Main Street. We love our little town and strongly believe that part of the strength and charm of this community lies in the vibrant Main Street businesses. We were happy to see the fast and creative action taken in response to the Covid-19 pandemic and we are in favor of extending the street closures which allow our restaurants to continue to serve our community, employ their staff, and maintain financial health.

In addition, we would be in favor of extending this plan indefinitely. Clearly there would be details to work out, but Old Town Louisville would benefit from a permanent pedestrian district. This plan would likely increase the traffic and parking issues on La Farge, but our motivation is for the good of the community. Let's apply our vision and creativity to continue the Louisville magic.

Thank you for your consideration.
Brad Seago and Allison Reeds
616 La Farge Ave.

From: [Maureen Gulas](#)
To: [City Council](#)
Subject: Extension of Main St closure
Date: Thursday, August 27, 2020 11:55:12 AM

Hi,

I'm just writing to say that while it may have presented some issues for traffic and buses, I have loved the idea, the feel, of the Main Street closure! Personally I think that it is an improvement on the patios, since there is no noise or exhaust from vehicles while dining out, and think it should be a regular, yearly occurrence!

Thanks,
Maureen Gulas
633 Jefferson Avenue

Extension of the Temporary Closure of Portions of Main Street (Louisville's Outdoor Dining)

Megan E. Pierce
Economic Vitality Director
September 1, 2020

Outdoor Dining

- Temporary closure approved by Council on May 26
 - Closure began June 10
 - Currently slated to end October 5
- Included program to assist non-Main Street restaurants to establish expanded outdoor spaces



Program To-Date



- 15 of 17 food and beverage establishments on three blocks of Main Street participated
 - Three businesses on Front Street expanded onto City right-of-way (street or park)
- Program provided at no-cost to businesses; except costs for outdoor furniture and State fee for liquor licensing
- Generally, program is considered a success, with positive feedback from the community and business owners

Extension Request



- Restaurants and Downtown Business Association (DBA) approached City staff in August about a potential extension
- Staff supports recommendation to extend from October 5 to October 31
 - This is consistent with extensions recently approved by Denver and Boulder
 - There is no additional financial impact to the City by extending the closure
- Resident notification letter regarding potential extension mailed August 21

Extension Request (cont.)



- DBA's letter recommending the closure extension also suggests a permanent pedestrian area for Main Street
 - Council has noted this item would need to be raised and incorporated into the annual Work Plan process
- Staff continues to field requests related to programming, expansion, and tents
 - At this time, no tents will be permitted on Main Street

Action Requested



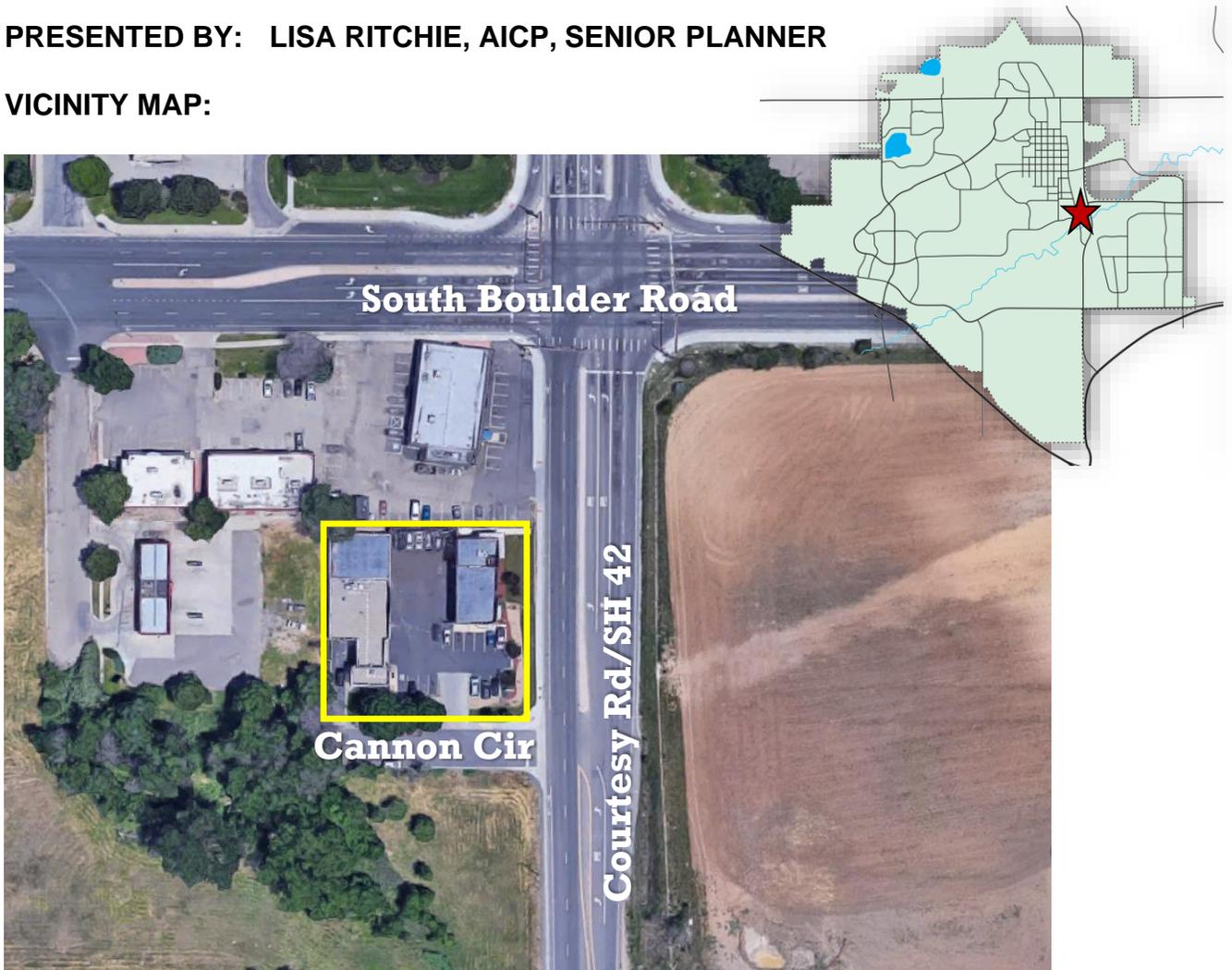
Adopt Resolution approving an Extension of the Temporary Closure of Portions of Main Street in Downtown Louisville for Outdoor Dining Areas

SUBJECT: ORDINANCE 1796, SERIES 2020 – AN ORDINANCE APPROVING THE REZONING OF LOTS 1 AND 2, CRYSTAL ESTATES REPLAT A LOCATED AT 1655 COURTESY ROAD AND 1655 CANNON CIRCLE FROM COMMERCIAL BUSINESS ZONE DISTRICT TO COMMERCIAL COMMUNITY, MIXED USE ZONE DISTRICT PURSUANT TO LOUISVILLE MUNICIPAL CODE CHAPTER 17.14 – MIXED USE ZONE DISTRICTS – 2ND READING, PUBLIC HEARING (advertised *Daily Camera* 8/2/20) – continued from 8/18/20

DATE: SEPTEMBER 1, 2020

PRESENTED BY: LISA RITCHIE, AICP, SENIOR PLANNER

VICINITY MAP:



SUMMARY:

The applicant requests approval of a zone change from Commercial-Business (CB) to Commercial Community – Mixed Use (CC-MU). Lots 1 & 2, Crystal Estates Replat A, located at 1655 Courtesy Rd and 1655 Cannon Cir, are located within the Highway 42

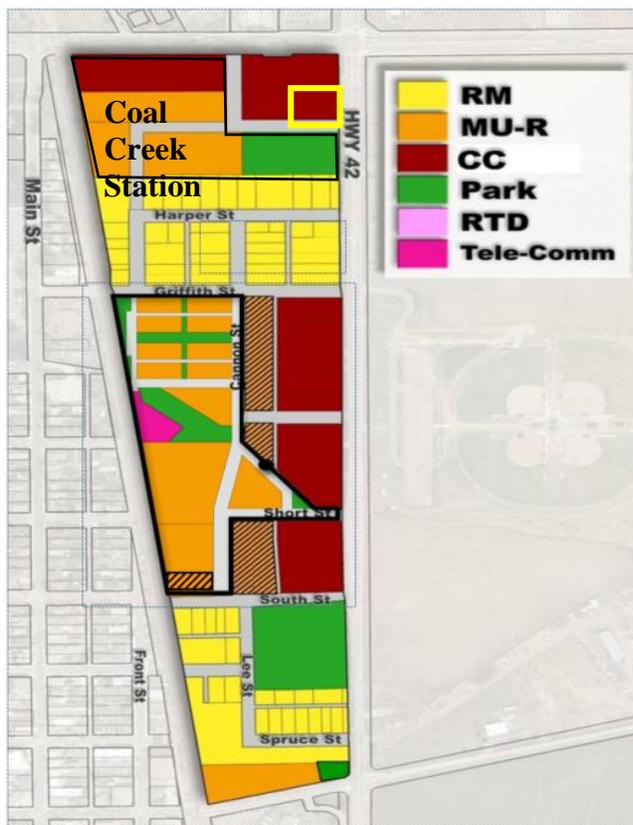
Revitalization Area, which requires rezoning to a mixed use zone district upon a change of use. The applicant recently was approved for a retail marijuana sales license, which is a change of use from the existing auto body repair operation. The zone change is required before operation of the retail marijuana sales use can commence.

BACKGROUND:

Beginning in 2000, the City initiated the Highway 42 Revitalization Study, which resulted in the adoption of the [Highway 42 Framework Plan in 2003](#). The focus of the Framework Plan was to construct a “Preferred Land Use Plan” to act as a guide to subsequent redevelopment in the study area. Given the existing multiple ownership structure of the area, a coordinated planning effort was needed to insure the incorporation of the infrastructure and mixed use site design associated with the anticipated RTD commuter rail stop. The Framework Plan also provides for preservation of the existing residential neighborhoods within the Area.

In 2007, the City established Chapter 17.14 of the Louisville Municipal Code (LMC) creating mixed use zone districts to implement the policies adopted in the Framework Plan. Following these actions, the City rezoned portions of the area to a mixed use zone district and approved redevelopment plans, including DELO and Coal Creek Station. Over time, the City has amended the Framework Plan from the 2007 configuration to the current Land Use Plan shown to the right, adopted pursuant to Ordinance 1637, Series 2013.

The subject properties are generally located within the yellow box on the Land Use Plan, and as such are required to rezone to the Commercial Community – Mixed Use zone district. Staff notes that the LMC includes two zone districts titled Commercial Community. One in Chapter 17.12 District Regulations and another in Chapter 17.14 Mixed Use Zone Districts. These zone districts allow different uses and are subject to different development standards. Staff adds the “- Mixed Use” (MU) following Commercial Community when referencing the zone district regulated under Chapter 17.14 for clarity. The LMC sets forth the following for the CC-MU zone district.

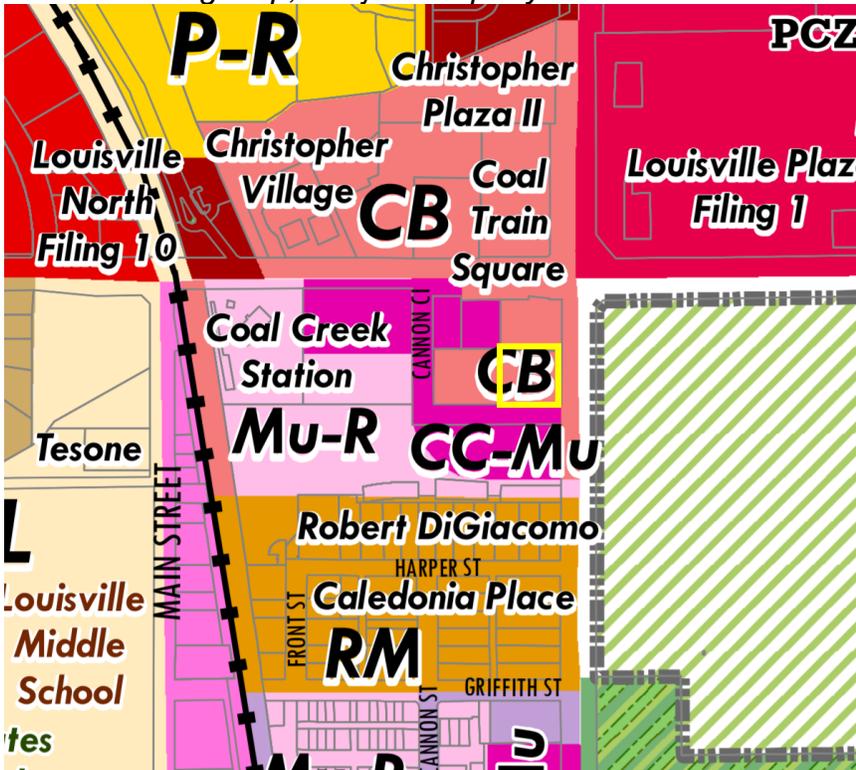


Commercial Community (– Mixed Use) zone district is intended to provide zoning which would encourage the development of a limited range of highway oriented commercial uses adjacent to Highway 42. The commercial community zoning is intended to address the market demand for highway-oriented commercial development in a form that would protect the existing residential neighborhoods as well as interface effectively with the future mixed use development of the neighborhood.

The subject property is currently zoned CB and was approved for development of an auto body repair shop through a Planned Unit Development and Special Review Use in 2005. The property is comprised of two lots, but developed as a single property with improvements spanning the property line separating the two lots. In 2007, the property owner executed a covenant and agreement to hold the two lots as a single parcel.

In 2019, the City of Louisville amended the LMC related to marijuana sales, which reduced and removed certain buffers and increased the number of available locations within the City. The applicant was recently approved for a license for retail marijuana sales at this location. The property was sold from The Gordon Fordyce Charitable Remainder Trust to the current owner, Mackey Holdings, LLC earlier this year.

Current Zoning Map, Subject Property Outlined in Yellow



PROPOSAL:

The applicant requests approval of a rezone from CB to CC-MU to accommodate a change in use from auto body repair to retail marijuana sales. At this time, the applicant

anticipates changes to the interior of some of the buildings but does not contemplate any changes to the exterior of the building. The interior configuration is reviewed through the marijuana license and a building permit. The site design can accommodate this use and meets parking requirements. These improvements will be reviewed under a building permit application. Under the provisions of Chapter 17.14, the auto body repair use must cease upon commencement of the retail marijuana sales use. Should the property owner desire additional redevelopment on the lot, the uses and site design shall comply with this chapter and may require approval of a PUD Amendment if exterior changes are proposed.

ANALYSIS:

Compliance with LMC Sec. 17.44.050 – Rezoning

The rezoning proposal is subject to Section 17.44.050 of the Louisville Municipal Code, the Declaration of Policy for Rezoning. One or more of the following criteria must be met to approve a rezoning:

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 finds there is no evidence that the land was zoned in error. **Staff finds this criterion is not applicable.**

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 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. **Staff finds the request meets this criterion.**

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.*

The rezoning is not necessary to provide land for a community-related use. **Staff finds this criterion is not applicable.**

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.*

The properties are already annexed and within the corporate limits of the City of Louisville.
Staff finds this criterion is not applicable

PUBLIC COMMENTS:

To date, no public comments have been received.

FISCAL ANALYSIS:

The allowed uses within CB zone district and the CC-MU zone district do not differ substantially and generally allow commercial retail and office uses. Thus, staff concludes the rezoning will not have a fiscal impact and did not run the City's fiscal model.

PLANNING COMMISSION RECOMMENDATIONS:

The Planning Commission held a public hearing on the request on July 16, 2020 and voted 5-1 to recommend approval of the request. The minutes from this meeting are included as an attachment.

STAFF RECOMMENDATION:

Staff recommends approval of Ordinance 1796, Series 2020 approving a request for a zone change from Commercial Business to Commercial Community – Mixed Use for Lots 1 & 2, Crystal Estates Replat A located at 1655 Courtesy Rd and 1655 Cannon Circle.

ATTACHMENTS:

- 1. Ordinance 1796, Series 2020
- 2. Link to [Current Zone District Map](#)
- 3. Application Materials
- 4. Planning Commission minutes, July 16, 2020
- 5. Presentation

STRATEGIC PLAN IMPACT:

| | | | |
|-------------------------------------|---|--------------------------|---|
| <input type="checkbox"/> |  Financial Stewardship & Asset Management | <input type="checkbox"/> |  Reliable Core Services |
| <input checked="" type="checkbox"/> |  Vibrant Economic Climate | <input type="checkbox"/> |  Quality Programs & Amenities |
| <input type="checkbox"/> |  Engaged Community | <input type="checkbox"/> |  Healthy Workforce |
| <input type="checkbox"/> |  Supportive Technology | <input type="checkbox"/> |  Collaborative Regional Partner |

**ORDINANCE NO. 1796
SERIES 2020**

AN ORDINANCE APPROVING THE REZONING OF LOTS 1 AND 2, CRYSTAL ESTATES REPLAT A LOCATED AT 1655 COURTESY ROAD AND 1655 CANNON CIRCLE FROM THE COMMERCIAL BUSINESS ZONE DISTRICT TO THE COMMERCIAL COMMUNITY, MIXED USE ZONE DISTRICT PURSUANT TO LOUISVILLE MUNICIPAL CODE CHAPTER 17.14 - MIXED USE ZONE DISTRICTS

WHEREAS, the City of Louisville has zoned certain parcels of real property to the Commercial Business Zone District and which parcels are legally described as Lots 1 and 2, Crystal Estates Replat A (the “Properties”), and

WHEREAS, the City of Louisville adopted the Highway 42 Revitalization Area Framework Plan in 2003 and Louisville Municipal Code Chapter 17.14 - Mixed Used Zone Districts in 2007; and

WHEREAS, the City Council has determined that is necessary and desirable to rezone the Properties to the Commercial Community, Mixed Use Zone District to further the goals and polices set forth in the Highway 42 Revitalization Area Framework Plan and to comply with Louisville Municipal Code Chapter 17.14 - Mixed Use Zone Districts, which requires rezoning prior to a change in use; and

WHEREAS, the Louisville Planning Commission, during a duly noticed public hearing, has recommended the City Council approve the rezoning of the Properties to the Commercial Community, Mixed Use Zone District pursuant to Louisville Municipal Code Chapter 17.14 - Mixed Use Zone Districts; and

WHEREAS, the City Council finds and determines that the proposed rezoning of the Properties to the Commercial Community, Mixed Use Zone District meets the goals and policies in the City’s Comprehensive Plan and Highway 42 Revitalization Area Framework Plan; and

WHEREAS, the City Council, after proper notice as required by law, has held a public hearing on this ordinance providing for the rezoning of the Properties to the Commercial Community, Mixed Use Zone District; and

WHEREAS, no protests were received by the City pursuant to C.R.S. §31-23-305;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. Pursuant to the zoning ordinance of the City, those certain parcels legally described as Lots 1 and 2, Crystal Estates are hereby rezoned Commercial Community, Mixed Use Zone District pursuant to Louisville Municipal Code Chapter 17.14 - Mixed Use Zone Districts and the City zoning map shall be amended accordingly.

Section 2. If any portion of this ordinance is held to be invalid for any reason, such

decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

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

INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED this 28th day of July, 2020.

Ashley Stolzmann, Mayor

ATTEST:

Meredyth Muth, City Clerk

APPROVED AS TO FORM:

Kelly, P.C.
City Attorney

PASSED AND ADOPTED ON SECOND AND FINAL READING, this 1st day of September, 2020

Ashley Stolzmann, Mayor

ATTEST:

Meredyth Muth, City Clerk

ELECTRONIC LAND USE HEARING REQUEST CASE NO. _____

APPLICANT INFORMATION

Firm: Little Lemon LLC
 Contact: Chelsea Duckham
 Address: 1638 Emerson St.
Denver CO ~~80218~~ 80218
 Mailing Address: same
 Telephone: 408-348-3495
 Fax: _____
 Email: Chelsea.Duckham@gmail.com

OWNER INFORMATION

Firm: Mackey Holdings LLC
 Contact: Craig Clark
 Address: 1655 Courtesy Rd.
Louisville CO 80027
 Mailing Address: _____
 Telephone: 720-840-7634
 Fax: _____
 Email: _____

REPRESENTATIVE INFORMATION

Firm: Little Lemon LLC
 Contact: Chelsea Duckham
 Address: see applicant info
 Mailing Address: _____
 Telephone: _____
 Fax: _____
 Email: _____

PROPERTY INFORMATION

Common Address: 1655 Courtesy Rd.
 Legal Description: Lot _____ Blk _____
 Subdivision _____
 Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

- Annexation
- Zoning CB → CC-MU
- 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: [Signature] 4-22-20
 Print: Chelsea Duckham
 Owner: _____
 Print: _____
 Representative: [Signature] 4-22-20
 Print: _____

CITY STAFF USE ONLY

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

Chelsea Duckham
Little Lemon LLC
Rezone Applicant
Re: Use of property

Little Lemon LLC is requesting the rezoning of Lots 1 and 2, Crystal Estates Replat A. After rezoning Little Lemon LLC intends to use 1655 Courtesy Rd as a retail marijuana dispensary. 1655 Courtesy Rd has already been conditionally licensed to be a retail marijuana dispensary by the City of Louisville and State of Colorado. Rezoning and the issuance of a certificate of occupancy are required prior to opening of the dispensary.
Thank you for your time and consideration of this rezoning application.

Chelsea Duckham
Owner
Little Lemon LLC



COVENANT AND AGREEMENT TO HOLD PROPERTY AS ONE PARCEL

The undersigned hereby certifies that we are the owners of real property located in the CITY OF LOUISVILLE, STATE OF COLORADO (City), that is legally described as follows:

LOT 1 AND 2, CRYSTAL ESTATES REPLAT A COUNTY OF BOULDER STATE OF COLORADO
(legal description)

as recorded in Book _____, Page _____ Records of BOULDER COUNTY. This property is located in the City and is known by the following address:

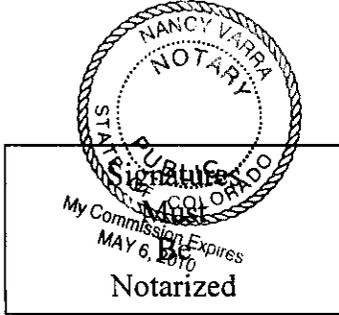
RECEPTION # 01063973 F1643
(common address)

We hereby agree and covenant with the City the above legally described real property shall be held as one parcel and no portion shall be sold separately. This covenant and agreement

is executed for the purpose of HOLDING TWO PARCELS AS ONE PARCEL

as regulated by the City of Louisville Municipal Code.

This covenant and agreement shall run with all of the above described land and shall be binding upon ourselves, and future owners, encumbrances, their successors, heirs or assignees and shall continue in effect until released by the authority of the Planning Director or the Chief Building Official of the City, upon submittal of request, applicable fees and evidence that this covenant and agreement is no longer required by law.



Owner's Name: GORDON FORDYCE
(Please type or print)

Signature of Owner: [Signature]

Two Officers Signatures Required for Corporations:

[Signature]
Alicia Garcia

Name of Corporation: Fordyce Auto Inc

Dated this 3 day of APRIL, 2007.

GENERAL ACKNOWLEDGMENT

STATE OF COLORADO)
) SS.
COUNTY OF BOULDER)

On this the 3RD day of April, Gordon Fordyce personally appeared before me NANCY VARRA

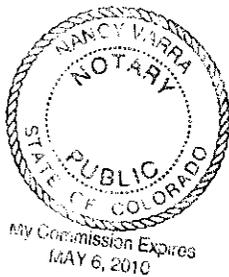
- whom I know personally
- whose identity I verified on the basis of CDL
- whose identity I verified on the oath or affirmation of _____, a credible witness,

to be the signer of the above and he/she acknowledged that he/she signed it.

WITNESS my hand and official seal.

[Signature]
(Notary's Signature)

My Commission expires: May 6, 2010



MUST BE APPROVED BY:
Planning Director or
Chief Building Official Prior to Recording

Approved by: _____
(Name)

(Title)

Date: _____

FOR DEPARTMENT USE ONLY

Branch Office: _____

District Map: _____

Affidavit Number: _____

**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

City Council
September 1, 2020

Crystal Estates Replat A
Zone Change from CB – CC-MU

Ordinance 1796, Series 2020, rezoning Lots 1 & 2, Crystal Estates Replat A from Commercial Business to Commercial Community Mixed Use

Public Notice Certification:

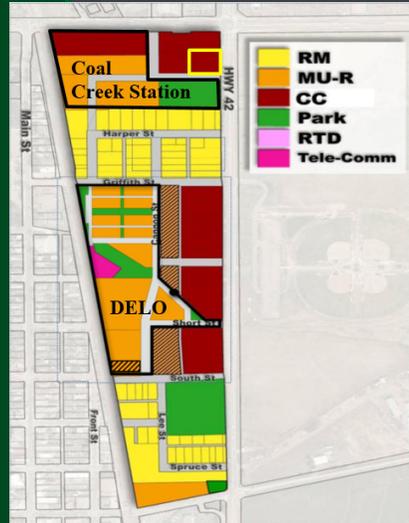
Published in the Boulder Daily Camera – August 2, 2020

Posted in Required Locations, Property Posted and Mailing Notice – July 31, 2020

Zone Change
Vicinity Aerial

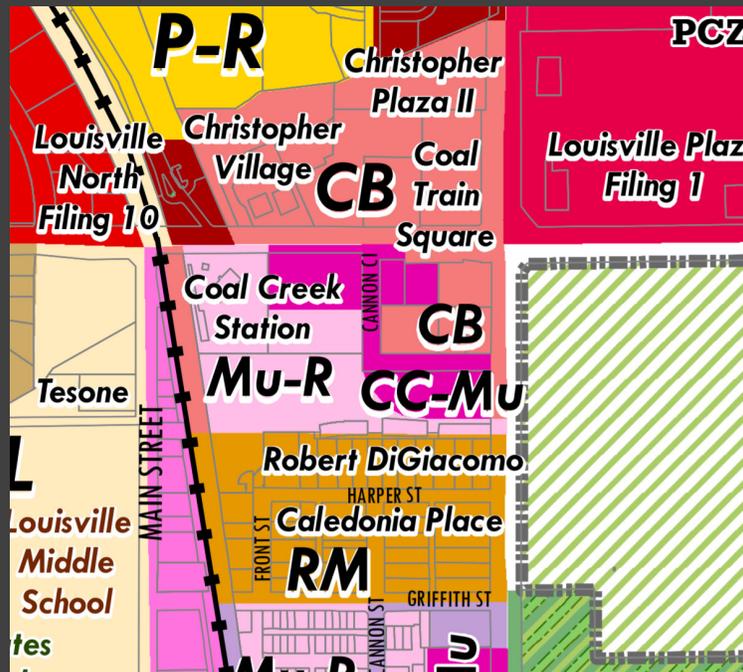


Zone Change Background



- 2003 – Highway 42 Framework Plan
- 2007 – Adoption of Mixed Use Zone Districts
- Subsequent rezoning of DeLo and Coal Creek Station
- Framework Plan amended from time to time, current plan adopted in 2013
- Requires rezoning to a Mixed Use zone district prior to a change in use.
- Staff adds “-MU” after CC for clarity

Zone Change Background

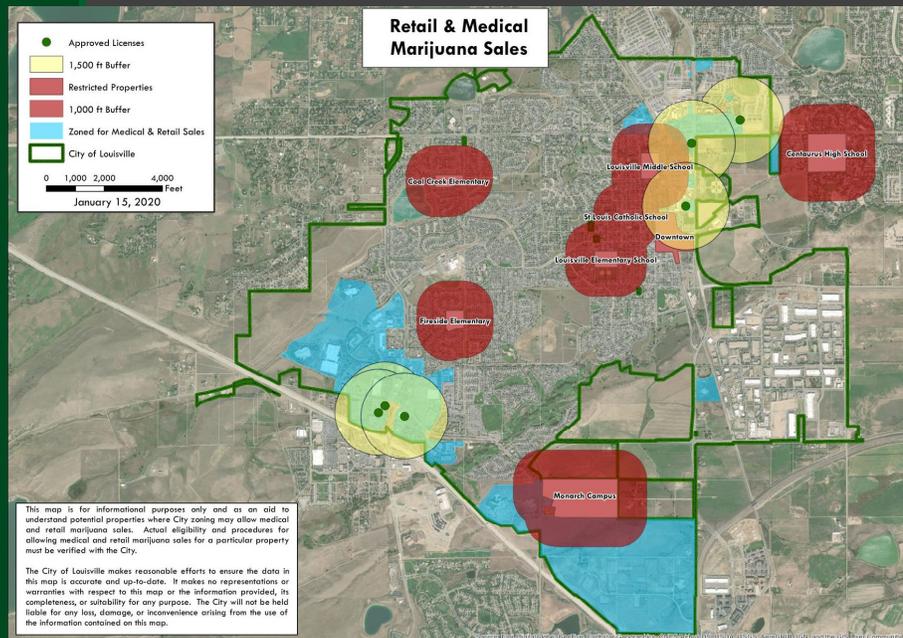


Zone Change Background



- 2005 – PUD approved
- 2007 – Building constructed
- 2020 – Property sold to current owner

Zone Change Background



Zone Change

Analysis

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.

- *There is no evidence that the land was zoned in error. This criteria is not applicable*

Zone Change

Analysis

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 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.*

Zone Change

Analysis

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 finds that the rezoning is not necessary to provide for a community related use.*

Zone Change

Analysis

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 finds that the property was previously annexed and is within the corporate city limits of Louisville.*

Zone Change
Recommendation

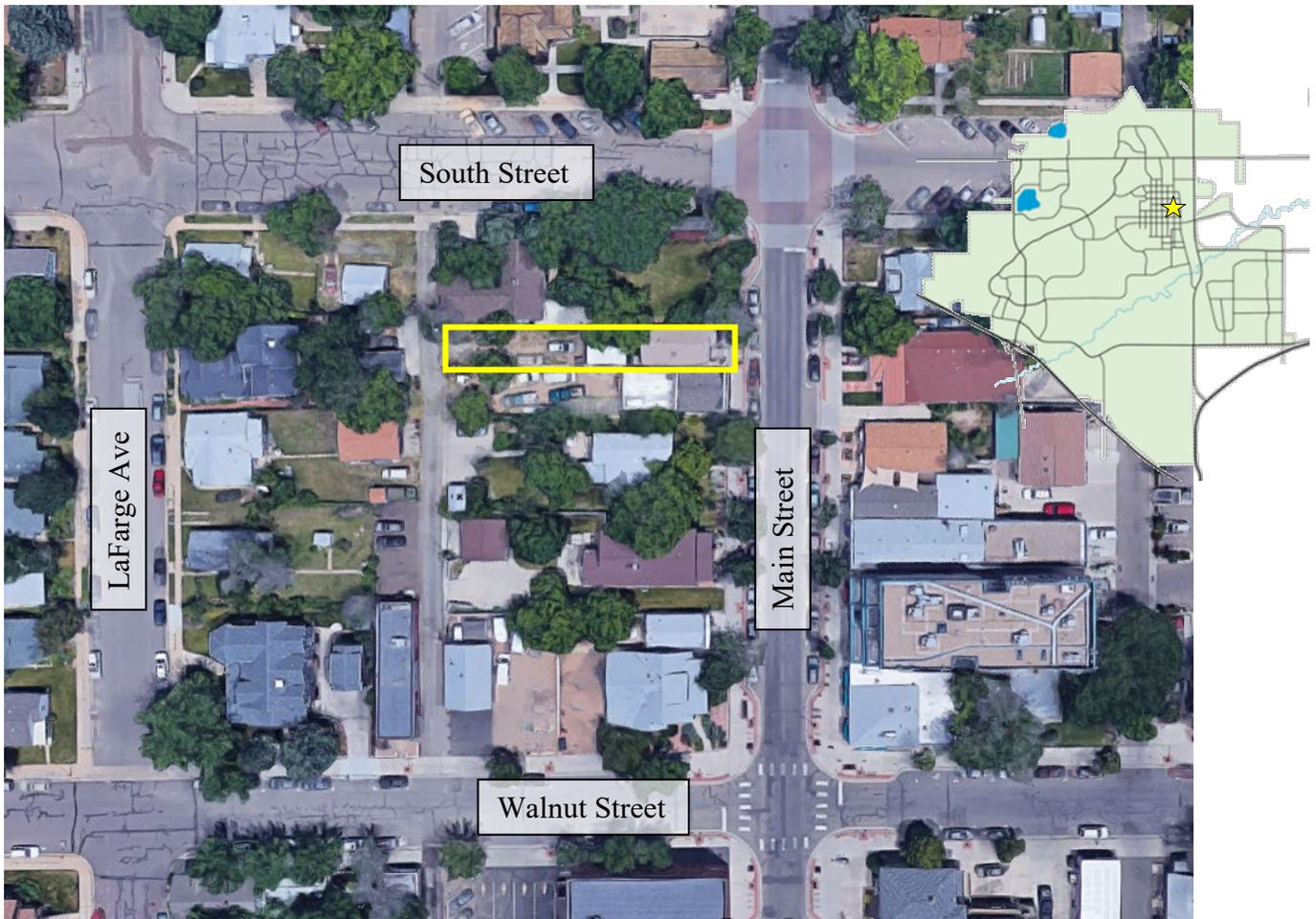
Staff recommends approval of Ordinance 1796, Series 2020 approving an Ordinance to rezone the property from Commercial Business to Commercial Community – Mixed Use

SUBJECT: RESOLUTION 69, SERIES 2020 – A RESOLUTION APPROVING A PLANNED UNIT DEVELOPMENT AMENDMENT TO ALLOW A SINGLE-STORY ADDITION AND ASSOCIATED SITE IMPROVEMENTS ON THE PROPERTY AT 931 MAIN STREET

DATE: SEPTEMBER 1, 2020

PRESENTED BY: LISA RITCHIE, AICP, SENIOR PLANNER

VICINITY MAP:



SUMMARY:

The applicant, Stewart Architecture, on behalf of the property owner, 931 Main LLC, requests approval of a PUD Amendment to allow construction of a 1,047 sf single-story addition to the rear of the existing structure. This PUD Amendment would replace a previously approved PUD Amendment that allowed a two-story addition in generally the same location.

BACKGROUND:

The property at 931 Main Street was platted as part of the Town of Louisville subdivision in 1890, and the existing 665 sf building was constructed in 1900. The property currently houses the retail store Pitter Patter. On May 6, 2014, City Council approved a Planned Unit Development for 931 Main Street through Resolution 27, Series 2014. This authorized construction of a 2,050 sf building to the rear of the existing building. This PUD was amended in 2017 to allow the new building to connect to the existing building and other minor changes. Both PUDs are included as attachments.

931 Main Street, east elevation



PROPOSAL:

The PUD Amendment under consideration at this time revises the addition at the rear from a 2,050 sf two-story to a 1,047 sf single-story addition. The site design maintains the footprint and design of the existing structure, and locates the entirety of the addition at the rear. New entry areas to the addition are accessible from the front of the property via a sidewalk connection along the southern side of the building, which then further connects to the rear of the property at the alley. The rear of the property includes a yard, two parking spaces, and service areas.

The addition is a rectangular shaped structure with a gable roof design clad in horizontal painted and stained wood siding. One new tree is proposed in the rear, along with an artificial turf yard area enclosed with a stained horizontal wood fence. Two parking spaces are provided at the rear off the alley, with one meeting ADA accessibility standards. The application meets the parking requirements in the code, discussed further in the analysis section below.

Figure 1: Site Plan

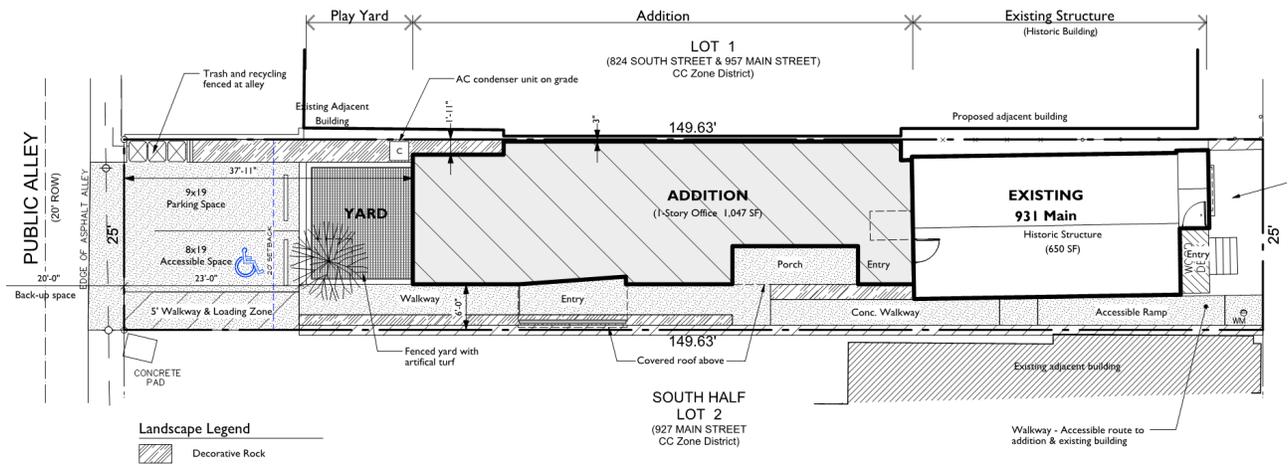


Figure 2: East Elevation (Main Street)



Figure 3: Rendering from the southern property line near the alley

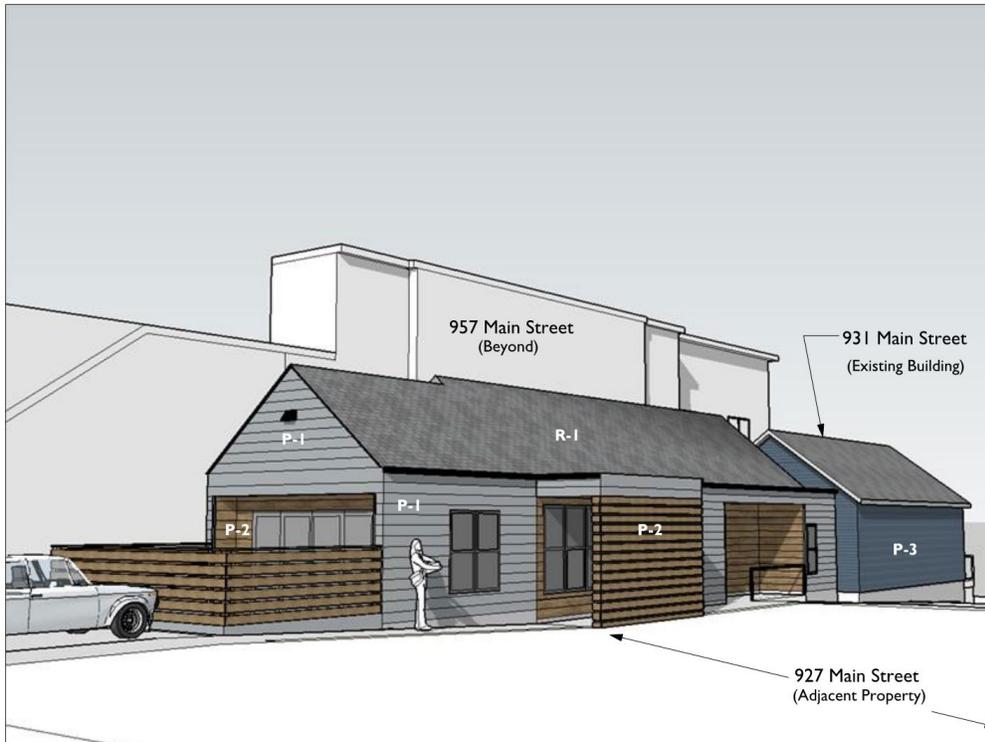


Figure 4: Zoning Data

| | Standard | Approved PUD | Amendment 1 | Amendment 2 |
|------------------------|-----------------|---------------------|--------------------|--------------------|
| Floor Area | | | | |
| Existing | | 650 sf | 650 sf | 650 sf |
| Addition | | 2,050 sf | 2,103 sf | 1,047 sf |
| Total Area | | 2,700 sf | 2,753 sf | 1,695 sf |
| Building Height | 35' | 28' | 28' | 19.5' |
| Setbacks | | | | |
| Front | 0' | 7' | 7' | 7' |
| Side - North | 0' | 0.25' | 0.25' | 0' |
| Side - South | 0' | 5' | 5' | 5' |
| Rear | 20' | 26.9' | 26.9' | 37'-11" |

ANALYSIS:

The PUD is subject to the standards and policies in the Design Handbook for Downtown Louisville and the Downtown Louisville Framework Plan, and the yard and bulk standards for the CC zone district. The property is within the Transition Area of the Framework Plan, which is designed to provide a buffer between commercial development and the existing residential area in the adjacent Old Town neighborhood. This buffer area requires a lower building height and smaller floor area ratio than what is permitted in the Core Commercial

Area applicable to the remainder of downtown. Staff finds that this application complies with all applicable standards and policies, described further below, and no waivers are requested. Each relevant design standard is followed by staff's finding in italics.

Compliance Analysis of Applicable Standards in the Design Handbook for Downtown Louisville

G9. Exterior lights should be simple in character and similar in color and intensity to that used traditionally.

New lighting is proposed on the addition that is simple in form and character. The light color is 3000K, which is a warm light that mimics light color used traditionally in downtown.

G29. Maintain the existing range of exterior wall materials found in downtown.

1. Appropriate materials for primary structures include horizontal and vertical siding, shingles and brick.
2. The lap dimensions of siding should be similar to those found traditionally. Typically 4-6 inches exposed.
3. Stucco is generally inappropriate as a primary material on the street.
6. For larger buildings, consider a combination of appropriate materials as a means to reduce the apparent size of the project.

The existing structure is primarily clad with painted horizontal wood siding. The application proposes horizontal wood siding on the addition with a slightly wider exposure than the existing structure. Although the existing structure on the front is not landmarked, it is appropriate in historic preservation to distinguish an addition from the original building with different materials or design. The wider siding and painting the existing and new structures different colors helps to distinguish the two portions of the building.

G38. Design an addition to a building such that it will not diminish the character of building traditions in downtown.

1. An addition should be an asset to the building, enhancing its overall character.

The addition does not diminish the existing structure and is minimally visible from the Main Street façade. The addition is an asset to the property, allowing additional uses and development on the site and enhancing the character and amenities on the property. The development includes paved parking, a trash enclosure, and improved landscaping that improves the overall property condition.

G39. An addition should be compatible in size and scale with the main building.

1. An addition should respect the proportions, massing and siting of the building. This includes dormer additions.
2. The form and detailing of an addition should be compatible with the original building.

The addition respects the proportions, massing and siting on the existing building. It is single-story in scale and is compatible with the original building. The form of the addition is rectangular, with windows, doors, porches, and fencing elements provided at a residential scale appropriate for the Transition Area.

G41. Use color to coordinate façade elements in an overall composition.

1. Use only one base color for the majority of the background wall surface. Base colors should be muted earth tones or pastels.
2. Look for “built-in” features of the façade that can be highlighted with an accent color. Window frames, sills, moldings, and cornices are potential elements to dramatize with a contrasting color.

As noted above, the majority of the addition will be painted a medium gray-toned color, with smaller inset areas of stained horizontal wood siding. The existing building is painted a darker blue color.

T5. Maintain the average perceived scale of one-story residential buildings.

This application reinforces the perceived scale of one-story residential buildings. While not required along the entire block face, this application balances other projects that exceed one-story, including the project under construction immediately to the north at 824 South Street/957 Main Street which is two-stories, and the approved PUD directly to the south at 927 Main Street which allows a two-story addition on the rear of an existing landmarked building.

T7. Maintain the traditional scale of buildings along the alley.

This application exceeds the minimum 20-foot rear setback for the one-story structure, and provides parking spaces accessible from the alley, one of which is ADA accessible.

T8. Buildings that are predominately rectangular in form are encouraged.

The proposal includes a predominately rectangular form, with minor inset areas and other elements that add architectural interest.

T9. Use roof forms that are similar to those used traditionally.

1. Sloping roof forms, such as hip, gable and shed should be the dominant roof shape.
2. Roofs composed of a combination of roof planes, but simple in form, are also encouraged.
3. Roofs should be in scale with those on historic structures.
4. Non-traditional roof forms are inappropriate.

The roof lines are predominantly gable in form, with minimal areas of flat roof lines used to connect the addition to the existing structure and for covered areas.

T10. Roof should be similar in scale to those used traditionally on comparable buildings.

The roof is similar in scale and pitch to the existing building and does not dominate the massing of the project.

T11. Roof materials should also be similar to those used on traditional residential buildings.

1. Appropriate roof materials include composition shingle, tile or standing seam metal.

The project proposes roof materials of composite shingles to match the existing structure.

T13. Building details that maintain the simple character of this area are encouraged.

The proposal includes building details, including lighting, fencing, landscaping, and windows and doors that are simple in character and do not include ornate elements or other designs that are inconsistent with the existing structure or downtown Louisville.

T14. Repeat the patterns created by similar shapes and sizes of traditional residential building features.

The proposal includes windows, doors, porches and landscaping elements of a residential nature in terms of scale and design.

H1. Respect the original design character of the building.

The proposal is deferential to the existing building, and does not disrespect the original character. The proposal enhances the use of the property while not negatively impacting the original structure.

H2. New uses that require the least change to existing structures are encouraged.

The proposal allows additional use and development on the property with the least impact to the existing structure that allows reasonable development.

H3. Preserve a historic structure in its original location on the site when feasible.

The proposal preserves the existing structure in its original location.

H16. Design an addition to be as inconspicuous as possible.

1. An addition should be visually subordinate to the main building.
2. Set an addition back from the primary façade in order to allow the original proportions, form and overall character of the main building to remain prominent.
3. Consider setting back an addition from the sides of buildings, as well.

As shown above, the addition is minimally visible from the Main Street façade and is visually subordinate. It allows the original form and character to remain the most prominently visible element.

Compliance with 17.20.025 Parking Standards designated for Downtown Louisville
Parking in Downtown is treated differently in the municipal code compared to other commercial areas of the City with the intent of supporting the mixed-use, pedestrian-orientation character of the Downtown. The code recognizes parking for business in Downtown is supplemented with on-street and City-maintained parking areas, and discourages large on-site parking lots. For new construction in Downtown, parking must be provided at a ratio of one parking space per 500 square feet of all non-residential new floor area, exempting the first 999 square feet of new floor area, or pay a parking fee in lieu for the required number of spaces. Currently, there is an informal driveway off the alley leading to a carport on the property. Under the Downtown parking code, they must maintain one space for the existing 650 sf building. The new floor area subject to the parking requirement is 780 sf, and therefore exempt from the requirement to provide additional parking. The site development proposed on the PUD provides two spaces at the rear of the property with access from the alley, one of which is ADA accessible.

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.

PUBLIC COMMENTS:

To date, no public comments have been received.

HISTORIC PRESERVATION COMMISSION RECOMMENDATION:

Staff and the applicant presented the application as a referral to the Historic Preservation Commission on June 8, 2020. HPC recommended approval of the proposal as submitted. The minutes from this meeting are included as an attachment.

PLANNING COMMISSION RECOMMENDATIONS:

The Planning Commission held a public hearing on the request on July 16, 2020 and voted 6-0 to recommend approval of the request. The minutes from this meeting are included as an attachment.

STAFF RECOMMENDATION:

Staff recommends approval of Resolution No. 69, Series 2020 approving a Planned Unit Development Amendment for the property at 931 Main Street.

ATTACHMENTS:

1. Resolution 69, Series 2020
2. Application Materials
3. 931 Main Street PUD Amendment #2

4. 931 Main Street PUD
5. 931 Main Street PUD Amendment #1
6. [Design Handbook for Downtown Louisville](#)
7. HPC minutes: June 8, 2020
8. Planning Commission minutes, July 16, 2020
9. Presentation

STRATEGIC PLAN IMPACT:

| | | | |
|-------------------------------------|---|--------------------------|---|
| <input type="checkbox"/> |  Financial Stewardship & Asset Management | <input type="checkbox"/> |  Reliable Core Services |
| <input checked="" type="checkbox"/> |  Vibrant Economic Climate | <input type="checkbox"/> |  Quality Programs & Amenities |
| <input type="checkbox"/> |  Engaged Community | <input type="checkbox"/> |  Healthy Workforce |
| <input type="checkbox"/> |  Supportive Technology | <input type="checkbox"/> |  Collaborative Regional Partner |

APPENDIX: PUD Criteria Analysis – 931 Main St Planned Unit Development Amendment #2

| Criteria 17.28.120 (A) | Finding | Narrative |
|---|----------------|--|
| 1. An appropriate relationship to the surrounding area. | Compliant | The design is appropriate for the area and permitted in the CC zone district. The site and building design are compatible with the Design Handbook for Downtown Louisville, including having a lower profile building in the designated Transition 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. | Compliant | The application provides for adequate and safe internal circulation. The City’s engineering division and Fire District have reviewed the proposal and have no concerns. |
| 3. Consideration and provision for low and moderate-income housing | Not applicable | The property is zoned CC. Residential uses are not proposed on this parcel. |

| | | |
|---|----------------|--|
| 4. Functional open space in terms of optimum preservation of natural features, including trees and drainage areas, recreation, views, density relief and convenience of function | Compliant | The PUD complies with landscape requirements in the Design Handbook. |
| 5. Variety in terms of housing types, densities, facilities and open space | Not applicable | The property is zoned CC. Residential uses are not proposed on this parcel. |
| 6. Privacy in terms of the needs of individuals, families and neighbors | Compliant | The PUD complies with site planning provisions in the Design Handbook, assuring appropriate privacy of neighboring properties. |
| 7. Pedestrian and bicycle traffic in terms of safety, separation, convenience, access points of destination and attractiveness | Compliant | The PUD complies with pedestrian and bicycle requirements in the Design Handbook, ensuring adequate pedestrian and bicycle access. There is a direct sidewalk connection provided between the building and adjacent public street. |
| 8. Building types in terms of appropriateness to density, site relationship and bulk | Compliant | The application is compatible with surrounding development and appropriate for downtown. |
| 9. Building design in terms of orientation, spacing, materials, color, texture, storage, signs and lighting | Compliant | The PUD complies with the architectural design and site planning requirements in the Design Handbook. |
| 10. Landscaping of total site in terms of purpose, such as screening, ornamental types used, and materials used, if any; and maintenance, suitability and effect on the neighborhood | Compliant | The PUD complies with landscape requirements in the Design Handbook. |
| 11. Compliance with all applicable development design standards and guidelines and all applicable regulations pertaining to matters of state interest, as specified in <u>chapter 17.32</u> | Compliant | The PUD complies with all applicable development design standards and guidelines. |
| 12. None of the standards for annexation specified in <u>chapter 16.32</u> have been violated | Not applicable | The property was previously annexed. |

| | | |
|--|-----------|---|
| 13. Services including utilities, fire and police protection, and other such services are available or can be made available to adequately serve the development specified in the final development plan | Compliant | The Public Works Department and Louisville Fire District reviewed the PUD and meets their requirements. |
|--|-----------|---|

| Criteria 17.28.120 (B) | Finding | Narrative |
|--|-----------|--|
| 1. Development shall be in accordance with the adopted elements of the comprehensive development plan of the city, and in accordance with any adopted development design standards and guidelines. | Compliant | The PUD complies with the adopted elements of the comprehensive plan, and the adopted development design standards and guidelines. |
| 2. No structures in a planned unit development shall encroach upon the floodplain. Existing bodies of water and existing stream courses shall not be channelized or altered in a planned unit development plan. | Compliant | The property is not located in a floodplain, nor are there any existing bodies of water in the area. |
| 3. No occupied structure shall be located on ground showing severe subsidence potential without adequate design and study approved specifically by the city. | Compliant | There is no known subsidence on the property. |
| 4. The proposal should utilize and preserve existing vegetation, land forms, waterways, and historical or archeological sites in the best manner possible. Steep slopes and important natural drainage systems shall not be disrupted. How the proposal meets this provision, including an inventory of how existing vegetation is included in the proposal, shall be set forth on the landscape plan submitted to the city. | Compliant | The PUD is appropriate for the context of the existing conditions of the property and downtown. |
| 5. Visual relief and variety of visual sitings shall be located within a development in the overall site plan. Such relief shall be | Compliant | The PUD complies with site planning requirements in the Design Handbook, ensuring proper building placement and orientation. |

| | | |
|--|----------------|--|
| accomplished by building placements, shortened or interrupted street vistas, visual access to open space and other methods of design. | | |
| 6. Open space within the project shall be located in such a manner as to facilitate pedestrian use and to create an area that is usable and accessible to residents of surrounding developments. | Compliant | The proposal includes pedestrian access and an accessible area for use by the occupants of the site. |
| 7. Street design should minimize through traffic passing residential units. Suggested standards with respect to paving widths, housing setbacks and landscaping are set forth in public works standards of the city and applicable development design standards and guidelines. The system of streets, including parking lots, shall aid the order and aesthetic quality of the development. | Compliant | The PUD complies with requirements in the Design Handbook, ensuring properly designed orientation to the adjacent street network. |
| 8. There shall exist an internal pedestrian circulation system separate from the vehicular system such that allows access to adjacent parcels as well as to parks, open space or recreation facilities within the development. Pedestrian links to trail systems of the city shall be provided. | Compliant | The PUD complies with bicycle and pedestrian requirements in the Design Handbook, ensuring adequate pedestrian and bicycle access. |
| 9. The project and development should attempt to incorporate features which reduce the demand for water usage. | Compliant | The PUD proposes appropriate use of water, including the use of artificial turf at the rear yard. |
| 10. Landscape plans shall attempt to reduce heating and cooling demands of buildings through the selection and placement of landscape materials, paving, vegetation, earth forms, walls, fences, or other materials. | Compliant | The PUD complies with requirements in the Design Handbook. |
| 11. Proposed developments shall be buffered from collector and | Not applicable | The PUD complies with the requirements of the Design |

| | | |
|--|----------------|---|
| 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. | | Handbook, which does not require buffering from adjacent streets. |
| 12. There shall be encouraged the siting of lot arrangement, building orientation and roof orientation in developments so as to obtain the maximum use of solar energy for heating. | Compliant | The PUD provides unshaded roof structures so that solar energy may be utilized in the future. |
| 13. The overall PUD shall provide a variety of housing types. | Not applicable | Housing is not proposed. |
| 14. Neighborhoods within a PUD shall provide a range of housing size. | Not applicable | Housing is not proposed. |
| 15. Architectural design of buildings shall be compatible in design with the contours of the site, compatible with surrounding designs and neighborhoods, shall promote harmonious transitions and scale in character in areas of different planned uses, and shall contribute to a mix of styles within the city. | Compliant | The PUD proposes architecture that is compatible in design with the contours of the site, with surrounding designs and neighborhoods. |

**RESOLUTION NO. 69
SERIES 2020**

**A RESOLUTION APPROVING A PLANNED UNIT DEVELOPMENT AMENDMENT TO
ALLOW A SINGLE-STORY ADDITION AND ASSOCIATED SITE IMPROVEMENTS
ON THE PROPERTY AT 931 MAIN STREET**

WHEREAS, there has been submitted to the Louisville Planning Commission an application for a Planned Unit Development Amendment; and

WHEREAS, the City Staff has reviewed the information submitted and found that the application complies with the Louisville zoning regulations and other applicable sections of the Louisville Municipal Code; and

WHEREAS, after a duly noticed public hearing on July 16, 2020 where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated July 16, 2020, the Planning Commission recommended approval the PUD Amendment; and

WHEREAS, City Council has reviewed the application, including the recommendation of the Planning Commission and finds that said Planned Unit Development Amendment should be approved.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Louisville, Colorado does hereby approve an application for a Planned Unit Development Amendment to allow a single-story addition and associated site improvements on the property at 931 Main Street.

PASSED AND ADOPTED this 1st day of September, 2020.

By: _____
Ashley Stolzmann, Mayor

Attest: _____
Meredyth Muth, City Clerk

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: Stewart Architecture

Contact: Peter Stewart

Address: 1132 Jefferson
Louisville, CO 80027

Mailing Address: _____

Telephone: 303-665-1668

Fax: N/A

Email: peter@stewart-architecture.com

OWNER INFORMATION

Firm: 931 Main LLC

Contact: Emily Kean

Address: _____

Mailing Address: 1017 Grant Ave.
Louisville, CO 80027

Telephone: 303-868-2058

Fax: N/A

Email: emily.kean@comcast.net

REPRESENTATIVE INFORMATION

Firm: _____

Contact: _____

Address: _____

Mailing Address: _____

Telephone: _____

Fax: _____

Email: _____

PROPERTY INFORMATION

Common Address: 931 Main Street

Legal Description: Lot N 1/2 lot 2 Blk 5
Subdivision Louisville OT

Area: 3,741 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: Reduce proposed addition from 2-story to 1-story

Current zoning: CC Proposed zoning: CC

SIGNATURES & DATE

Applicant: [Signature]

Print: PETER STEWART

Owner: [Signature]

Print: Emily Kean

Representative: _____

Print: _____

CITY STAFF USE ONLY

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

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ELECTRONIC LAND USE HEARING REQUEST CASE NO. _____
APPLICANT INFORMATION

 Firm: Stewart Architecture

 Contact: Peter Stewart

 Address: 1132 Jefferson Ave.
Louisville - CO 80027

Mailing Address: _____

 Telephone: 303-665-6668

Fax: _____

 Email: petestewart@stewartarch.com
OWNER INFORMATION

 Firm: 931 Main LLC

 Contact: Emily Keam

 Address: 1078 Grant Ave.
Louisville CO 80027

Mailing Address: _____

 Telephone: 303-868-2058

Fax: _____

 Email: emily.keam@comcast.net
REPRESENTATIVE INFORMATION

Firm: _____

Contact: _____

Address: _____

Mailing Address: _____

Telephone: _____

Fax: _____

Email: _____

PROPERTY INFORMATION

 Common Address: 931 Main St.

Legal Description: Lot _____ Blk _____

Subdivision _____

 Area: 3,791 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: (assessment / 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. 20, Series 2020, as adopted by the City Council on April 7, 2020, if such hearing(s) can be scheduled during a time period when in-person meetings are not being held due to a health epidemic or pandemic. I acknowledge that holding a quasi-judicial hearing by Electronic Participation may present certain legal risks and involves an area of legal uncertainty, and that having this application heard at a meeting held by Electronic Participation is optional and undertaken at my own risk. I also understand that in-person meetings are preferred for quasi-judicial hearings, and that even if electronic hearing(s) are scheduled, this application will be heard at an in-person meeting if in-person meetings have resumed by the scheduled hearing date(s). I further agree to defend and indemnify the City of Louisville in any action that may arise out of, or in connection with, conducting the hearing by Electronic Participation.

SIGNATURES & DATE

Applicant: _____

 Print: PETER STEWART

Owner: _____

 Print: EMILY KEAM

Representative: _____

Print: _____

CITY STAFF USE ONLY

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

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March 2, 2020

Robert Zuccaro
Planning & Building Safety Director
City of Louisville
749 Main St
Louisville CO 80027

RE: 931 Main Street
PUD Amendment #2

Mr. Zuccaro,

Please find attached completed application, associated drawings, and documents for the proposed amendment to the approved PUD for 931 Main Street.

As you may recall Dr. Emily Kean, a longtime Louisville resident and psychologist, purchased the property at 931 Main with the intent to create a space for integrated therapeutic services for children in our community. Over time, it became clear the existing building at 931 Main is better used as a retail store (currently Pitter Patter, Children's Boutique) and she is committed to supporting downtown retail in this space.

Due to economic and financial considerations, she is now proposing a scaled down project that will provide the needed office space connected to and behind the retail space. This revised connected design will serve the retail space with a much needed stock room, which will allow the current (or future) tenant to expand their retail offerings and easily utilize the group space in back for community events. This design also has the added benefit of meeting the Public Works definition of a "single premises", which has significant financial impacts for a small addition such as this.

This revised project reduces parking demands on the area from the previous plan, will continue to preserve the existing historical building and promote downtown retail, while allowing Dr. Kean to create a space for needed community therapeutic services.

Amendment Summary

Proposed Use:

Like the previous design the project remains a multi-tenant commercial use allowed in the zone district. We expect the street facing portion of the building to remain a retail use and the addition behind to be used as retail stock room and professional offices.

Downtown Louisville Design Standards:

The architecture of the addition is compatible in scale and character with the existing historic structure. The existing street facing façade will remain as is, unchanged.

This design meets the H guidelines of the Design Handbook as well as other general guidelines. Guideline G38. *“Design an addition to a building such that it will not diminish the character of building traditions in downtown”*, is met by placing the addition behind the historic building – virtually unseen from the street. Guideline G39. *“An addition should be compatible in size and scale with the main building”* is met by the connector addition being *“smaller in scale than the main building and is distinguished from the main building through the treatment of materials”*

Waiver Requests:

None

Utilities:

There are no substantial changes to the previous approved Utility Connection Plan with the exception the neighboring property to the north has abandoned its sewer line that previously crossed the property. The Public Works Department has reviewed the proposed concept plan and determined the addition is adequately connected to the existing building and thus meets their definition of a “single premises”, consistent with other similar building additions.

Drainage:

The building footprint and percent of pervious areas are essentially the same as the prior approved plan.

Floor Area:

The proposed amendment eliminates the second floor of the addition and reduces square footage from 2,753 GSF to 1,695 GSF. FAR is reduced from 0.73 to 0.45.

Parking:

Because of the reduction in floor area, the parking requirements for both the existing and proposed addition are met (in fact exceeded) with the two proposed off street parking spaces.

Parking calculations, in square feet:

| | |
|---------------|--|
| Existing: | 542 |
| New addition: | 778 |
| Total: | 1,320 |
| Less | 999 |
| = | 321 rounded to the nearest 500 = 500SF |

Parking spaces required $1 / 500 = 1$ parking space required
2 parking spaces provided (one more than required)

Cooperation with Adjacent Properties

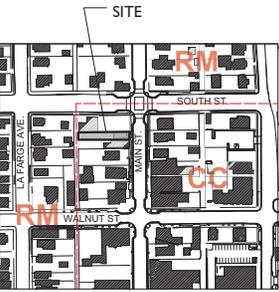
Dr. Kean has been in communications with and is working closely with both adjacent properties. To the north, construction and maintenance easements have been executed and the owners continue to mutually coordinate to ensure the zero-lot line buildings interface properly.

Thank you for your consideration. Please let me know if you have any questions or need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter Stewart", with a long horizontal line extending to the right.

Peter Stewart, Project Representative



Vicinity Map

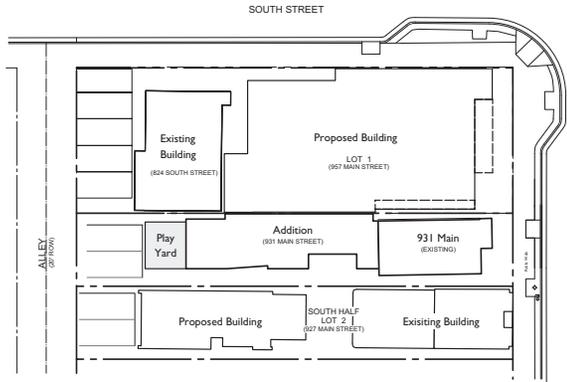
931 MAIN STREET PUD AMENDMENT # 2



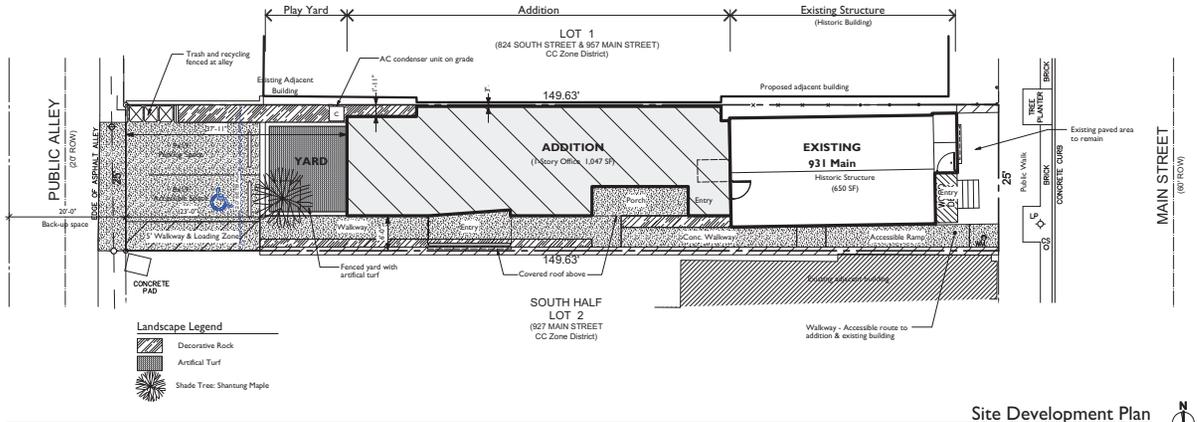
Sight Line Exhibit (South Elevation)
1/16" = 1'-0"



Street Context Elevation
1/16" = 1'-0"



Context Plan
1" = 20'-0"



Site Development Plan
1" = 10'-0"

LEGAL DESCRIPTION
Know all men by these presents, that the undersigned being the owner of a tract of land, located in the Southeast 1/4 of Section 8, Township 1 South, Range 69 West of the 6th principal meridian, City of Louisville, Boulder County, State of Colorado, and being more particularly described as follows: North Half of Lot 2, Block 5, Town of Louisville, County of Boulder

PLANNING COMMISSION CERTIFICATE
Approved this _____ day of _____, 20____ by the Planning Commission of the City of Louisville, Colorado. Resolution No. _____, Series _____.

CITY COUNCIL CERTIFICATE
Approved this _____ day of _____, 20____ by the City Council of the City of Louisville, Colorado. Resolution No. _____, Series _____.
Mayor Signature _____ (City Seal)
City Clerk Signature _____

OWNERSHIP SIGNATURE BLOCK
By signing this PUD, the owner acknowledges and accepts all the requirements and intent set forth in this PUD. Witness our hands and seals this _____ day of _____, 20____.
(Notary Seal)
Owners: Emily Kean, Jason Kean

Notary Name and Signature _____
My Commission Expires _____

CLERK AND RECORDER CERTIFICATE
(County of Boulder, State of Colorado)
I hereby certify that this instrument was filed in my office at _____ o'clock, _____ M., this _____ day of _____, 20____, and is recorded in Plan File _____, Fee _____ paid.
_____ Film No. _____ Reception.
Clerk & Recorder _____ Deputy

Project Data

General
Address: 931 Main Street, Louisville, Colorado
Legal: North Half of Lot 2, Block 5, Town of Louisville
Project Description: Construction of additional commercial floor area to existing commercial use building. Existing and proposed uses to include retail, office, or professional services.
Zoning: CC (Community Commercial) Central Business District
Design Standards & Guidelines: Design Handbook for Downtown Louisville Downtown Louisville Framework Plan (Transition Area)

Parking Calculations:
Floor Areas:
Existing Floor Area 542 SF
New Floor Area 778 SF
Total Floor Area 1,320 SF
Less: 999 SF
Total 321 SF
Rounded to nearest: 500 SF = 500 SF
Parking Spaces Required: 1/1 500 SF
500 SF / 500 SF = 1 parking spaces required
2 Parking Spaces Provided

Zoning Data
Lot Area (149.63' x 25') 3,741 SF

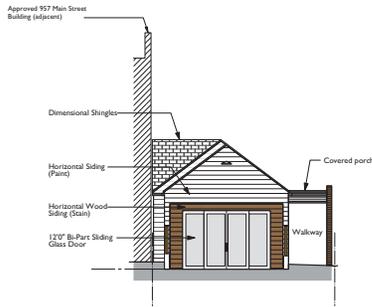
| Floor Area ¹ | City Standard | Approved PUD | Amendment 1 | Amendment 2 |
|------------------------------------|---------------|--------------|-------------|-------------|
| Existing | N/A | 450 SF | 450 SF | 450 SF |
| Addition | N/A | 2,050 SF | 2,103 SF | 1,047 SF |
| Total Floor Area ¹ | N/A | 2,700 SF | 2,753 SF | 1,495 SF |
| Floor Area Ratio (gross) | 1.30 | 0.72 | 0.73 | 0.45 |
| Building Coverage | N/A | 1,800 SF | 1,919 SF | 1,881 SF |
| Build Lot Coverage % | N/A | 48% | 51% | 50% |
| Commercial Floor Area ¹ | N/A | N/A | 1,955 | 1,220 |
| Parking Required | 2 Spaces | 2 Spaces | 2 Spaces | 1 Space |
| Building Height | 35' | 28' | 28' | 19.5' |
| Setbacks | | | | |
| Front Yard Setback ² | 0' | 7' | 7' | 7' |
| Side Yard - North ³ | 0' | 0.25' | 0.25' | 0' |
| Side Yard - South ³ | 0' | 5' | 5' | 5' |
| Rear Setback | 20' | 24.9' | 24.9' | 37'11" |

¹ Floor area within inside of the exterior walls
² Only commercial floor area is included in parking calculations per LMC 17.20.025. Parking requirements based on net floor area less 999 SF per LMC 17.20.025 note F.
³ Front yard and south side yard setback to existing structure

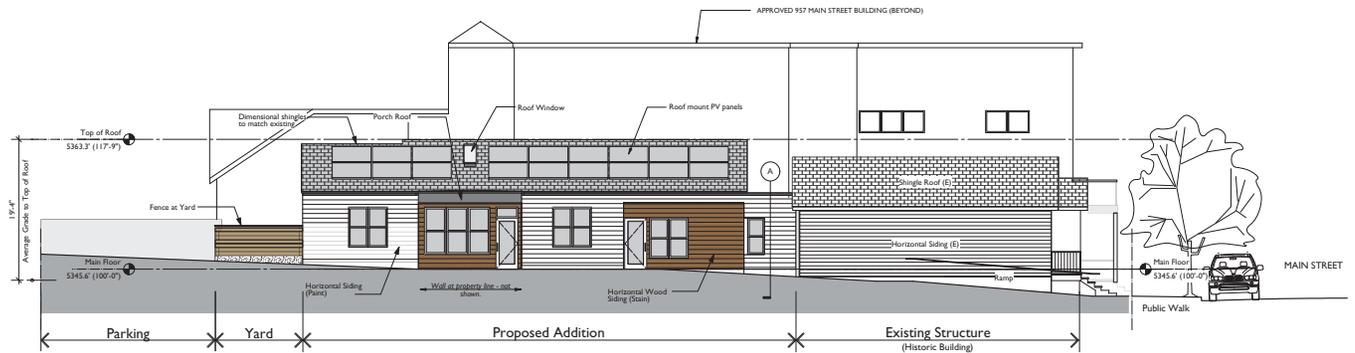
Drawing Index

- SITE DEVELOPMENT PLAN
- ARCHITECTURAL ELEVATIONS
- PHOTOMETRIC PLAN
- UTILITY PLAN
- FLOOR PLAN EXHIBIT

931 MAIN STREET PUD AMENDMENT # 2



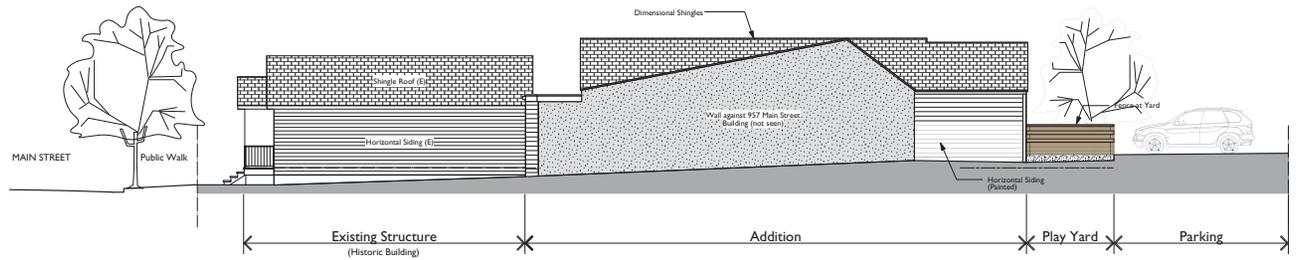
West Elevation
1/8" = 1'-0"



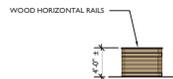
South Elevation
1/8" = 1'-0"



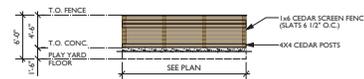
East Elevation
1/8" = 1'-0"



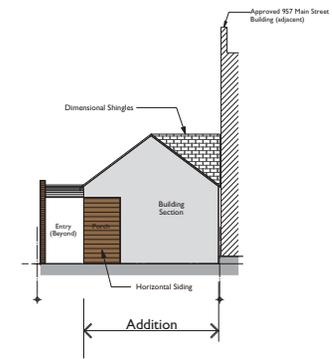
North Elevation
1/8" = 1'-0"



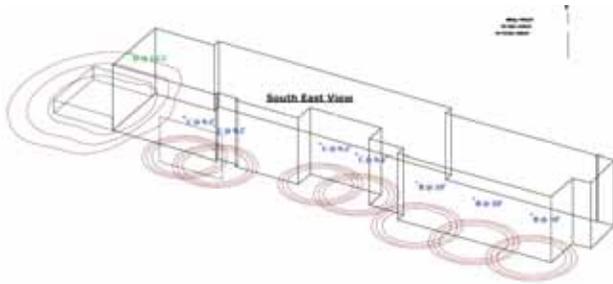
Fence @ Trash Location
(West Elevation)



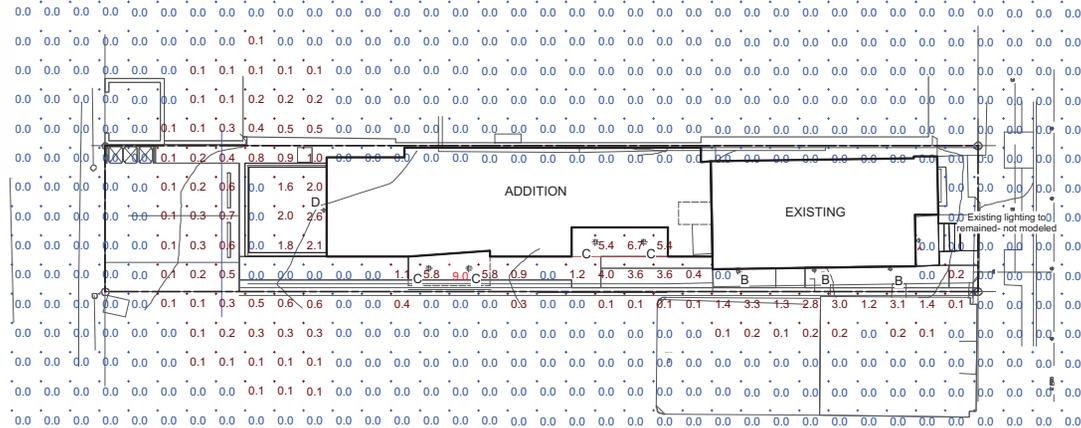
Screen Fence @ Yard
(West Elevation)



West Section Elevation
1/8" = 1'-0"



931 MAIN STREET PUD AMENDMENT # 2



Photometric Plan
1" = 10'-0"

WDGE1 LED Architectural Wall Sconce

Specifications

- Depth: 1.5"
- Height: 3"
- Width: 3"
- Material: Polycarbonate

Introduction

The WDGE1 LED family is designed to meet specific every wall-mounted lighting need in a wide array of applications that blends with any architecture. The clean modern design comes in four sizes with lower endcap angles ranging from 15° to 30°. The LED lumens, provided from side-view LED's, delivers up to 2000 lumens with a non-glare light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery back-up system, makes it an ideal over-the-door wall-mounted lighting solution.

| Label | Label |
|----------|-------|----------|-------|----------|-------|----------|-------|----------|-------|
| WDGE1-01 | 15° | WDGE1-02 | 20° | WDGE1-03 | 25° | WDGE1-04 | 30° | WDGE1-05 | 35° |

Ordering Information

EXAMPLE: WDGE1 LED P2 40X 80CR VF MVOLT PE DOBDB

| Label | Finish | Mounting | Height | Width | Depth | Material | Notes |
|----------|--------|----------|--------|-------|-------|---------------|----------|
| WDGE1-01 | White | Wall | 3.00 | 3.00 | 1.50 | Polycarbonate | Standard |

Accessories

- Emergency Battery Back-Up System
- Emergency Battery Back-Up System with LED
- Emergency Battery Back-Up System with LED and 12V DC Power Source
- Emergency Battery Back-Up System with LED and 12V DC Power Source and 12V DC Power Source

Notes

1. See drawing for details.
2. See drawing for details.
3. See drawing for details.
4. See drawing for details.
5. See drawing for details.
6. See drawing for details.
7. See drawing for details.
8. See drawing for details.
9. See drawing for details.
10. See drawing for details.

LITHONIA LIGHTING

LITHONIA LIGHTING

FEATURES & SPECIFICATIONS

LDN4

Notes

1. See drawing for details.
2. See drawing for details.
3. See drawing for details.
4. See drawing for details.
5. See drawing for details.
6. See drawing for details.
7. See drawing for details.
8. See drawing for details.
9. See drawing for details.
10. See drawing for details.

LITHONIA LIGHTING

| Symbol | Label | Quantity | Manufacturer | Catalog Number | Description | Lamp | Number Lamps | Filename | Lumens Per Lamp | Light Loss Factor | Wattage | Efficiency | Plot |
|--------|-------|----------|-------------------|---------------------------|---|------|--------------|-------------------------------|-----------------|-------------------|---------|------------|------|
| | B | 3 | Lithonia Lighting | LDN4 30/05 L04 WR | 4IN LDN, 3000K, 500LM, WHITE, 80CRI | | 1 | LDN4_30_05_L04_WR.ies | 473 | 1 | 5.74 | 100% | |
| | C | 4 | Lithonia Lighting | LDN4 30/05 L04 WR | 4IN LDN, 3000K, 500LM, WHITE, 80CRI | | 1 | LDN4_30_05_L04_WR.ies | 473 | 1 | 5.74 | 100% | |
| | D | 1 | Lithonia Lighting | WDGE1 LED P1 30K 80CRI VF | WDGE1 LED WITH P1 - PERFORMANCE PACKAGE, 3000K, 80CRI, VISUAL COMFORT FORWARD OPTIC | | 1 | WDGE1_LED_P1_30K_80CRI_VF.ies | 1161 | 1 | 10.0002 | 100% | |

| Luminaire Locations | | | | | | | | | | | | |
|---------------------|-------|----------|-------|-------|-------|-------------|------|-------|-------|------|--|--|
| No. | Label | Location | | | MH | Orientation | Tilt | Aim | | | | |
| | | X | Y | Z | | | | X | Y | Z | | |
| 1 | B | 70.25 | -4.25 | 10.00 | 10.00 | 0.00 | 0.00 | 70.25 | -4.25 | 0.00 | | |
| 2 | B | 83.25 | -4.25 | 10.00 | 10.00 | 0.00 | 0.00 | 83.25 | -4.25 | 0.00 | | |
| 3 | B | 96.25 | -4.00 | 10.00 | 10.00 | 0.00 | 0.00 | 96.25 | -4.00 | 0.00 | | |
| 1 | C | 17.00 | -3.75 | 9.10 | 9.10 | 0.00 | 0.00 | 17.00 | -3.75 | 0.00 | | |
| 2 | C | 24.00 | -3.75 | 9.10 | 9.10 | 0.00 | 0.00 | 24.00 | -3.75 | 0.00 | | |
| 3 | C | 45.50 | 0.50 | 9.10 | 9.10 | 0.00 | 0.00 | 45.50 | 0.50 | 0.00 | | |
| 4 | C | 53.75 | 0.50 | 9.10 | 9.10 | 0.00 | 0.00 | 53.75 | 0.50 | 0.00 | | |
| 1 | D | -1.00 | 6.25 | 13.50 | 13.50 | 268.96 | 0.00 | -1.00 | 6.25 | 0.00 | | |

| Statistics | | | | | | |
|--------------|--------|--------|--------|--------|---------|---------|
| Description | Symbol | Avg | Max | Min | Max/Min | Avg/Min |
| Calc Zone #1 | + | 0.2 fc | 9.0 fc | 0.0 fc | N/A | N/A |



931 MAIN STREET PUD AMENDMENT # 2

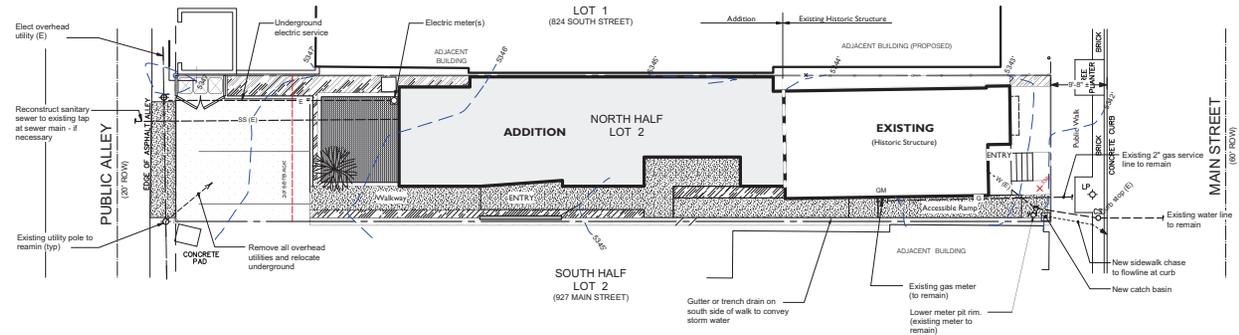
City Utility Table

| | Existing | Proposed (Final) |
|----------------------|----------|------------------|
| Water Taps | 1 | 1 |
| Sewer Taps | 1 | 1 |
| Commercial Buildings | 1 | 1 |

Notes:

- Existing water tap, meter, and water service to the building are to remain.
- Provide gutter or trench drain along south property line to direct drainage to proposed catch basin.

| LEGEND | |
|--------|-------------------------------|
| | ELECTRIC METER |
| | GAS METER |
| | WATER SERVICE (EXISTING) |
| | SEWER, UNDERGROUND (EXISTING) |
| | GAS, UNDERGROUND |
| | ELECTRIC (UNDERGROUND) |
| | OVER HEAD UTILITY (EXISTING) |
| | GRADES (EXISTING) |



Utility Connection Plan
1" = 10'-0"

931 MAIN STREET PUD AMENDMENT # 2

| Parking Calculations: | |
|--------------------------|---|
| Floor Area 1 | |
| Existing Floor Area | 542 SF |
| New Floor Area | 780 SF |
| Total Floor Area | 1,320 SF |
| Less | 999 SF |
| Total | 321 SF |
| | Rounded to nearest 500 SF = 500 SF |
| Parking Spaces Required: | 1 / 500 SF |
| | 500 SF / 500 SF = 1 parking spaces required |
| | 2 Parking Spaces Provided |



LMC Sec. 17.20.025 B. The area measured for purposes of this section shall include the area within the outside walls of a building or portion thereof including habitable tenant houses and attic space, but not including vent shafts, courts, uninhabitable areas below ground level or in attics, or areas within hallways, stairways, elevator shafts and bathrooms. Additionally, the area measured with respect to a restaurant use shall not include floor area designed primarily for use by service and food preparation staff.



COMMERCIAL FLOOR AREA EXHIBIT
(re PARKING)

FINISH SCHEULE

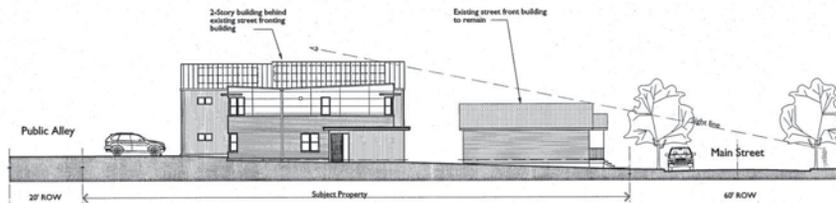
- P-1 Grey paint (SW6249 Storm Cloud
- P-2 Clear wood stain
- P-3 Blue paint (existing to remain)
- R-1 Grey dimensional shingles: (to match existing)



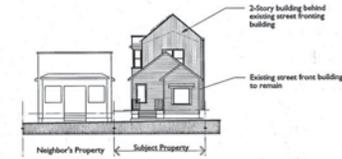
View Looking Northeast
Towards Southwest Building Corner



View Looking Northwest
Towards Southeast Building Corner



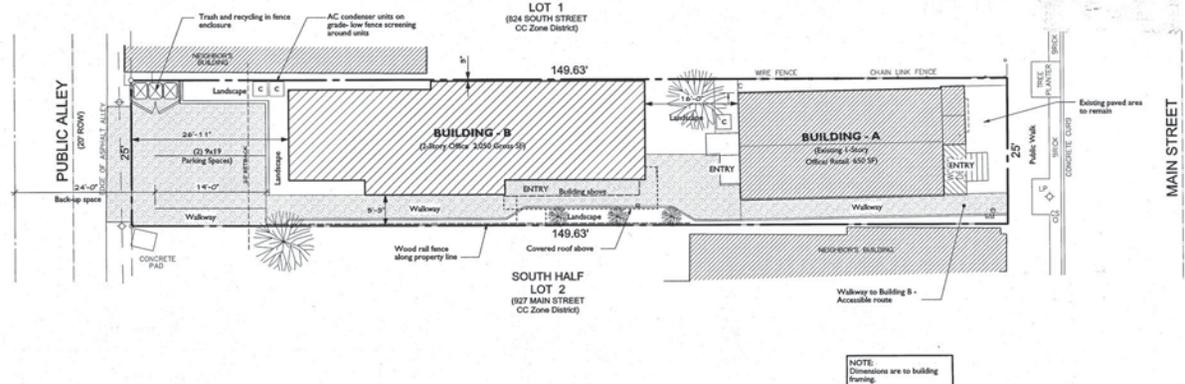
Site Section/ Elevation
1/18"=1'-0"



Street Elevation
1/18"=1'-0"



Vicinity - Context Map



NOTE:
Dimensions are to building framing.

Site Development Plan
1" = 1'-0"

LEGAL DESCRIPTION

Know all men by these presents, that the undersigned being the owner of a tract of land, located in the Southeast 1/4 of Section 8, Township 1 South, Range 69 West of the 6th principal meridian, City of Louisville, Boulder County, State of Colorado, and being more particularly described as follows: North Half of Lot 2, Block 5, Town of Louisville, County of Boulder

PLANNING COMMISSION CERTIFICATE

Approved this 10th day of April, 2014 by the Planning Commission of the City of Louisville, Colorado, Resolution No. 27, Series 2014.

CITY COUNCIL CERTIFICATE

Approved this 6th day of May, 2014 by the City Council of the City of Louisville, Colorado, Resolution No. 27, Series 2014.

Mayor Signature: *Carol Hanson*
City Clerk Signature: *Carol Hanson*



OWNERSHIP SIGNATURE BLOCK

By signing this PUD, the owner acknowledges and accepts all the requirements and intent set forth in this PUD. Witness our hands and seals this 9 day of June, 2016.

Emily Kean, Jason Kean
Owners
Notary Name and Signature: *Carol Hanson*
My Commission Expires JAN 12, 2020



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 21st day of JUNE, 2016 and is recorded in Plan File _____, Fee _____, Film No. 03525391 Reception.

Clerk & Recorder: _____ Deputy

Project Data

General
Address: 931 Main Street
Legal: North Half of Lot 2, Block 5, Town of Louisville
Zoning: CC (Community Commercial) Central Business District
Design Standards & Guidelines: Design Handbook for Downtown Louisville
Downtown Louisville Framework Plan (Transition Area)

Building
Use: Group B (Office, Business)
Const: Type: V-B

Zoning Data

| Floor Area (gross) | City Standard | Proposed |
|-------------------------------|---------------|-----------------|
| Building A (existing) | N/A | 650 SF |
| Building B | N/A | 2,650 SF |
| Total Gross Floor Area | | 3,300 SF |
| Floor Area Ratio | 1.30 | 0.73 |
| Building Coverage % | N/A | 48% |
| Blg Lot Coverage * | 2 Spaces | 2 Spaces |
| Building Height | 35' | 28' |
| Setbacks | | |
| Front Yard Setback** | 0' | 7' |
| Side Yard - north | 0' | 0.25' |
| Side Yard - south | 0' | 5' |
| Rear Setback | 20' | 26.9' |

* Parking requirements based on the net new floor area of less than 999 SF exemption per LMC 17.20.025
** Front yard setback to existing structure

DRAWING INDEX

- 1 SITE DEVELOPMENT PLAN
- 2 ARCHITECTURAL ELEVATIONS & UTILITY CONNECTION PLAN
- 3 PHOTOMETRIC PLAN

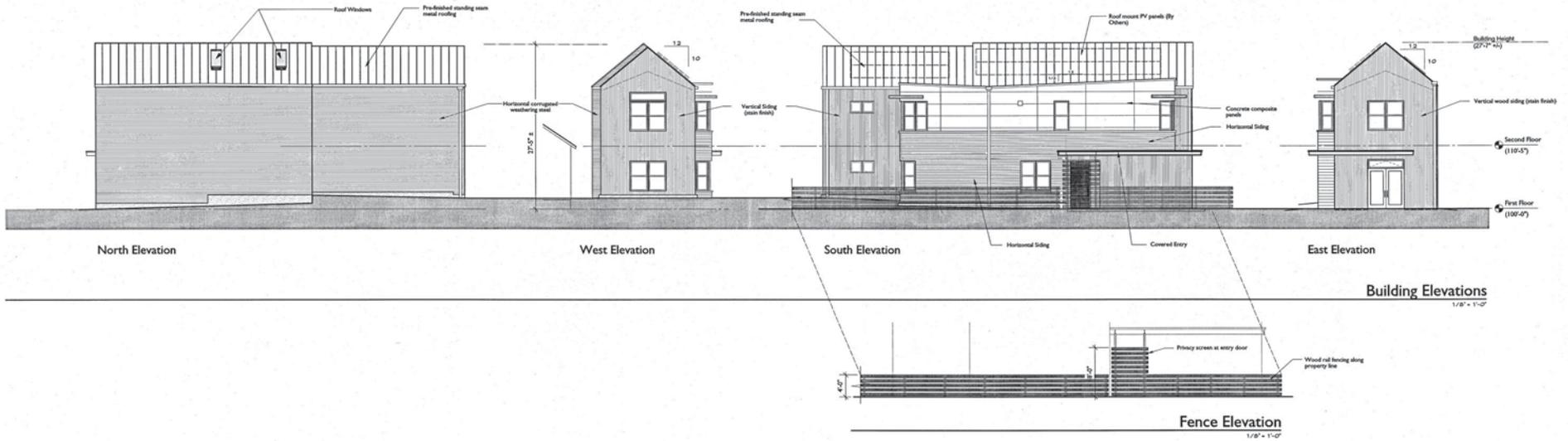


| Sheet Name | Date | Author | Checker | Scale |
|--|-------------------|--------|---------|------------|
| 1 SITE DEVELOPMENT PLAN | December 15, 2011 | EM | EM | 1" = 1'-0" |
| 2 ARCHITECTURAL ELEVATIONS & UTILITY CONNECTION PLAN | April 15, 2014 | EM | EM | 1" = 1'-0" |
| 3 PHOTOMETRIC PLAN | April 15, 2014 | EM | EM | 1" = 1'-0" |

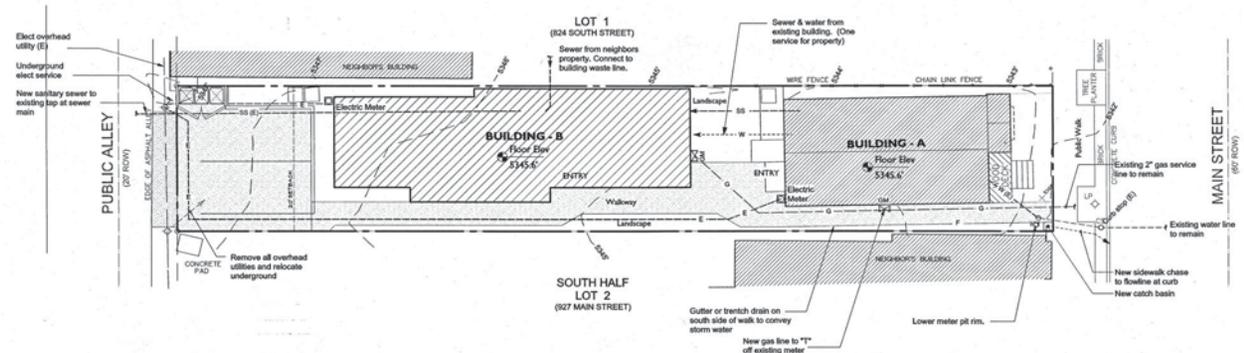
A Planned Unit Development
Prepared for:
Emily and Jason Kean

931 Main Street, Louisville, Colorado
North Half of Lot 2, Block 5, Town of Louisville, County of Boulder

Sheet Title: SITE PLAN
Sheet No.: 1

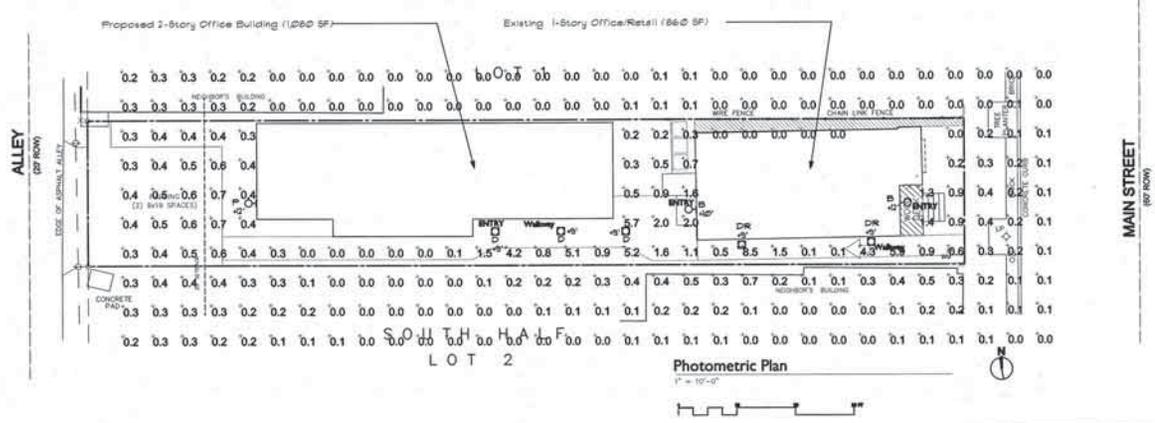


| LEGEND | |
|--------|------------------------------|
| | ELECTRIC METER |
| | GAS METER |
| | WATER SERVICE |
| | SEWER, UNDERGROUND |
| | GAS, UNDERGROUND |
| | ELECTRIC (UNDERGROUND) |
| | OVER HEAD UTILITY (EXISTING) |
| | GRADES (EXISTING) |



Notes:
 1. Existing water service to Building A to remain.
 2. Building A and B to share water and sewer service and taps.
 3. Provide gutter or trench drain along south property line to direct drainage to catch basin.

Utility Connection Plan
 1" = 10'-0"



LITHONIA LIGHTING

Model: DR

4" LED Bulb

FEATURES & SPECIFICATIONS

L3LED T24

LED
3.5W
K180
LED

Example L3LED T24

| Model | Finish |
|-----------|--------|
| L3LED T24 | White |
| L3LED T24 | Black |

LITHONIA LIGHTING

Model: DR

4" LED Bulb

FEATURES & SPECIFICATIONS

L3RLED T24

LED
3.5W
K180
LED

Example L3RLED T24

| Model | Finish |
|------------|--------|
| L3RLED T24 | White |
| L3RLED T24 | Black |

D-Series Size 1 LED Wall Luminaire

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building exterior applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy efficient lighting with a variety of optical and control options for customized performance.

With an expected lifetime life of over 20 years of nighttime use and up to 100,000 hours average lifetime over comparable 250W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that provides value that you occasionally illuminated.

Ordering Information

EXAMPLE: D50W LED 30C 1000 40K T3M MVOLT COBXTD

| Model | Dimensions | Weight | Power | Color | Beam Angle | Mounting | Notes |
|-------|----------------------------|---------|-------|-------|------------|----------|----------|
| D50W | 10 1/2" x 10 1/2" x 4 1/2" | 1.5 lbs | 50W | 4000K | 30° | Surface | Standard |
| D100W | 18 1/2" x 18 1/2" x 4 1/2" | 2.5 lbs | 100W | 4000K | 30° | Surface | Standard |

WAREHOUSE SHADES

PREPARED BY: [Signature]

JOB NAME: [Blank]

DATE: [Blank]

CERTIFICATION: UL LISTED

| Model # | W | H | W512 | W514 | W516 |
|---------|----|---|------|------|------|
| W508 | 8 | 6 | | | |
| W512 | 12 | 6 | | | |
| W514 | 14 | 9 | | | |
| W516 | 18 | 9 | | | |

FINISH Five-stage pretreatment process, coated with a lead free TFC polyester powder coat finish. White is standard inside reflector. Except #40-Cobaltized, #40-Ancodized Bronze and #43-Dim Fruit. Unless specified. Custom colors and finishes are available upon request.

LAMP HOLDERS Accommodates bi-pin standard medium base pinpoint socket, copper shell with nickel plate, rated 200V, 60Hz. Coated Fluorescent 4 pin heat resistant thermoplastic socket accommodates 250W (500mA) base and 40W (500mA) base. Trust lock design provides for vibration and earthquake resistance, rated 700V, 600V. High Intensity Discharge (HID), medium base, 90V pinless start socket, rated 500V/200V LED. A minimum of 60,000 hours to 100,000 expected life depending on installation location and ambient temperature.

REFLECTOR Spun from heavy gauge 1200-0 aluminum, ranging in thickness from .005 to .015. Galvanized to form 20 gauge finish. Copper is spun from .002 gauge and L10 wet alloy.

| Model # | FINISH | LIGHT SOURCE | | | MOUNTING OPT. |
|---------|-----------|--------------|-----|------|------------------------------|
| | | TMC | CP | HSP | |
| W508 | #0-copper | 100W | 20W | 35W | 1.5' x 1.5' (with extension) |
| | #1-black | | | | Just Rite & Fire |
| | #2-gold | | | | -Dim |
| W512 | #0-copper | 150W | 30W | 50W | -Curt |
| | #1-black | | | | -Chain & Chain |
| | #2-gold | | | | -1.5' |
| W514 | #0-copper | 200W | 40W | 70W | |
| | #1-black | | | | |
| | #2-gold | | | | |
| W516 | #0-copper | 250W | 50W | 100W | |
| | #1-black | | | | |
| | #2-gold | | | | |

REMOTE BALLAST/DRIVER
TFC HAZ WATTAGE DOWN
CALL FACTORY FOR HIGHER WATTAGE

PHONE: 877-999-1990 12280 EAST 90th AVE., CHENG, CO 80150
FAX: 877-999-1955

MADE IN U.S.A.

Luminaire Schedule

| Symbol | Label | Quantity | Manufacturer | Catalog Number | Description | Lamp | Mounting | Platename | Lumens Per Lamp | Light Loss Factor | Wattage |
|--------|-------|----------|--|--------------------------------|---|--------------------------------------|----------|------------------------------------|-----------------|-------------------|---------|
| □ | D | 8 | Lithonia Lighting | 48LMW LED | 4" L BROWER LED RECESSED MODULE, 40 LUMENS, 3000K, CCT | LED | 1 | 48LMW_LED.mxd | 410-848 | 0.88 | 8.8 |
| ○ | P | 1 | Lithonia Lighting | D50W LED 30C 800 40K T3M MVOLT | D50W LED WITH 1 LIGHT ENGINE, 50 LUM, 4000K, DRIVER, 3000K LED, TYPE FORWARD THROW MEDIUM OPTIC | LED | 1 | D50W_LED_30C_800_40K_T3M_MVOLT.mxd | 1040-091 | 0.88 | 30 |
| ○ | B | 2 | SHAWLITE BY WAREHOUSE COORD NAME LUMINAIRE | W516WLD | WITH WHITE INTERIOR AND NO LENS | ONE 50V/VA 80 WATT INCANDESCENT LAMP | 1 | W516-WLD | 900 | 0.80 | 60 |

Luminaire Locations

| No. | Label | X | Y | Z | MH | Orientation | TB | X | Y | Z |
|-----|-------|--------|---------|-------|-------|-------------|------|--------|---------|------|
| 1 | B | 102.90 | -154.47 | 10.00 | 10.00 | -90.00 | 0.00 | 102.90 | -154.47 | 0.00 |
| 2 | B | 140.37 | -14.82 | 12.00 | 12.00 | 90.00 | 0.00 | 140.37 | -14.82 | 0.00 |
| 1 | D | 134.08 | -21.12 | 0.00 | 0.00 | -90.00 | 0.00 | 134.08 | -21.12 | 0.00 |
| 2 | D | 82.08 | -19.21 | 0.00 | 0.00 | 0.00 | 0.00 | 82.08 | -19.21 | 0.00 |
| 3 | D | 111.88 | -21.38 | 0.00 | 0.00 | 0.00 | 0.00 | 111.88 | -21.38 | 0.00 |
| 4 | D | 83.87 | -19.14 | 0.00 | 0.00 | 0.00 | 0.00 | 83.87 | -19.14 | 0.00 |
| 5 | D | 89.73 | -19.17 | 0.00 | 0.00 | 0.00 | 0.00 | 89.73 | -19.17 | 0.00 |
| 1 | P | 27.02 | -14.85 | 16.83 | 13.00 | 270.00 | 0.00 | 27.02 | -14.85 | 4.83 |

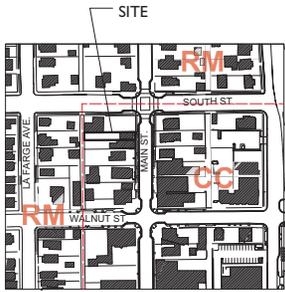
Classification

| Classification | Symbol | Avg | Min | Max | Min/Max | Avg/Min | Avg/Max |
|----------------|--------|------|------|------|---------|---------|---------|
| Color Spots | | 0.4% | 0.0% | 0.8% | N/A | N/A | 0.8% |

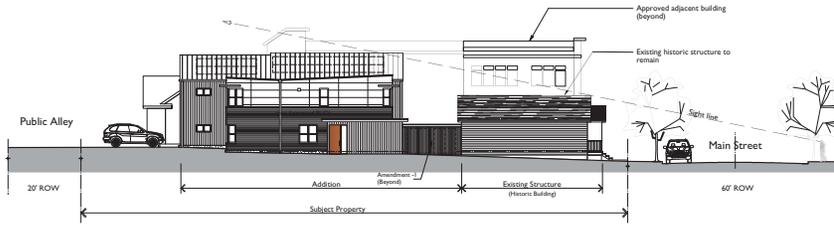
Note

1. See visual files-dec2013-931main.vsl

931 MAIN STREET PUD AMENDMENT # 1



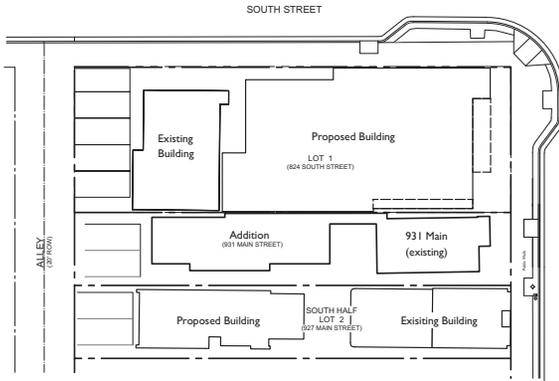
Vicinity Map



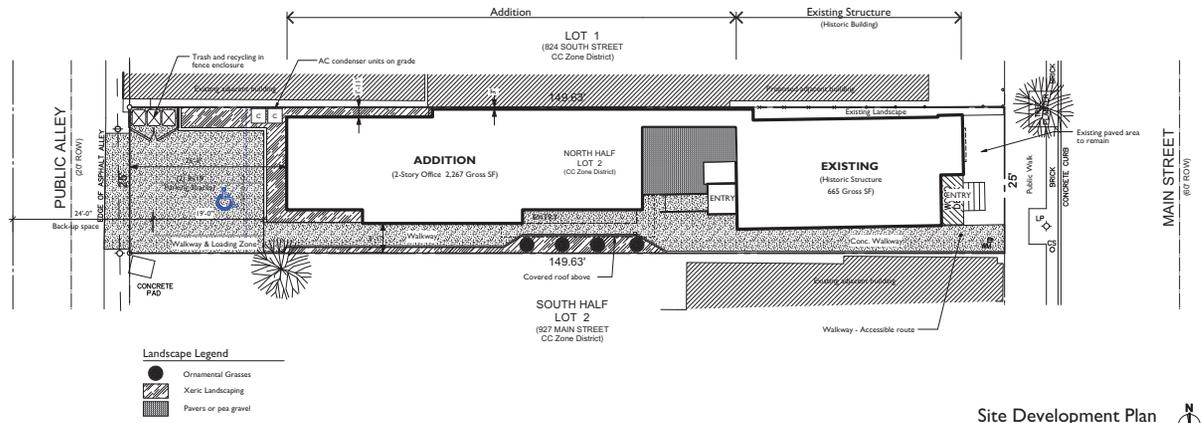
Sight Line Exhibit (South Elevation)
1/16" = 1'-0"



Street Context Elevation
1/16" = 1'-0"



Context Plan
1" = 20'-0"



Site Development Plan
1" = 10'-0"

LEGAL DESCRIPTION

Know all men by these presents, that the undersigned being the owner of a tract of land, located in the Southeast 1/4 of Section 8, Township 1 South, Range 69 West of the 6th principal meridian, City of Louisville, Boulder County, State of Colorado, and being more particularly described as follows: North Half of Lot 2, Block 5, Town of Louisville, County of Boulder

PLANNING COMMISSION CERTIFICATE

Approved this _____ day of _____, 20____ by the Planning Commission of the City of Louisville, Colorado. Resolution No. _____, Series _____.

CITY COUNCIL CERTIFICATE

Approved this _____ day of _____, 20____ by the City Council of the City of Louisville, Colorado. Resolution No. _____, Series _____.

Mayor Signature _____ (City Seal)

City Clerk Signature _____

OWNERSHIP SIGNATURE BLOCK

By signing this PUD, the owner acknowledges and accepts all the requirements and intent set forth in this PUD. Witness our hands and seals this _____ day of _____, 20____.

Owners: Emily Kean, Jason Kean

Notary Name and Signature _____

My Commission Expires _____

CLERK AND RECORDER CERTIFICATE

(County of Boulder, State of Colorado) I hereby certify that this instrument was filed in my office at _____ o'clock, _____ M., this _____ day of _____, 20____, and is recorded in Plan File _____, Fee _____, paid.

_____ Film No. _____ Reception.

Clerk & Recorder _____ Deputy

Project Data

General
Address: 931 Main Street, Louisville, Colorado
Legal: North Half of Lot 2, Block 5, Town of Louisville

Project Description: Construction of additional commercial floor area to existing commercial use building. Existing and proposed uses to include retail, office, or professional services.

Zoning: CC (Community Commercial) Central Business District

Design Standards & Guidelines: Design Handbook for Downtown Louisville, Downtown Louisville Framework Plan (Transition Area)

Parking Calculations:

| | |
|---|----------|
| Floor Area ¹ | |
| Existing Floor Area | 542 SF |
| New Floor Area | 1,536 SF |
| Total Floor Area | 2,078 SF |
| Less: | 999 SF |
| Total | 1,081 SF |
| Parking Spaces Required: 1/1,500 SF | |
| 1,000 SF / 500 SF = 2 parking spaces required | |

Zoning Data

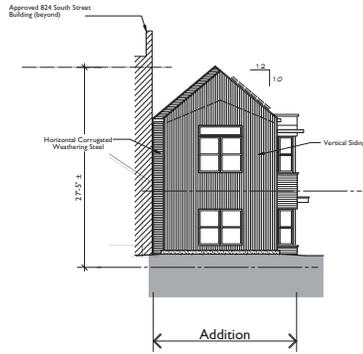
| Lot Area (149.62 x 25) = 3,741 SF | | | |
|-------------------------------------|----------------|---------------|-------------|
| Floor Area ¹ | City Standards | Approved P.D. | Development |
| Existing | N/A | 658 SF | 658 SF |
| Addition | N/A | 2,050 SF | 2,163 SF |
| Total Floor Area¹ | N/A | 2,708 SF | 2,783 SF |
| Floor Area Ratio (gross) | 1.30 | 0.72 | 0.73 |
| Building Coverage | N/A | 1,800 SF | 1,919 SF |
| Bldg Lot Coverage % | N/A | 48% | 51% |
| Commercial Floor Area ¹ | N/A | N/A | 2,080 SF |
| Parking Required ¹ | 2 Spaces | 2 Spaces | No Change |
| Building Height | 35' | 28' | 28' |
| Setbacks | | | |
| Front Yard Setback ² | 0' | 7' | 7' |
| Side Yard - north | 0' | 0.25' | 0.25' |
| Side Yard - south | 0' | 5' | 5' |
| Rear Setback | 20' | 16.9' | 16.9' |

¹ Floor area within the exterior walls (including stairways)
² Only commercial floor area is included in parking calculations per LMC 17.20.025. Parking requirements based on net floor areas less 999 SF per LMC 17.20.025 note F.
³ Front yard setback to existing structure

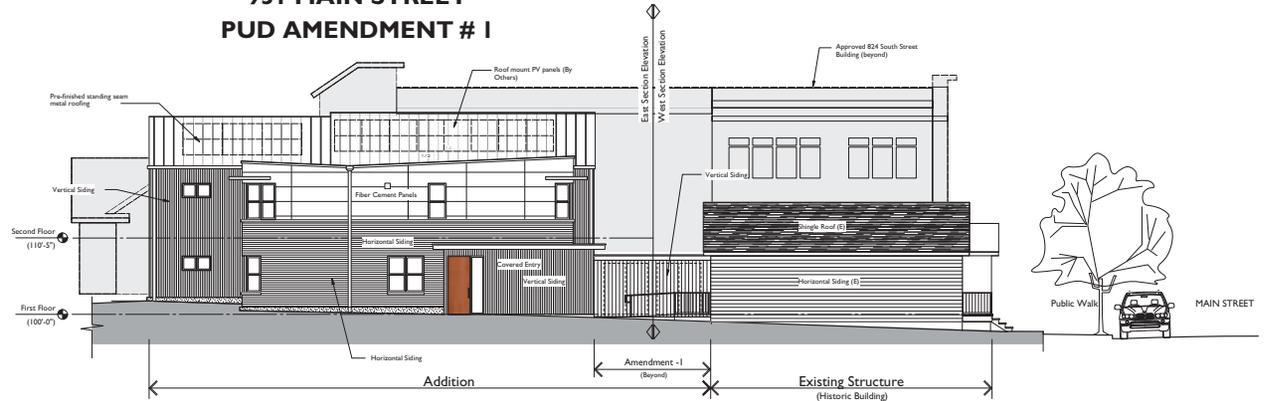
Drawing Index

- 1 SITE DEVELOPMENT PLAN
- 2 ARCHITECTURAL ELEVATIONS
- 3 PHOTOMETRIC PLAN
- U UTILITY PLAN

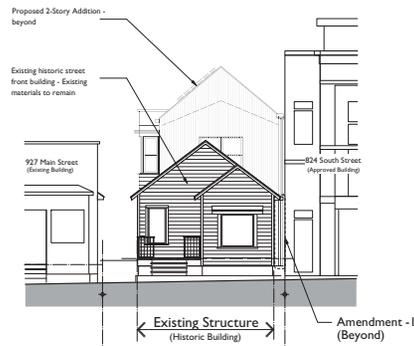
931 MAIN STREET PUD AMENDMENT # I



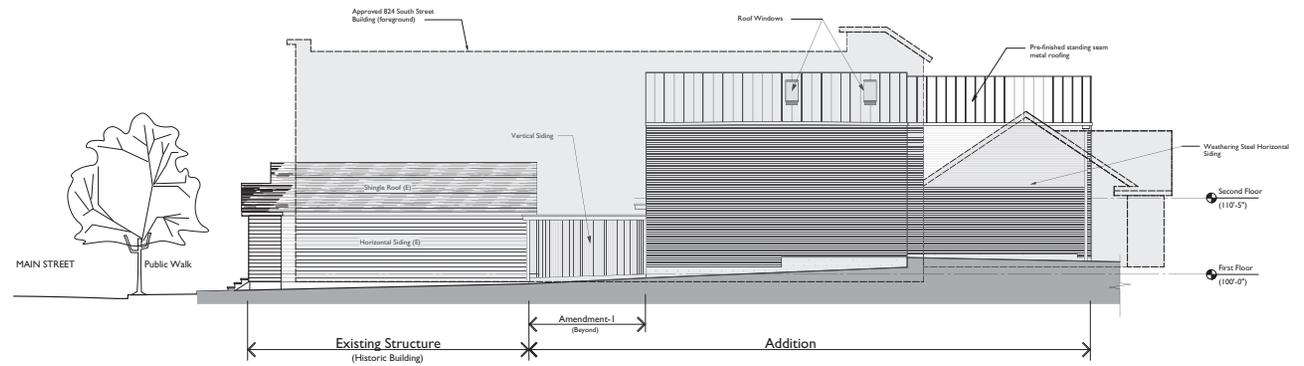
West Elevation
1/8" = 1'-0"



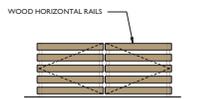
South Elevation
1/8" = 1'-0"



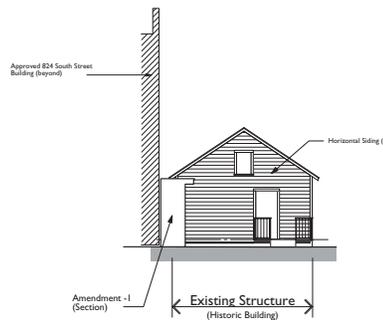
East Elevation
1/8" = 1'-0"



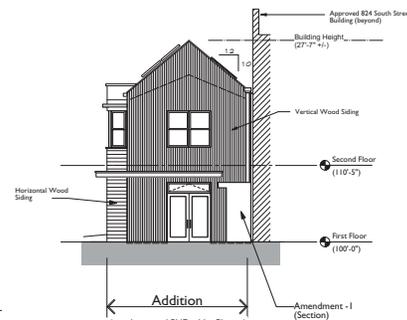
North Elevation
1/8" = 1'-0"



Trash Enclosure (Elevation)
1/4" = 1'-0"



West Section Elevation
1/8" = 1'-0"



East Section Elevation
1/8" = 1'-0"

931 MAIN STREET PUD AMENDMENT # 1

City Utility Table

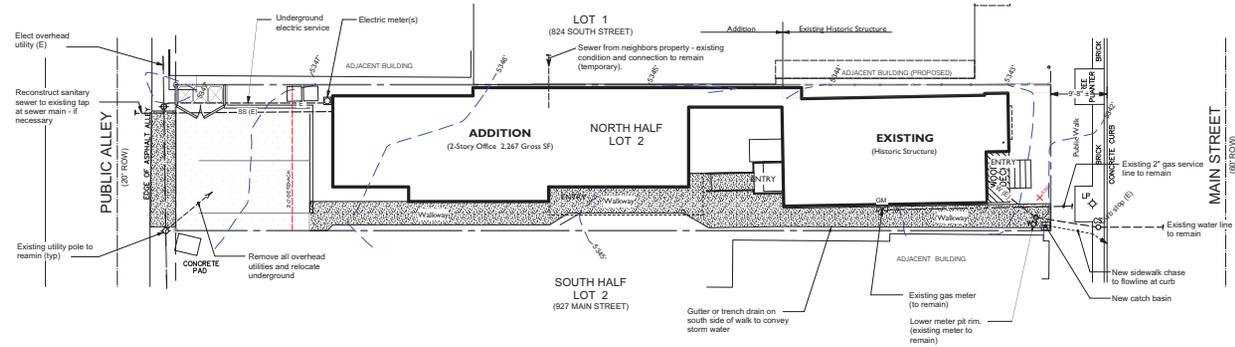
| | Existing | Proposed (Total) |
|----------------------|----------|------------------|
| Water Taps | 1 | 1 |
| Sewer Taps | 1 | 1 |
| Commercial Premises* | 1 | 1 |

* "Premises" per City of Louisville standards (Title 13, Louisville Municipal Code).

Notes:

- Existing water tap and meter service to the premises are to remain.
- The shared sewer service to the neighboring property is subject to the Sewer Agreement between property owners, (previously approved by the City of Louisville).
- Provide gutter or trench drain along south property line to direct drainage to proposed catch basin.
- A sewer license agreement between property owners of 931 Main and 827 South Street, previously recorded.

| LEGEND | |
|------------------|-------------------------------|
| | ELECTRIC METER |
| | GAS METER |
| -----W (E)----- | WATER SERVICE (EXISTING) |
| -----SS (E)----- | SEWER, UNDERGROUND (EXISTING) |
| -----G----- | GAS, UNDERGROUND |
| -----E----- | ELECTRIC (UNDERGROUND) |
| -----OVU----- | OVER-HEAD UTILITY (EXISTING) |
| --- | GRADES (EXISTING) |



Utility Connection Plan

1" = 10'-0"



Historic Preservation Commission

Meeting Minutes

June 8th, 2020

Virtual Meeting

6:30 PM

Call to Order: – Chair Haley called the meeting to order at 6:30 pm.

Roll Call: was taken and the following members were present:

Commission Members Present: Chair Lynda Haley
Andrea Klemme
Keith Keller
Gary Dunlap
Hannah Parris

Commission Members Absent: None

Staff Members Present: Felicity Selvoski, HPC Planner
Rob Zuccaro, Planning Director
Lisa Richie, Senior Planner

Approval of Agenda:

Klemme made a motion to approve the June 8th, 2020 agenda, seconded by Keller. Agenda approved by voice vote, 5-0.

Approval of Meeting Minutes:

Dunlap made a motion to approve the May 18th, 2020 minutes, seconded by Klemme. The minutes were approved as written by voice vote, 5-0.

Public Comments on Items Not on Agenda: None

NEW BUSINESS – PUBLIC HEARNIG ITEMS

925 Jefferson Avenue: Landmark, Grant, Alteration Certificate Request

The Historic Preservation Commission previously recommended approval of the landmark and alteration certificate request for 908 Rex Street. City Council approved the landmark request at their June 2, 2020 meeting.

Staff presented the following the research and information on 908 Rex Street:

New Construction Grant: Staff presented a new construction grant request. The applicants are requesting both a preservation grant (extraordinary circumstances to exceed the \$40,000 grant

Chair Haley stated that she sees so much architectural integrity in this house and it is a good example of Louisville's architectural history but understands the needs of the applicants to expand.

Parris clarified that the Commission is not anti-additions. The original house would be a prime candidate for landmarking and the HPC would love to work the applicants but any stay is not meant to be punitive.

Dunlap appreciated all the comments tonight and letters that were received. He noted the historic photo of the house. He expressed interest in saving the front portion of the house including the stone front porch. He also reminded everyone that this is a voluntary program as opposed to mandatory.

Klemme noted the difference between historic and structures with a false sense of history. The focus is on preservation as opposed to recreating it.

The owners restated that they are still considering all options, although it's unlikely they will preserve. They have been exploring all options since closing on the house in March. Their preference would be for a 60 day stay as they have already pursued possible options.

Public Comment:

John Obremski, 248 Centennial Dr., Louisville, CO 80027, commented to propose design changes to the exterior,

Chair Haley clarified that that is beyond the purview of the Commission and that best practice in preservation is to distinguish old from new.

Haley stated that she would be in favor of a sixty day stay.

Klemme, Dunlap, Parris expressed agreement.

Keller stated that the applicants seem to have made up their mind. While he would prefer preservation, he would be fine with no stay.

Parris stated that they are continuing to pursue possible preservation, something they can consider during the stay.

Parris moved to recommend approval of the demolition with a 60 day stay expiring on July 3, 2020. Passed unanimously by voice vote.

822 La Farge Avenue: Probable Cause

Staff presented the following the research and information on 822 La Farge Avenue:

This is a request to find probable cause for a landmark designation to allow for funding of a historic structure assessment for 822 La Farge Avenue. Under Resolution No. 17, Series 2019, a property may be eligible for reimbursement for a historic structure assessment (HSA) from the Historic Preservation Fund (HPF) if the Historic Preservation Commission finds "probable cause to believe the building may be eligible for landmarking. The principal structure at 822 La Farge Avenue was constructed prior to 1904. The house is a late 19th/early 20th century wood frame

vernacular house. This house is associated with the historic development of Louisville and the Jefferson Place subdivision. The façade of the house has undergone minor changes over time (window and siding replacement, changes to front porch posts) but retains significant architectural integrity when viewed from the street. The house was owned by several Louisville families since its construction. The original owners, the Bottinelli family, had ties to Louisville's mining industry and immigrant heritage. The Bottinelli family owned the property through 1953. The house was later owned by Paul Weissmann, a Colorado State Senator. This structure adds character and value to Old Town and remains on its original lot. Staff recommends that the HPC finds there is probable cause for landmarking 822 La Farge Avenue under the criteria in the LMC, making the properties eligible for the cost of a historic structure assessment (\$4000 maximum).

Chair Haley stated that this seems like an obvious decision.

Klemme and Parris stated that they didn't see the need for a discussion – this application meets the probable cause criteria.

Dunlap stated that this was bit of good news after the last hearing.

Haley reiterated this this project meets integrity, age, and significance criteria.

Klemme moved to approve the probable cause determinate. Parris seconded. Passed unanimously by voice vote.

Referral: 931 Main Street PUD Amendment

Lisa Ritchie presented for the Planning Department.

This application is in front of the HPC for review because it is located in the historic Old Town area. The property is located along Main Street near South Street. Pitter Patter is currently located in this building. The existing structure was built in 1900. A PUD was approved for the property in 2014 and amended in 2017 to allow for the construction of a two-story addition to the rear. The current application seeks to reduce the addition from two stories to one.

Klemme clarified that this building is not currently landmarked.

Peter Stewart, Stewart Architecture, confirmed that they are not pursuing the landmark incentives at this time but have approached the project in a way that would not preclude landmarking in the future.

Dunlap stated that this is the first PUD review he's been a part of and he was unsure of the reason for review.

Ritchie clarified that this is because of the close ties between development in downtown and the historic preservation goals.

Parris stated that this was a great project, particularly the one story addition that isn't visible from the street.

Haley agreed that this really is what they like to see and wouldn't want to recommend any changes.

Dunlap made a motion to recommend approval of the PUD application as presented for 931 Main Street. Klemme seconded. Passed unanimously by voice vote.

Items from Staff:

Staff gave an update for future meeting, June 15th.

- 925 Jefferson (Landmark, Grant, Alteration Certificate)
- 1016 Grant (Landmark, Grant, Alteration Certificate)
- 1200 Jefferson (Landmark, Grant, Alteration Certificate)

Updates from Commission Members: None

Discussion Items for Future Meetings: None

Adjourn:

Parris motioned to adjourn and Keller seconded. Voice motion passed, 5-0. Meeting adjourned at 8:50 pm.

DRAFT

**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 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.

City Council
September 1, 2020

**931 Main Street
PUD Amendment**

*Resolution No. 69, Series 2020, approving a Planned Unit Development
Amendment to allow a single-story addition to the rear of the existing structure.*

Public Notice Certification:

Published in the Boulder Daily Camera – August 16, 2020

*Posted in Required Locations, Property Posted and Mailing Notice – August 14,
2020*

**931 Main St
PUD**
Vicinity Aerial



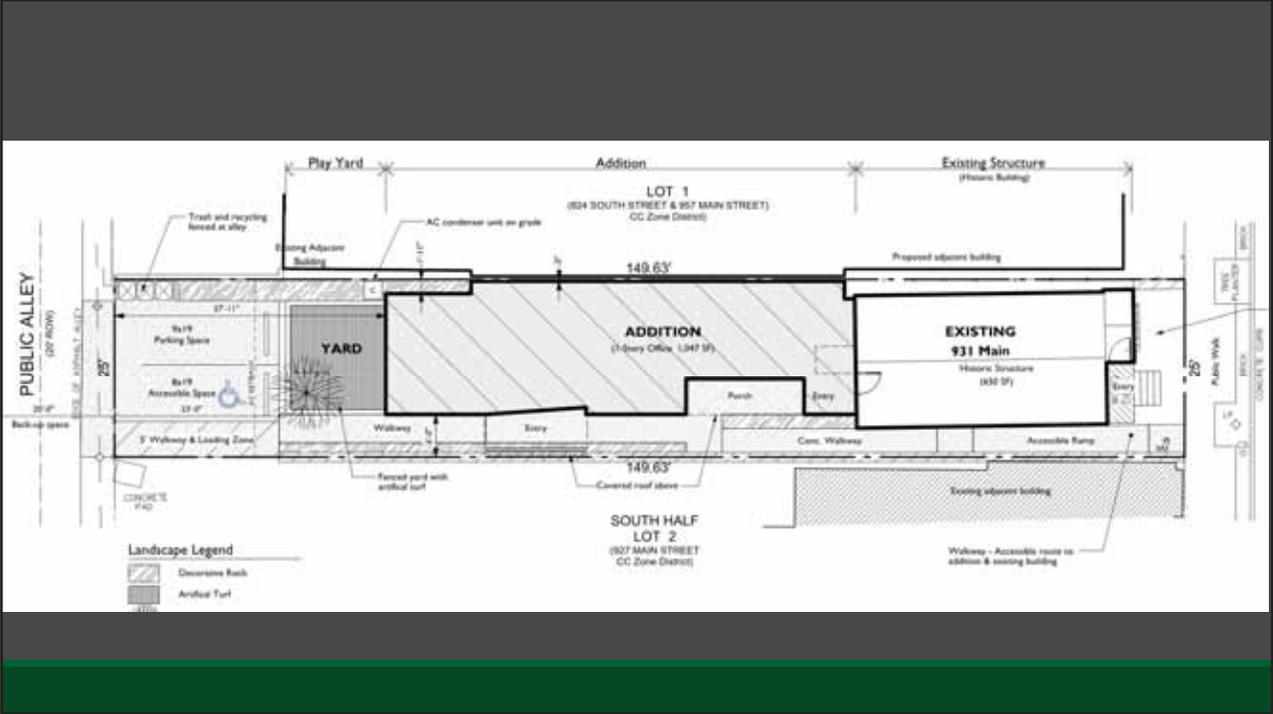
931 Main St PUD

Background



- Existing 650 sf structure on the property constructed in 1900
- PUD approved in 2014, amended in 2017
 - Allowed construction of a two-story addition to the rear of the existing structure





**931 Main St
PUD**
Analysis

Subject to Design Handbook for
Downtown Louisville

- General Regulations
- Transition Area
- Addition to Historic Structure
- Meets all applicable standards

Subject to LMC 17.20.025 - Parking

- 1 off-street space required
- 2 provided

Subject to LMC 17.28.120 – PUD
Criteria

- Meets all applicable criteria

**931 Main St
PUD**
Recommendation

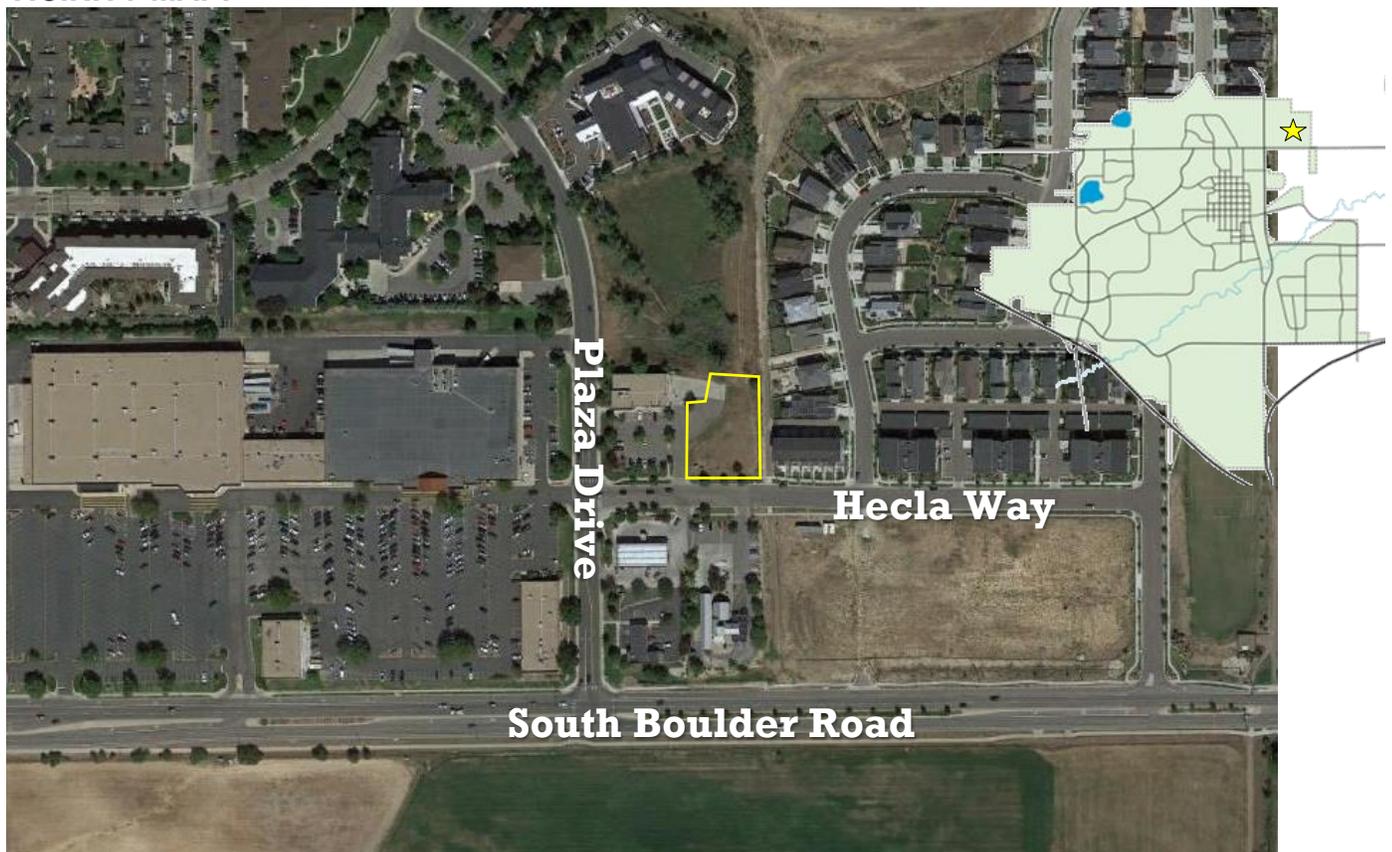
Staff recommends approval of Resolution 69, Series 2020 to approve a PUD Amendment to allow a single-story addition to the rear of the existing structure and associated site improvements.

SUBJECT: RESOLUTION 70, SERIES 2020 - A RESOLUTION APPROVING AN AMENDMENT TO THE NAPA AUTO PARTS FINAL PLANNED UNIT DEVELOPMENT FOR LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4B, 1413 HECLA WAY

DATE: SEPTEMBER 1, 2020

PRESENTED BY: HARRY BRENNAN, PLANNER II

VICINITY MAP:



SUMMARY:

The owner, 6 Eyed Jack LLC, represented by Emilia Construct, requests approval of an amendment to the Napa Auto Parts Planned Unit Development (PUD) at 1411/1413 Hecla Way to allow construction of a new 2,500 sq. ft. commercial building and associated site improvements for a retail marijuana store.

BACKGROUND:

This subject property has one street frontage on its south side, along Hecla Way. The lot is bordered on the north by privately undeveloped land used for drainage conveyance, to the

west by Napa Auto Parts, and to the east by City-owned open space and trail corridor and the North End Residential Neighborhood.

The property is part of the Louisville Plaza GDP, which the City approved in 1994. The Louisville Plaza GDP establishes the permitted uses and zoning standards for 53 acres north of South Boulder Road and east of Highway 42. The property covered by the GDP is developed with a mix of commercial, office and senior residential development. The GDP identified the subject property for commercial/office uses and it is one of the last undeveloped parcels within the GDP area.

The City approved the Louisville Plaza Filing No.2 plat in 1991. In 2002, the City approved the Napa Auto Parts PUD. This PUD encompassed the entirety of Lot 4, but identified no work on the eastern half of the property. A subsequent amendment to the plat in 2003 divided Lot 4 into two properties: Lot 4A (Napa Auto Parts) and Lot 4B. Lot 4B is the subject of the current proposed PUD amendment.

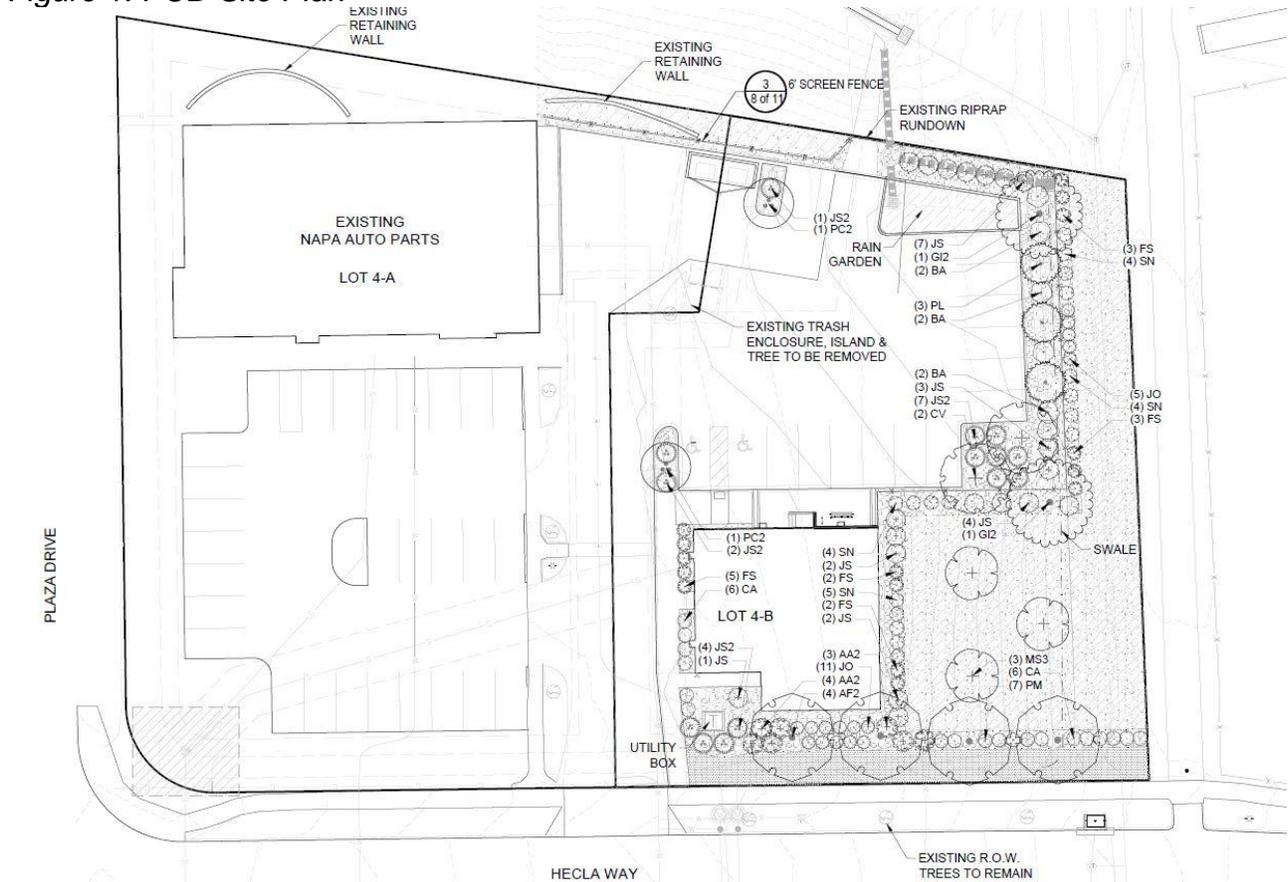
In 2019, Ordinance No. 1769, Series 2019, updated Title 17 to clarify in which zone districts retail marijuana stores were allowed. The resolution included PCZD (PC) zones as districts where retail marijuana was an allowed use. The owner, 6 Eyed Jack LLC, received a license from the City to operate a retail marijuana store at this location in October, 2019.

PROPOSAL:**Final PUD Amendment****Overview**

The applicant proposes a one-story, roughly rectangular structure on the lot, with one ingress/egress location using the shared drive with Napa Auto Parts. The building is located along the southwest corner of the property. Parking and paved areas are located north of the building, towards the rear of the lot. The plans show landscaping around the edges of the property and the parking area, and there is a 30' landscaped buffer area on the eastern edge of the property nearest the residential neighborhood.

The building orients its façade to the west, but also includes windows and pedestrian entries on the north and south elevations. All elevations include architectural features such as window and entry fenestration, material changes, canopies, and changes in the roof plane.

Figure 1: PUD Site Plan



Site Planning

There is an existing sidewalk along Hecla Way, and the site plan includes a new pedestrian walkway into the site, and around to the north side of the building. The applicant proposes bicycle parking and a bench at the building's north entrance. The dumpster will be relocated to the rear of the site, where it will be shared with Napa Auto Parts.

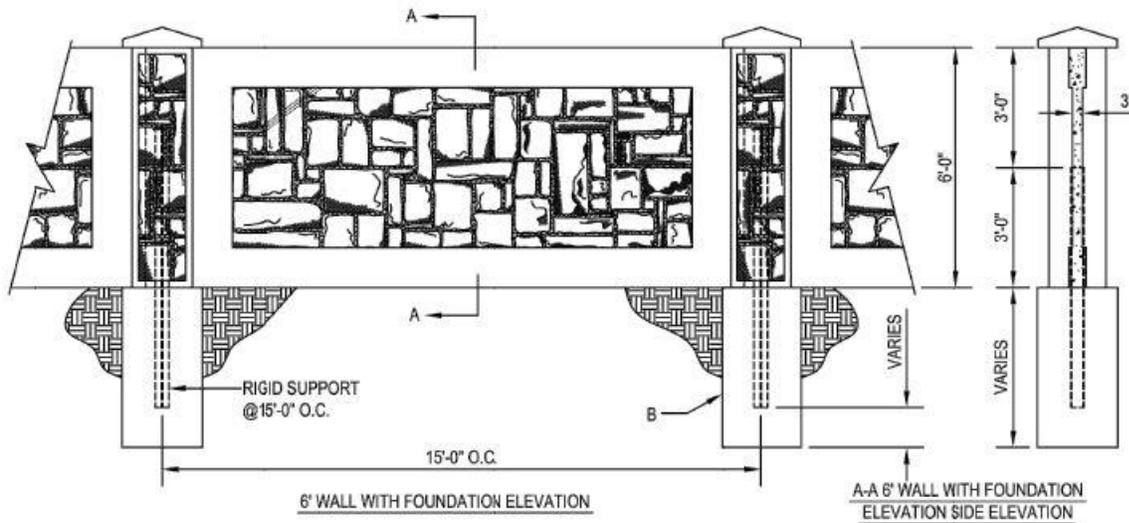
The site plan accommodates drainage with a swale around the south and east side of the property, which will direct surface flow to a rain garden at the northeast corner of the property. Water will then be conveyed northwards into the shared drainage area which accommodates much of the runoff from the Louisville Plaza shopping center.

The landscaping plan meets the standards in the CDDSG, including trees adjacent to the sidewalk along Hecla Way, and shrub and tree planting along the edges of the property and the building itself. Landscaping around the trash enclosure and around an existing utility box in front of the building help screen those elements. In compliance with the CDDSG requirement for a 30' buffer between different land uses, the plan calls for a 30' landscaped buffer along the eastern property line where it is adjacent to residential development. Dense plantings (including evergreens) and a screen wall help to minimize

potential impacts from headlights and noise on the nearby residences. In accordance with staff recommendations, the landscaping transitions into native seeding to match the existing landscape condition of the adjacent trail. Plantings frame building entrances and break-up parking lot rows.

The proposal includes a six-foot tall screen wall on the north, east and south sides of the property. The screen wall has a faux stone façade and columns at 15-foot intervals. The wall is intended to assist with the screening of the parking from the surrounding residential neighborhoods.

Figure 2: Screen Wall



The development provides 18 parking spaces, above the 12 parking spaces that are required at 4.5 spaces/1000 sf. The proposal locates the parking behind the building, on the north side. This helps screen the parking from Hecla Way. The parking lot includes three cobra-head lights with backlighting controls. There are two wall mounted lights on the west side of the building providing additional lighting for the shared driveway and pedestrian areas on this side of the building.

The building and parking areas meet all setback requirements in the CDDSG, including the required 30' buffer on the east side of the property.

The applicant does not request any waivers from the CDDSG.

Emergency access has been reviewed and approved by the Louisville Fire District

Architectural Design

The building footprint is roughly 50' by 50'. The east elevation of the building has the primary pedestrian entry, but the south and north elevations also include pedestrian entries

Planned Unit Development

The PUD is subject to the CDDSG and the review criteria outlined in Section 17.28.120 of the Louisville Municipal Code.

CDDSG: 1. Site Planning

This application complies with the standards in this section, including all minimum setbacks and building and site orientation standards. The proposal includes a new pedestrian connection from Hecla Way. It also includes site amenities such as a bench and bike locks. The trash enclosure is located at the rear of the site, to minimize visibility from the public realm. The proposal meets the site standards for site grading and drainage in the CDDSG.

CDDSG: 2. Vehicular Circulation and Parking

Access is accommodated through the shared drive with Napa Auto Parts. The drive aisles can accommodate access for fire and service needs on the property. The parking lot meets design requirements, and locates spaces behind the building to minimize visibility from the public realm. Where parking spaces abut sidewalks, a sidewalk width of 11' is provided to accommodate vehicle overhang. A question was raised at the Planning Commission meeting about delivery truck access for the Napa Auto Parts store needing to back into Hecla Way creating an unsafe condition. Since the Planning Commission meeting, the applicant has provided a truck turning template to demonstrate delivery truck access for a 47' truck can be accommodated within the development.

Figure 4: Delivery Truck Plan



CDDSG: 3. Pedestrian and Bicycle Circulation

The applicant proposes pedestrian connections and bicycle parking consistent with the standards of the CDDSG. The application includes bicycle parking that is located on the north side of the building near a pedestrian entrance and a new pedestrian sidewalk with access from Hecla Way is provided. The layout of the parking lot minimizes pedestrian crossings to avoid pedestrian/vehicle conflicts.

CDDSG: 4. Architectural Design

The PUD properly locates entries and service areas. Building height is in character with the area, and at 17', is well below the maximum allowed height of 35'. The building incorporates architectural features to reduce the apparent massing of the building including

material changes, roofline variation, framing of windows and doors, and canopies. The orientation of the building maximizes architectural interest from the public realm, with pedestrian entries highlighted by three-dimensional projections and material changes. The dumpster is located at the rear of the property, and is screened by an enclosure.

CDDSG: 5. Landscape Design

The application complies with standards in the CDDSG for perimeter landscaping adjacent to abutting property, parking lot landscaping, and loading and service area screening. The plan also accommodates the 30' landscaped buffer on the east side of the property to help minimize impacts on the adjacent residential neighborhood.

CDDSG: 6. Screen Walls and Fences

The application includes a 6' screen wall located in the landscaping buffer on the east side of the property. This wall is textured to provide visual interest, and is flanked by landscaping to soften its appearance. The wall, along with evergreen plantings, will help reduce the impact of headlights and noise on the residential neighborhood.

CDDSG: 8. Exterior Site Lighting

The application includes wall mounted and pole mounted full cut-off LED light fixtures that will reduce light glare and safely light the property. The light fixtures include back light controls. Staff recommends the following condition to the approval:

- 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.

Waiver Compliance with 17.28.110

No waivers are required for this PUD.

Compliance with 17.28.120

Section 17.28.120 of the Louisville Municipal Code lists 28 criteria for PUDs that must be satisfied or found not applicable in order to approve a PUD.

PUBLIC COMMENTS:

Public comments received by staff are included as Attachment 6. Some comments are specific to earlier versions of the proposed PUD, so may have comments on site design elements no longer included in the proposal.

PLANNING COMMISSION RECOMMENDATIONS:

The Planning Commission held a public hearing on the request on July 16, 2020 and voted 5-2 to recommend approval of the request. The minutes from this meeting are included as Attachment 7.

STAFF RECOMMENDATION:

Staff recommends approval of Resolution 70, Series 2020 approving a request for an amendment to the Napa Auto Parts Planned Unit Development with the following conditions:

- That physical backshields be added to the pole mounted light fixtures, or that a new light fixture model that does includes physical backshields be used in place of those currently proposed for the pole mounted lights.
- That a note be added to the cover page indicating that Lot 4b will accommodate truck access for Lot 4a.

ATTACHMENTS:

1. Resolution No.5, Series 2020
2. Application Materials
3. Louisville Plaza General Development Plan
4. First Amendment Lot 4, Louisville Plaza Filing No.2
5. Final Planned Unit Development
6. Delivery Truck Plan
7. July 16, 2020 Planning Commission Minutes
8. Public Comments (from Planning Commission Hearing)
9. Public Comments (for City Council Hearing)
10. Presentation

STRATEGIC PLAN IMPACT:

| | | | |
|-------------------------------------|---|--------------------------|---|
| <input type="checkbox"/> |  Financial Stewardship & Asset Management | <input type="checkbox"/> |  Reliable Core Services |
| <input checked="" type="checkbox"/> |  Vibrant Economic Climate | <input type="checkbox"/> |  Quality Programs & Amenities |
| <input type="checkbox"/> |  Engaged Community | <input type="checkbox"/> |  Healthy Workforce |
| <input type="checkbox"/> |  Supportive Technology | <input type="checkbox"/> |  Collaborative Regional Partner |

APPENDIX: PUD Criteria Analysis – Napa Auto Parts PUD 1st Amendment

| Criteria 17.28.120 (A) | Finding | Narrative |
|---|-----------|--|
| 1. An appropriate relationship to the surrounding area. | Compliant | The use is appropriate for the area and permitted in the PC zone district. The site and building design are compatible with other surrounding properties. The screen wall and 30 foot landscape buffer |

| | | |
|---|----------------|---|
| | | screens the development from the nearby residential units. |
| 2. Circulation in terms of the internal street circulation system, designed for the type of traffic generated, safety, separation from living areas, convenience, access, and noise and exhaust control. Proper circulation in parking areas in terms of safety, convenience, separation and screening. | Compliant | The application provides for adequate and safe internal circulation. The City's engineering division and Fire District have reviewed the parking circulation and driveway locations and have no objections to the proposal. |
| 3. Consideration and provision for low and moderate-income housing | Not applicable | The property is PC, and senior residential is allowed. No residential development is proposed. |
| 4. Functional open space in terms of optimum preservation of natural features, including trees and drainage areas, recreation, views, density relief and convenience of function | Compliant | The PUD complies with landscape requirements in the CDDSG. |
| 5. Variety in terms of housing types, densities, facilities and open space | Not applicable | The property is for commercial development. No residential development is proposed. |
| 6. Privacy in terms of the needs of individuals, families and neighbors | Compliant | The PUD complies with site planning provisions in the CDDSG, assuring appropriate privacy of neighboring properties. A six foot solid screen wall is proposed along the north, east and south sides of the parking lot to buffer the parking from the surrounding residential neighborhood, and City open space and trail corridor. |
| 7. Pedestrian and bicycle traffic in terms of safety, separation, convenience, access points of destination and attractiveness | Compliant | The PUD complies with pedestrian and bicycle requirements in the CDDSG, ensuring adequate pedestrian and bicycle access. There are direct sidewalk connections provided between the building and adjacent public street. |
| 8. Building types in terms of appropriateness to density, site relationship and bulk | Compliant | The PUD complies with the site planning provisions and architectural standards in the |

| | | |
|--|----------------|---|
| | | CDDSG, and is compatible with surrounding development. |
| 9. Building design in terms of orientation, spacing, materials, color, texture, storage, signs and lighting | Compliant | The PUD complies with the architectural design requirements in the CDDSG. The design incorporates sufficient articulation and building mass variation, as well as successful site organization. |
| 10. Landscaping of total site in terms of purpose, such as screening, ornamental types used, and materials used, if any; and maintenance, suitability and effect on the neighborhood | Compliant | The PUD complies with landscape requirements in the CDDSG ensuring adequate screening and is compatible for the area. |
| 11. Compliance with all applicable development design standards and guidelines and all applicable regulations pertaining to matters of state interest, as specified in <u>chapter 17.32</u> | Compliant | The PUD complies with all applicable development standards and guidelines. |
| 12. None of the standards for annexation specified in <u>chapter 16.32</u> have been violated | Not applicable | The property was not recently annexed. |
| 13. Services including utilities, fire and police protection, and other such services are available or can be made available to adequately serve the development specified in the final development plan | Compliant | The Public Works Department and Louisville Fire District reviewed the PUD and it meets their requirements. |

| Criteria 17.28.120 (B) | Finding | Narrative |
|--|-----------|--|
| 1. Development shall be in accordance with the adopted elements of the comprehensive development plan of the city, and in accordance with any adopted development design standards and guidelines. | Compliant | The PUD complies with the adopted elements of the comprehensive plan, and the adopted development design standards and guidelines. |
| 2. No structures in a planned unit development shall encroach upon the floodplain. Existing bodies of water and existing stream courses shall not be channelized or altered | Compliant | The property is not located in a floodplain, nor are there any existing bodies of water in the area. |

| | | |
|--|-----------|--|
| in a planned unit development plan. | | |
| 3. No occupied structure shall be located on ground showing severe subsidence potential without adequate design and study approved specifically by the city. | Compliant | There is no known subsidence on the property. |
| 4. The proposal should utilize and preserve existing vegetation, land forms, waterways, and historical or archeological sites in the best manner possible. Steep slopes and important natural drainage systems shall not be disrupted. How the proposal meets this provision, including an inventory of how existing vegetation is included in the proposal, shall be set forth on the landscape plan submitted to the city. | Compliant | The PUD is appropriate for the context of the existing conditions of the property. The site is relatively flat and is within a developed commercial area and not adjacent to any preservation areas. |
| 5. Visual relief and variety of visual sitings shall be located within a development in the overall site plan. Such relief shall be accomplished by building placements, shortened or interrupted street vistas, visual access to open space and other methods of design. | Compliant | The PUD complies with site planning requirements in the CDDSG, ensuring proper building placement and access to open space. |
| 6. Open space within the project shall be located in such a manner as to facilitate pedestrian use and to create an area that is usable and accessible to residents of surrounding developments. | Compliant | The PUD complies with requirements in the CDDSG. |
| 7. Street design should minimize through traffic passing residential units. Suggested standards with respect to paving widths, housing setbacks and landscaping are set forth in public works standards of the city and applicable development design standards and guidelines. The system of streets, including parking lots, | Compliant | The PUD complies with requirements in the CDDSG, ensuring properly designed landscaping adjacent to public streets. |

| | | |
|---|----------------|--|
| shall aid the order and aesthetic quality of the development. | | |
| 8. There shall exist an internal pedestrian circulation system separate from the vehicular system such that allows access to adjacent parcels as well as to parks, open space or recreation facilities within the development. Pedestrian links to trail systems of the city shall be provided. | Compliant | The PUD complies with bicycle and pedestrian requirements in the CDDSG, ensuring adequate pedestrian and bicycle access. |
| 9. The project and development should attempt to incorporate features which reduce the demand for water usage. | Compliant | The PUD proposes appropriate use of water. |
| 10. Landscape plans shall attempt to reduce heating and cooling demands of buildings through the selection and placement of landscape materials, paving, vegetation, earth forms, walls, fences, or other materials. | Compliant | The PUD complies with landscape requirements in the CDDSG, providing for shading of parking and pedestrian walkways. |
| 11. Proposed developments shall be buffered from collector and arterial streets. Such buffering may be accomplished by earthen berms, landscaping, leafing patterns, and other materials. Entrance islands defining traffic patterns along with landscaping shall be incorporated into entrances to developments. | Compliant | The PUD complies with the requirements of the CDDSG and includes adequate landscaping and buffering from adjacent streets. |
| 12. There shall be encouraged the siting of lot arrangement, building orientation and roof orientation in developments so as to obtain the maximum use of solar energy for heating. | Compliant | The PUD provides unshaded roof structures so that solar energy may be utilized in the future. |
| 13. The overall PUD shall provide a variety of housing types. | Not applicable | Housing is not proposed. |
| 14. Neighborhoods within a PUD shall provide a range of housing size. | Not applicable | Housing is not proposed. |
| 15. Architectural design of buildings shall be compatible in | Compliant | The PUD proposes architecture that is compatible in design with |

SUBJECT: RESOLUTION NO. 70, SERIES 2020

DATE: SEPTEMBER 1, 2020

PAGE 14 OF 14

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.

the contours of the site, with surrounding designs and neighborhoods.

**RESOLUTION NO. 70
SERIES 2020**

**A RESOLUTION APPROVING AN AMENDMENT TO THE NAPA AUTO PARTS
FINAL PLANNED UNIT DEVELOPMENT FOR LOUISVILLE PLAZA FILING NO.2,
LOT 4, FIRST AMENDMENT, LOT 4B AT 1413 HECLA WAY**

WHEREAS, there has been submitted to the Louisville Planning Commission an application for an amendment to a Final Planned Unit Development to allow construction of a commercial building and associated site improvements; and

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, after a duly noticed public hearing on July 9, 2020, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated June 25, 2020, the Planning Commission recommended approval the PUD, with the following condition:

- That physical backshields be added to the pole mounted light fixtures, or that a new light fixture model that does includes physical backshields be used in place to those currently proposed for the pole mounted lights.
- That a note be added to the cover page indicating that Lot 4b will accommodate truck access for Lot 4a.

WHEREAS, City Council has reviewed the application, including the recommendation of the Planning Commission and finds that said Final Plat and Planned Unit Development should be approved.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Louisville, Colorado does hereby approve and application for an amendment to a Final Planned Unit Development to allow construction of a commercial building and associated site improvements.

PASSED AND ADOPTED this 1st day of September, 2020.

By: _____
Ashley Stolzmann, Mayor

Attest: _____
Meredyth Muth, City Clerk

ELECTRONIC LAND USE HEARING REQUEST CASE NO. _____

APPLICANT INFORMATION

Firm: 6 Eyed Jack LLC
 Contact: Brandon Banks
 Address: 1940 Blake St #201
Denver CO 80202
 Mailing Address: 1940 Blake St #201
Denver CO 80202
 Telephone: 773-220-5786
 Fax: _____
 Email: brandonbanks066@gmail.com

OWNER INFORMATION

Firm: Same as applicant info
 Contact: _____
 Address: _____
 Mailing Address: _____
 Telephone: _____
 Fax: _____
 Email: _____

REPRESENTATIVE INFORMATION

Firm: Emilia Construct
 Contact: Jessica Emilia
 Address: 2606 S Josephine
Denver CO 80210
 Mailing Address: _____
 Telephone: 720-434-3980
 Fax: _____
 Email: jessica@emiliaconstruct.com

PROPERTY INFORMATION

Common Address: 1411 Hecla Way
 Legal Description: Lot _____ Blk _____
 Subdivision Lot 4B First Amendment Lot 4, Louisville plaza Filing 2
 Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

- Annexation
- Zoning
- Preliminary Subdivision Plat
- Final Subdivision Plat
- Minor Subdivision Plat
- Preliminary Planned Unit Development (PUD)
- Final PUD
- Amended PUD
- Administrative PUD Amendment
- Special Review Use (SRU)
- SRU Amendment
- SRU Administrative Review
- Temporary Use Permit: _____
- CMRS Facility: _____
- Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

I hereby request the public hearing(s) on this application be scheduled to be conducted by Electronic Participation in accordance with the attached Resolution No. 30, Series 2020, as adopted by the City Council on April 7, 2020, if such hearing(s) can be scheduled during a time period when in-person meetings are not being held due to a health epidemic or pandemic. I acknowledge that holding a quasi-judicial hearing by Electronic Participation may present certain legal risks and involves an area of legal uncertainty, and that having this application heard at a meeting held by Electronic Participation is optional and undertaken at my own risk. I also understand that in-person meetings are preferred for quasi-judicial hearings, and that even if electronic hearing(s) are scheduled, this application will be heard at an in-person meeting if in-person meetings have resumed by the scheduled hearing date(s). I further agree to defend and indemnify the City of Louisville in any action that may arise out of, or in connection with, conducting the hearing by Electronic Participation.

SIGNATURES & DATE

Applicant: 
 Print: Brandon Banks 6/5/2020
 Owner: 
 Print: Brandon Banks 6/5/2020
 Representative: _____
 Print: Jessica Emilia

CITY STAFF USE ONLY

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

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: Emilia Construct LLC
 Contact: Jessica Gillespie
 Address: 2606 S. Josephine St
Denver CO 80210
 Mailing Address: _____
 Telephone: 720-434-3980
 Fax: _____
 Email: Jessica@emiliaconstruct.com

OWNER INFORMATION

Firm: 6 eyed Jack LLC
 Contact: Brandon E. Banks
 Address: 1777 Newatta St. Unit 1101
Denver CO 80202
 Mailing Address: _____
 Telephone: 773-220-5786
 Fax: _____
 Email: Brandonbanks0606@gmail.com

REPRESENTATIVE INFORMATION

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

PROPERTY INFORMATION

Common Address: 1411 Hecla Way
 Legal Description: Lot 4B Amend 4 Blk
Subdivision Louisville Plaza Filing 2
 Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

- Annexation
- Zoning
- Preliminary Subdivision Plat
- Final Subdivision Plat
- Minor Subdivision Plat
- Preliminary Planned Unit Development (PUD)
- Final PUD
- Amended PUD
- Administrative PUD Amendment
- Special Review Use (SRU)
- SRU Amendment
- SRU Administrative Review
- Temporary Use Permit: _____
- CMRS Facility: _____
- Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

PROJECT INFORMATION

Summary: As submitted to the City, the Applicant intends to construct one new retail building on Lot 4-B. The building will be a one story retail marijuana store, approximately 2,500 square feet in size. The commercial building will be sited along the southern portion of Lot 4-B, with 20 parking spaces, two of which are designated as handicapped spaces, along the east and north sides of the lots.

Current zoning: P-C Proposed zoning: P-C

SIGNATURES & DATE

Applicant: Jessica Gillespie
 Print: Jessica Gillespie
 Owner: Brandon Banks
 Print: Brandon Banks
 Representative: NA
 Print: _____

CITY STAFF USE ONLY

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

6 eyed jack, llc 1777 wewatta street,
suite 1101 denver, co 80202

October 18,
2019

City of Louisville Planning
Department 749 Main Street
Louisville, CO 80027

**Applicant s Written Statement – Amendment(s) to the existing Napa Auto Parts
Planned Unit Development (PUD)**

To Whom It May Concern:

The Applicant, 6 Eyed Jack LLC, hereby submits its written statement in connection with its request to amend the existing Napa Auto Parts PUD what is currently Lot 4-B. The address of Lot 4-B is 1411 Hecla Way, Louisville, CO, and the legal description as currently existing is Lot 4-B, First Amendment Lot 4, Louisville Plaza Filing 2, City of Louisville, County of Boulder, State of Colorado. Included with this statement is the proposed PUD map amendment for consideration. Also, please allow this letter to provide confirmation that the City may provide comments and questions to Jessica Gillespie, Emilia Construct, 2606 S Josephine St Denver CO 80210, Mobile: 720.434.3980; Email: jessica@emiliaconstruct.com. Ms. Gillespie is authorized on behalf of the Applicant to submit this letter and the PUD amendment documents which authorization shall remain in place until revoked by the Applicant in writing to the City.

As submitted to the City, the Applicant intends to construct one new retail building on Lot 4-B. The building will be a one story retail marijuana store, approximately 2,500 square feet in size. The commercial building will be sited along the southern portion of Lot 4-B, with 20 parking spaces, two of which are to be designated as handicapped spaces, along the east and north sides of the lots. The PUD amendment retains the commercial use of the property and includes the Napa Auto Parts store that currently exists on Lot 4-A as there are shared access and site amenities, including a 24' wide easement between Lot 4-A and 4-B. The owner of the Napa Auto Parts lot has concurred with the Applicant's request for the PUD Amendment.

The list of owners of abutting properties within 500 feet of the new proposed lots are:

LOT 4A, FIRST AMENDMENT LOT 4 LOUISVILLE PLAZA FLG 2 (the Napa Auto Parts Lot):
NEW BULL LLC 10164 EMPIRE DR LAFAYETTE, CO 80026

TRACT B, LOUISVILLE PLAZA FLG 2 (property to the north):

TKG LOUISVILLE COLORADO DEVELOPMENT
LLC 211 N STADIUM BLVD SUITE 201 COLUMBIA
MO 65203

NORTH END BLK 15 ROW HOUSE CONDOS (property immediately to the east):

Unit 1: RUGGIERO EMILIO
PERNA 1451 HECLA WAY
LOUISVILLE CO 80027

Unit 2: CHERNIKOFF LAURA R
ET AL MCCLANAHAN MARSHA
L ET AL CHERNIKOFF DAVID B
ET AL 1459 HECLA WAY
LOUISVILLE CO 80027

Unit 3: HENDERSON BRADY M &
MONIQUE M 1467 HECLA WAY
LOUISVILLE CO 80027

Unit 4: CHAMBERLIN WILLIAM
H ET AL YUAN YUAN ET AL
1475 HECLA WAY LOUISVILLE,
CO 80027

Unit 5: TURVEY TRUDY
A 1483 HECLA WAY
LOUISVILLE CO 80027

Unit 6: GINTCHIN TZVETANKA ATANASSOVA & LAZAR
DIMITROV 491 HECLA WAY LOUISVILLE CO 80027

OUTLOTS 15 AND 16, NORTH END PARCEL 1 OT H & OT K RPLT (property immediately to the east):

NORTH END RESIDENTIAL MASTER

ASSOCIATION 5723 ARAPAHOE AVE STE B2
BOULDER, CO 80303

City of Louisville 6 Eyed Jack, LLC Written Statement Page | 3

LOT 2, BLK 16, NORTH END PARCEL 1 OT H & OT K RPLT (property immediately to the east): CATHCART MARK S 1763 SWEET CLOVER LN LOUISVILLE CO 80027

LOT 1, BLK 16, NORTH END PARCEL 1 OT H & OT K RPLT (property immediately to the east):

HERNANDEZ MICHELLE MOORE ET AL HERNANDEZ ALEJANDRO EZEQUIEL ET AL 1775 SWEET CLOVER LN LOUISVILLE CO 80027

LOT 16 BLK 17 NORTH END PARCEL 1 OT H & OT K RPLT (property to the east and north): SCIOLINO ANTHONY J & GLORIA S 14 GREENPOINT TR PITTSFORD NY 14534-1088

LOT 16 BLK 17 NORTH END PARCEL 1 OT H & OT K RPLT (property to the east and north): JONES LESLIE A G & GREGORY A 1809 SWEET CLOVER LN LOUISVILLE CO 80027

The Applicant intends to commence its construction drawings after receipt of the first submittal review comments. A contractor has not yet been selected for the buildings, but we currently anticipate breaking ground in March, 2020.

Please do not hesitate to contact the undersigned with any questions or if you need additional information regarding the proposed development.

Best,

6 Eyed Jack, LLC

By: _____ Name: _____ Its:

cc: Jessica Emilia (via e-mail)

Brandon Banks Owner

FIRST AMENDMENT LOT 4, LOUISVILLE PLAZA FILING NO. 2

LOT 4, LOUISVILLE PLAZA FILING NO. 2, LOCATED IN THE SW 1/4 OF SECTION 4, T.1S., R.69W. OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1

LEGEND

- FOUND NO. 4 REBAR W/PLASTIC CAP PLS 24966 (UNLESS OTHERWISE NOTED)
 - FOUND NO. 4 REBAR W/PLASTIC CAP PLS 23027 (UNLESS OTHERWISE NOTED)
 - SET NO. 5 REBAR W/ 1-1/2" ALUM. CAP PLS 28283 FLATIRON'S PLS #16406
- (PLAT) RECORDED PLAT OF LOUISVILLE PLAZA FILING NO. 2 RECEPTION NO. 1113009.



DEDICATION:

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING THE OWNER OF LOT 4, LOUISVILLE PLAZA FILING NO. 2, A PART OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, BOULDER COUNTY, COLORADO AND BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 4;

TREND S 89°14'02" W ON THE SOUTH LINE OF SAID LOT 4 A DISTANCE OF 283.90 FEET TO THE BEGINNING OF A TANGENT CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 25.00 FEET, AND THE CHORD OF SAID CURVE BEARS N 40°45'58" W A DISTANCE OF 30.36 FEET;

THENCE ON THE ARC OF SAID CURVE A DISTANCE OF 39.27 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF PLAZA DRIVE;

THENCE N 07°45'58" W ON SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 195.00 FEET;

THENCE S 82°47'52" E A DISTANCE OF 298.84 FEET TO THE WEST LINE OF A TRACT OF LAND DESCRIBED IN DEED RECORDED IN BOULDER COUNTY, COLORADO AT RECEPTION NO. 317757, FLM 1044;

THENCE S 02°12'41" E ON SAID WEST LINE A DISTANCE OF 170.08 FEET TO THE POINT OF BEGINNING.

CONTAINS 55,716 SQUARE FEET OR 1.279 ACRES, MORE OR LESS.

HAS Laid out, SUBMITTED AND PLATED SAID LAND AS PER DRAWING HERON CONTAINED UNDER THE NAME AND STYLE OF "FIRST AMENDMENT LOT 4, LOUISVILLE PLAZA FILING NO. 2" A SUBDIVISION OF A PART OF THE CITY OF LOUISVILLE COUNTY OF BOULDER, STATE OF COLORADO, AND BY THESE PRESENTS DO HEREBY DEDICATE TO THE CITY OF LOUISVILLE AND THE PUBLIC, THE INGRESS-EGRESS AND FIRE LANE EASEMENTS AS SHOWN ON THE ACCOMPANYING PLAT FOR VEHICULAR, PEDESTRIAN AND EMERGENCY ACCESS AS SHOWN ON THE ACCOMPANYING PLAT FOR THE PUBLIC USE THEREOF FOREVER AND GOOD FURTHER SUBJECT TO THE USE OF THE CITY OF LOUISVILLE AND ALL MUNICIPALLY OWNED AND/OR FRANCHISED UTILITIES AND SERVICES THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE SO DESIGNATED AS EASEMENTS AND RIGHT-OF-WAYS FOR THE CONSTRUCTION, INSTALLATION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT FOR ALL SERVICES, INCLUDING WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, TELEPHONE AND ELECTRIC LINES, WORKS, POLES AND UNDERGROUND CABLES, GAS PIPELINES, WATER PIPELINES, SEWER MAINS, SANITARY SEWER LINES, STREET LIGHTS, CULVERTS, HYDRANTS, DRAINAGE DITCHES AND DRAINS AND ALL APPURTENANCES THEREOF, IT BEING EXPRESSLY UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT ALL EXPENSES AND COSTS INVOLVED IN CONSTRUCTING AND INSTALLING SANITARY SEWER SYSTEM WORKS AND LINES, GAS SERVICE LINES, ELECTRICAL SERVICE WORKS AND LINES, STORM SEWERS AND DRAINS, STREET LIGHTING, GRADING AND LANDSCAPING, CURBS, GUTTERS, STREET PAVEMENT, SEWERLINES AND OTHER SUCH UTILITIES AND SERVICES SHALL BE GUARANTEED AND PAID FOR BY THE SUBDIVIDER OR ARRANGEMENTS MADE BY THE SUBDIVIDER THEREOF WHICH ARE APPROVED BY THE CITY OF LOUISVILLE, COLORADO, AND SUCH SHAMS SHALL NOT BE PAID BY THE CITY OF LOUISVILLE, COLORADO, AND THAT ANY ITEM SO CONSTRUCTED OR INSTALLED WHEN ACCEPTED BY THE CITY OF LOUISVILLE, COLORADO, SHALL BECOME THE SOLE PROPERTY OF SAID CITY OF LOUISVILLE, COLORADO, EXCEPT PRIVATE ROADWAY CURBS, GUTTERS AND PAVEMENT AND ITEMS OWNED BY MUNICIPALLY FRANCHISED UTILITIES AND/OR U.S. WEST COMMUNICATIONS, INC. WHICH WHEN CONSTRUCTED OR INSTALLED, SHALL REMAIN THE PROPERTY OF THE OWNER AND SHALL NOT BECOME THE PROPERTY OF THE CITY OF LOUISVILLE, COLORADO.

WITNESS MY HAND AND SEAL THIS 22ND DAY OF July 2002.

OWNER:
Robert P. Maxhoffer
MEMBER, NEW BULL L.L.C.

Notary:
Juliet Weglar, Notary Public
State of Colorado
My Commission Expires 4/15/2007

CITY COUNCIL CERTIFICATE:

APPROVED THIS 18TH DAY OF July 2002 BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE COLORADO. RESOLUTION NO. 2002-03

Mayor: *Leon Davidson* City Clerk: *Cheryl Larke*

PLANNING COMMISSION CERTIFICATE:

RECOMMENDED APPROVED THIS 10TH DAY OF June 2002 BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. 2002-03

Chairman: *John S. Walsh* Secretary: *John S. Walsh*

CERTIFICATE OF SURVEY:

I, JOHN B. GLUTTON, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS PLAT OF "FIRST AMENDMENT LOT 4, LOUISVILLE PLAZA FILING NO. 2" WAS PREPARED UNDER MY SUPERVISION AND IS BASED ON A SURVEY MADE APRIL 8, 2003, AND CORRECTLY SHOWS THE LOCATION AND DIMENSIONS OF THE LOTS IN COMPLIANCE WITH C.R.S. 38-50 THROUGH 38-53 GOVERNING THE SUBDIVISION OF LAND.

NOTES:

- THIS SURVEY DOES NOT CONSTITUTE A "TITLE SEARCH" BY FLATIRON'S SURVEYING, INC. OF THE PROPERTY SHOWN AND DESCRIBED HERETOIN TO DETERMINE OWNERSHIP OF THIS TRACT OF LAND, COMPATIBILITY OF THIS DESCRIPTION WITH THOSE OF ADJACENT TRACTS OF LAND OR RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES OF RECORD AFFECTING THIS TRACT OF LAND.
- FIRST AMERICAN HERITAGE TITLE COMPANY COMMITMENT NO. K02801801-5, DATED DECEMBER 21, 2001 AT 7:29 A.M. WAS ENTIRELY RELIED UPON FOR EASEMENTS, RIGHTS-OF-WAY AND ENCUMBRANCES AFFECTING THIS PROPERTY.
- NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREOF.
- THE PROPERTY MAY BE SUBJECT TO THE FOLLOWING SCHEDULE B SECTION 2 EXCEPTIONS, COMMITMENT NO. K02801801-5:
 - EXCEPTIONS, RESERVATIONS AND CONDITIONS PERTAINING TO THE OIL, GAS AND OTHER MINERALS OF EVERY KIND IN OR BETWEEN SAID PREMISES COVERED AND THE EASEMENTS AND RIGHTS CONNECTED THEREWITH, AS SAME APPEAR IN THE DEEDS RECORDED APRIL 16, 1918 IN BOOK 425 AT PAGES 542 AND 543 AND RECORDED IN BOOK 445 AT PAGE 531 AND RECORDED IN BOOK 506 AT PAGE 322.
 - THE EFFECT OF THE GENERAL DEVELOPMENT PLAN FOR LOUISVILLE PLAZA RECORDED JULY 1, 1991 AT RECEPTION NO. 1113011.
 - AN OIL AND GAS LEASE, FROM F.S. DOMINIAN, JOHN H. BRUNEL AND ROBERT C. ROBERTS AS LESSORS) TO ROMAC EXPLORATION COMPANY, INC. AS LESSEE(S) DATED JUNE 25, 1996, RECORDED JULY 8, 1996 AT RECEPTION NO. 0123456, AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
 - AN OIL AND GAS LEASE, FROM THE ROCKY MOUNTAIN FUEL COMPANY, A DELAWARE CORPORATION AS LESSORS) TO MARTIN EXPLORATION MANAGEMENT CORPORATION AS LESSEE(S) DATED APRIL 13, 1981, RECORDED MAY 13, 1981 AT RECEPTION NO. 445889, AND ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
- ORDINANCE NO. 902 AMENDING ZONING TO C8-COMMERCIAL BUSINESS RECORDED SEPTEMBER 2, 1986 AT RECEPTION NO. 0078548.
- TERMS, CONDITIONS, PROVISIONS, AGREEMENTS AND OBLIGATIONS SPECIFIED UNDER THE DETENTION POND AGREEMENT BY AND BETWEEN SOUTH BOULDER ROAD CORP., A COLORADO CORPORATION AND LOUISVILLE PLAZA, INC., A COLORADO CORPORATION RECORDED JULY 1, 1991 AT RECEPTION NO. 01113013.
- TERMS, CONDITIONS, PROVISIONS, AGREEMENTS AND OBLIGATIONS CONTAINED IN THE DEVELOPMENT AGREEMENT RECORDED APRIL 30, 2001 AT RECEPTION NO. 214324.

CLERK AND RECORDER'S CERTIFICATE:

(COUNTY OF BOULDER STATE OF COLORADO)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 2:44 O'CLOCK P.M. THIS 22ND DAY OF July 2002 AND IS RECORDED IN PLAN FILE # 24966 AND IS RECEIVED IN RECEPTION NO. 1113009

LINDA N. SALAS RECORDER

SHEET 1 OF 1

Drawn by: RAYMOND COLE
DATE: JULY 28, 2003
FSI JOB NO. 03-42,912

Flatirons Surveying, Inc.
5717 ANAPAHSE ROAD
BOULDER, CO 80501
PHONE: (303) 443-7001
FAC: (303) 443-8820
www.flatirons.com

| LINE BEARING | DISTANCE | CURVE | RADIUS | ARC LENGTH | CHORD LENGTH | CHORD BEARING | DELTA ANGLE | TANGENT |
|------------------|----------|-------|--------|------------|--------------|---------------|-------------|---------|
| L1 N 00°45'58" W | 23.89' | C1 | 25.00' | 39.27' | 35.30' | N 49°40'58" W | 90°00'00" | 23.89' |
| L2 N 00°45'58" W | 9.00' | C2 | 25.00' | 22.17' | 21.45' | N 28°10'18" W | 50°48'49" | 11.87' |
| L3 N 00°45'58" W | 4.40' | | | | | | | |
| L4 N 89°14'02" E | 25.30' | | | | | | | |

BASIS OF BEARING:
THE SOUTH LINE OF LOT 4, LOUISVILLE PLAZA FILING NO. 2, ASSUMED TO BEAR SOUTH 89°14'02" WEST AS MONUMENTED AND SHOWN HEREOF.

**NAPA AUTO PARTS PUD 1ST AMENDMENT
LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B
1413 HECLA WAY**

LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER,
STATE OF COLORADO

LEGAL DESCRIPTION

LOT 4-B, FIRST AMENDMENT, LOT 4 LOUISVILLE PLAZA FILING NO. 2

OWNERSHIP SIGNATURE BLOCK

BY SIGNING THIS PUD, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH IN THIS PUD. WITNESS MY(OUR HANDS) SEAL(S) THIS ____ DAY OF _____, 20____.

OWNER NAME AND SIGNATURE _____

NOTARY NAME (PRINT) _____

NOTARY SIGNATURE
MY COMMISSION _____

EXPIRES _____

PLANNING COMMISSION CERTIFICATE

APPROVED THIS ____ DAY OF _____, 20____ BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO. RESOLUTION NO. _____ SERIES _____

CITY COUNCIL CERTIFICATE

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

MAYOR SIGNATURE _____

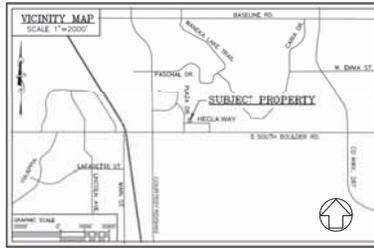
CITY CLERK SIGNATURE _____

**CLERK AND RECORDER CERTIFICATE
(COUNTY OF BOULDER, STATE OF COLORADO)**

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT _____ O'CLOCK, _____ M., THIS DAY OF _____, 20____, AND IS RECORDED IN PLAN FILE _____, FEE _____ PAID, _____ FILM NO. _____ RECEPTION.

CLERK & RECORDER _____

DEPUTY _____



VICINITY MAP
SCALE 1" = 2000'

| Sheet List Table | |
|------------------|----------------------------|
| Sheet Number | Sheet Title |
| 01 | COVER SHEET |
| 02 | CIVIL SITE PLAN |
| 03 | UTILITY PLAN |
| 04 | GRADING AND DRAINAGE PLAN |
| 05 | EMERGENCY VEHICLE TRACKING |
| 06 | LANDSCAPE PLAN |
| 07 | LANDSCAPE DETAILS |
| 08 | LANDSCAPE DETAILS |
| 09 | ARCHITECTURAL ELEVATIONS |
| 10 | ARCHITECTURAL FLOOR PLAN |
| 11 | PHOTOMETRIC PLAN |

GENERAL NOTES FOR SITE IMPROVEMENTS & LAYOUT

1.) **BASE MAPPING:** BASE MAPPING BASED UPON: IMPROVEMENT SURVEY PLAT OF LOT 4-B, FIRST AMENDMENT LOT 4, LOUISVILLE PLAZA FILING NO. 2, LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R.69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, DATED SEPTEMBER 4, 2019, PREPARED BY:

FALCON SURVEYING INC.
8940 WEST 25TH AVENUE
LAKEWOOD, CO 80125
303-202-1560

2.) **BENCHMARK:** BENCHMARK: FOUND 1 1/2" ALUMINUM CAP, AT GRADE, LOCATED IN THE ASPHALT APPROXIMATELY 18.5' NORTH OF THE NORTH FLOWLINE OF HECLA WAY AND 152' EAST OF THE EAST FLOWLINE OF PLAZA DRIVE. POSITION DERIVED FROM THE GPS VRS NETWORK. NAVD 88 ELEVATION = 5333.02

3.) **BASIS OF BEARINGS:** BASIS OF BEARINGS: THE GPS DERIVED WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH PRINCIPAL MERIDIAN AS EVIDENCED BY THE SOUTHWEST CORNER OF SECTION 4, BEING A FOUND 2 1/2" ALUMINUM CAP 2.2 FEET BELOW GRADE IN A RANGE BOX IN THE INTERSECTION OF COURTESY ROAD AND EAST SOUTH BOULDER ROAD, FROM WHENCE THE WEST QUARTER CORNER OF SECTION 4, BEING A FOUND 2 1/2" ALUMINUM CAP 0.6 FEET BELOW GRADE IN A RANGE BOX IN THE INTERSECTION OF PASCHAL DRIVE AND COURTESY ROAD, BEARS NORTH 00°05'34" WEST A DISTANCE OF 2640.99 FEET WITH ALL DISTANCES HEREIN RELATIVE THERETO.

| ZONING INFORMATION | |
|----------------------|---|
| CURRENT ZONING: | PLANNED COMMUNITY COMMERCIAL SUBJECT TO THE LOUISVILLE PLAZA GENERAL DEVELOPMENT PLAN AND THE CODES |
| REQUIRED SETBACKS | |
| BUILDING LOTS | LF |
| STREET | 15 |
| SIDE (EAST) | 10 |
| SIDE (WEST) | 10 |
| REAR | 10 |
| PARKING SETBACK | |
| STREET | 15 |
| SIDE (EAST) | 10 |
| SIDE (WEST) | 10 |
| REAR | 10 |
| MAX. BUILDING HEIGHT | 35 |

| SITE AREA BREAKDOWN | | |
|------------------------------------|----------|----------|
| LOT 4-B: | | |
| BUILDING COVERAGE | SF | % |
| BUILDING A | 2,498 | 9.85% |
| PARKING & DRIVES | 9,462 | 37.31% |
| SIDEWALKS | 1,168 | 5% |
| LANDSCAPE | 12,235 | 48.24% |
| TOTAL | 25,363 | 100.00% |
| TOTAL BUILDING AREA: | | |
| | 2,498 | |
| PARKING SPACES | | |
| (4.5 SPACES/1000 SF) | REQUIRED | PROVIDED |
| PARKING: | 12 | 16 |
| HANDICAP PARKING: | 1 | 2 |
| TOTAL PARKING: | 13 | 18 |
| BICYCLE PARKING | | |
| 1 BIKE SPACE/10 AUTO SPACES | 2 | 2 |
| 1 RACK @ 2 BIKES PER RACK = 1 RACK | 1 | 1 |

PURPOSE AND INTENT:

TO CONSTRUCT A COMMERCIAL BUILDING ON LOT 4-B ON HECLA WAY THE BUILDING WILL BE A 1 STORY RETAIL/MARKETING STORE, APPROXIMATELY 2,600 SQUARE FEET IN SIZE. THE COMMERCIAL BUILDING WILL BE SITED ALONG THE SOUTHERN PORTION OF THE PROPERTY, WITH PARKING ALONG THE EAST AND NORTH SIDES THE PROPOSAL MAKES USE OF AN EXISTING SHARED ACCESS DRIVE WITH THE ADJACENT PROPERTY, NAPA AUTO PARTS.

CONTACTS:

OWNER/DEVELOPER
8 EYED JACK LLC
1777 WEWATTA ST. #1101
DENVER, CO 80202
PHONE: (720) 434-3890
CONTACT: JESSICA GILLESPIE

ARCHITECT
K&A ARCHITECTURE, LLC
4800 W. 28TH AVE
DENVER, CO 80212
PHONE: (303) 630-8514
CONTACT: JAMES KEAVNEY

CIVIL ENGINEER
ACTION CIVIL ENGINEERING
9777 PYRAMID CT, SUITE 225
ENGLEWOOD, COLORADO 80112
720-200-0413
CONTACT: TROY DENNING P.E.

LAND SURVEYOR
FALCON SURVEYING INC.
8940 WEST 25TH AVENUE
LAKEWOOD, COLORADO 80215
(303) 202-1560
WWW.FALCONSURVEYING.COM



Know what's below.
Call before you dig.

| # | DATE | REVISION DESCRIPTION |
|---|----------|-------------------------|
| 1 | 10/25/19 | SUBMITTED TO LOUISVILLE |
| 2 | 11/22/20 | SUBMITTED TO LOUISVILLE |
| 3 | 08/07/20 | SUBMITTED TO LOUISVILLE |
| 5 | 08/02/20 | PHOTOMETRIC COMMENTS |

| | |
|------|-----|
| DRN | TWD |
| CHK | |
| DSIS | TWD |

NAPA AUTO PARTS PUD AMENDMENT 1,
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2 SECOND AMENDMENT LOT 4

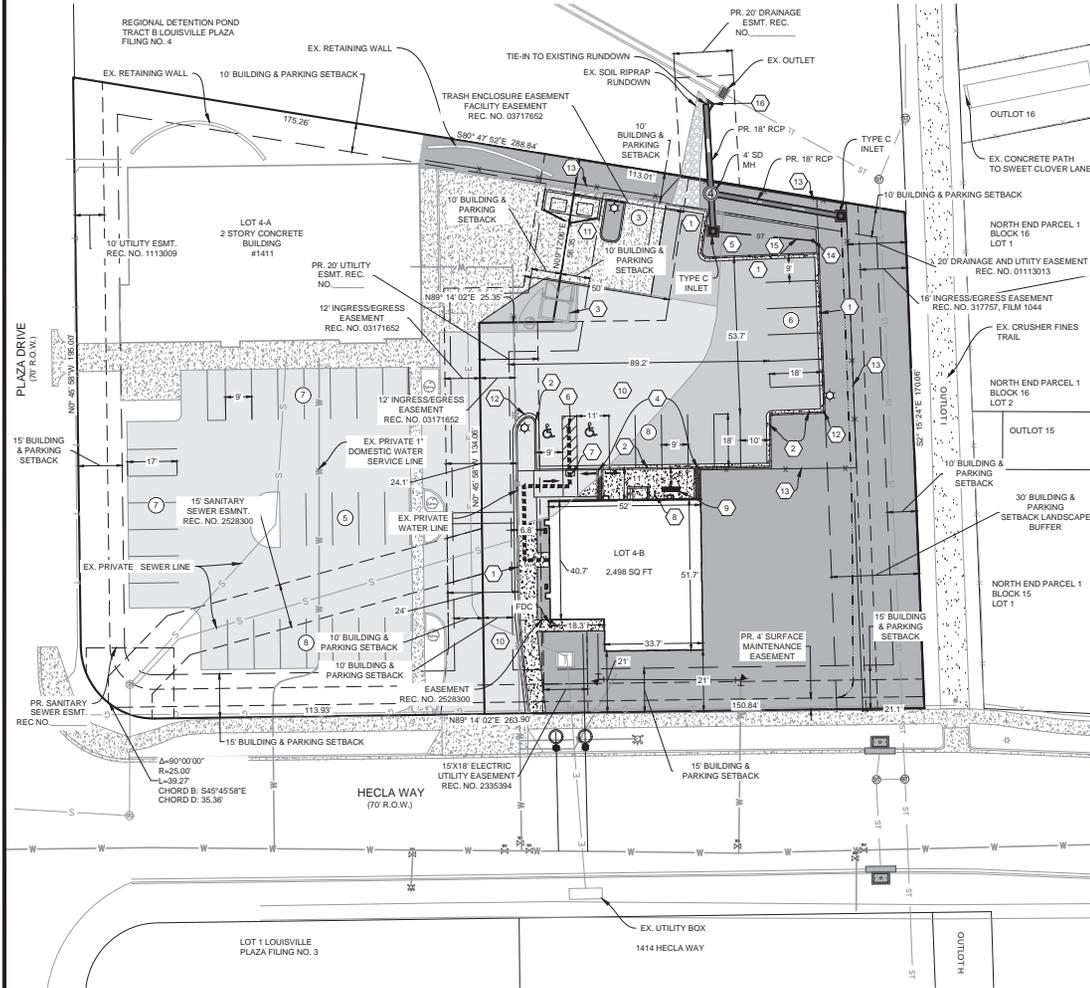
COVER SHEET

ACTION CIVIL ENGINEERING
1877 FLYING WAGON RD
ENGLEWOOD, CO 80119 720-266-0403
tdenning@actioncivileng.com

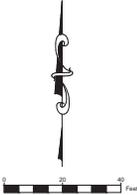
| | |
|---------|----------|
| JOB NO. | 1910 |
| SCALE | --- |
| DATE | 6/4/2020 |
| SHEETS | 11 |
| SHEET | 01 |

NAPA AUTO PARTS PUD 1ST AMENDMENT LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B

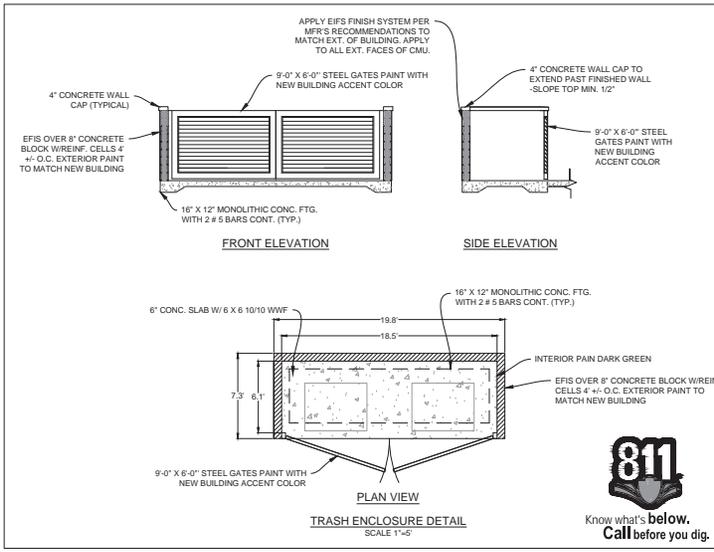
1413 HECLA WAY
LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER,
STATE OF COLORADO



- ### LABEL LEGEND
- ① 6" CATCH CURB
 - ② 6" SPILL CURB
 - ③ TRASH ENCLOSURE TO BE REMOVED
 - ④ ROOF DRAIN & 12" SIDEWALK CHASE
 - ⑤ PR. RAIN GARDEN
 - ⑥ ADA ROUTE
 - ⑦ CURB RAMP
 - ⑧ PROPOSED 2 SPACE BIKE RACK
 - ⑨ PROPOSED BENCH
 - ⑩ EXISTING ASPHALT TO BE REMOVED
 - ⑪ PROPOSED TRASH ENCLOSURE LOCATION
 - ⑫ TRANSITION FROM 6" CATCH CURB TO 6" SPILL CURB
 - ⑬ 6FT SCREENING FENCE SEE DETAIL ON SHEET 07
 - ⑭ SOLID 4" CLEANOUT W/ WATER TIGHT CAP
 - ⑮ UNDERDRAIN SLOTTED 4" PIPE PER TABLE B-1 OF UDPCD CRITERIA MANUAL, VOLUME 3
 - ⑯ SOIL RIPRAP D50 = 6" & DEPTH = 12"



- ### LEGEND:
- PROPERTY LINE
 - CENTERLINE
 - - - - - EXISTING CONTOUR
 - X - X - EXISTING FENCE LINE
 - E - E - EXISTING ELECTRIC LINE
 - G - G - EXISTING GAS LINE
 - S - S - EXISTING SANITARY SEWER
 - ST - ST - EXISTING STORM SEWER
 - W - W - EXISTING WATER LINE
 - PROPOSED TYPE 'C' STORM INLET
 - EXISTING STORM INLET
 - EXISTING STORM MANHOLE
 - EXISTING SANITARY MANHOLE
 - EXISTING FIRE HYDRANT
 - EXISTING WATER VALVE
 - EXISTING TRANSFORMER
 - STORM WATER FLOW DIRECTION
 - EXISTING CONCRETE
 - EXISTING ASPHALT
 - PROPOSED ASPHALT
 - PROPOSED CONCRETE
 - PROPOSED LANDSCAPE
 - PROPOSED CONTOUR
 - PROPOSED SANITARY SEWER
 - PROPOSED STORM SEWER
 - PROPOSED EASEMENT LINE
 - PROPOSED SETBACK LINE
 - PROPOSED SANITARY SEWER
 - PROPOSED ACCESSIBLE ROUTE
 - PROPOSED FENCE
 - PROPOSED DRAINAGE SWALE
 - EXISTING SECTION LINE
 - ★ PROPOSED STREET LIGHT
 - ★ PROPOSED STREET SIGN
 - TOP OF WALL
 - BOTTOM OF WALL
 - UTILITY EASEMENT
 - EASEMENT
 - EX. PR.
 - FG
 - FL
 - R.O.W./ROW
 - FDC
 - ① NUMBER OF PARKING SPACES



| REVISION DESCRIPTION | |
|-------------------------|----------|
| # | DATE |
| 1 | 10/25/19 |
| 2 | 11/22/20 |
| 3 | 08/27/20 |
| 4 | 08/27/20 |
| 5 | 08/27/20 |
| SUBMITTED TO LOUISVILLE | |
| SUBMITTED TO LOUISVILLE | |
| SUBMITTED TO LOUISVILLE | |
| PHOTOMETRIC COMMENTS | |

| | |
|------|-----|
| DATE | TWD |
| DRN | TWD |
| CHK | |
| DSG | TWD |

| | |
|---|--|
| NAPA AUTO PARTS PUD AMENDMENT 1 | |
| 1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2 | |
| SECOND AMENDMENT LOT 4 | |

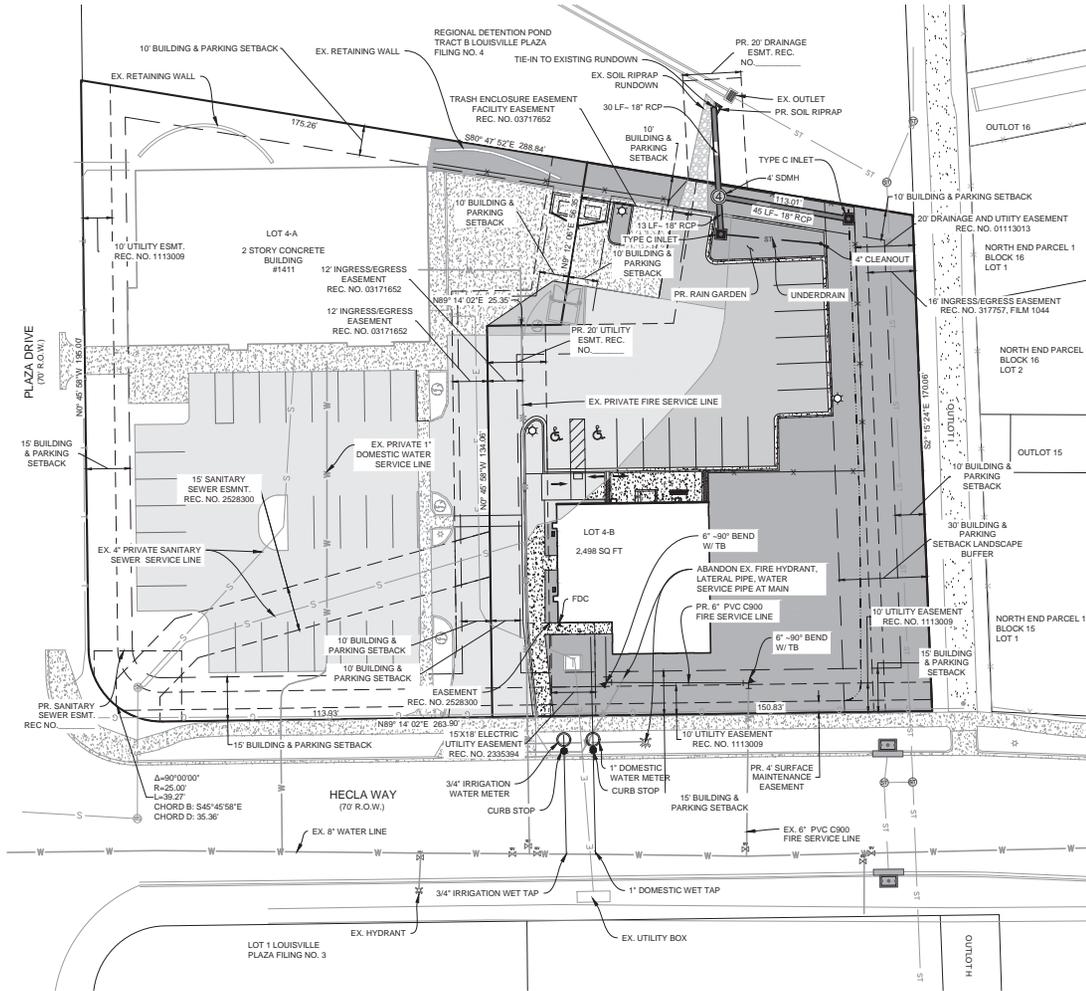
| | |
|----------------------------------|--|
| ACTION CIVIL ENGINEERING | |
| 1877 FLYING DUTCHMAN BLVD | |
| ENGLEWOOD, CO 80119 720.266.0493 | |
| tdenning@actioncivileng.com | |

| | |
|---------|----------|
| JOB NO. | 1910 |
| SCALE | --- |
| DATE | 6/4/2020 |
| SHEETS | 11 |
| SHEET | 02 |



NAPA AUTO PARTS PUD 1ST AMENDMENT LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B

1413 HECLA WAY
LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER,
STATE OF COLORADO



LEGEND:

| | |
|--|-------------------------------|
| | PROPERTY LINE |
| | CENTERLINE |
| | EXISTING CONTOUR |
| | EXISTING FENCE LINE |
| | EXISTING ELECTRIC LINE |
| | EXISTING GAS LINE |
| | EXISTING SANITARY SEWER |
| | EXISTING STORM SEWER |
| | EXISTING WATER LINE |
| | PROPOSED TYPE 'C' STORM INLET |
| | EXISTING STORM INLET |
| | EXISTING STORM MANHOLE |
| | EXISTING SANITARY MANHOLE |
| | EXISTING FIRE HYDRANT |
| | EXISTING WATER VALVE |
| | EXISTING TRANSFORMER |
| | STORM WATER FLOW DIRECTION |
| | EXISTING CONCRETE |
| | EXISTING ASPHALT |
| | PROPOSED ASPHALT |
| | PROPOSED CONCRETE |
| | PROPOSED LANDSCAPE |
| | PROPOSED CONTOUR |
| | PROPOSED SANITARY SEWER |
| | PROPOSED STORM SEWER |
| | PROPOSED EASEMENT LINE |
| | PROPOSED SETBACK LINE |
| | PROPOSED SANITARY SEWER |
| | PROPOSED ACCESSIBLE ROUTE |
| | PROPOSED FENCE |
| | EXISTING DRAINAGE SWALE |
| | EXISTING SECTION LINE |
| | PROPOSED STREET LIGHT |
| | PROPOSED STREET SIGN |
| | TOP OF WALL |
| | BOTTOM OF WALL |
| | UTILITY EASEMENT |
| | EASEMENT |
| | EXISTING |
| | PROPOSED |
| | FINISHED GRADE |
| | FLOWLINE |
| | RIGHT-OF-WAY |
| | FIRE DEPARTMENT CONNECTION |
| | STRIPED PARKING ISLAND |
| | NUMBER OF PARKING SPACES |

| # | DATE | REVISION DESCRIPTION |
|---|----------|-------------------------|
| 1 | 10/25/19 | SUBMITTED TO LOUISVILLE |
| 2 | 1/22/20 | SUBMITTED TO LOUISVILLE |
| 3 | 3/10/20 | SUBMITTED TO LOUISVILLE |
| 4 | 3/10/20 | SUBMITTED TO LOUISVILLE |
| 5 | 3/10/20 | PHOTOMETRIC COMMENTS |

DRN TWD
CHK TWD
DSS TWD

NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2 SECOND AMENDMENT LOT 4
UTILITY PLAN

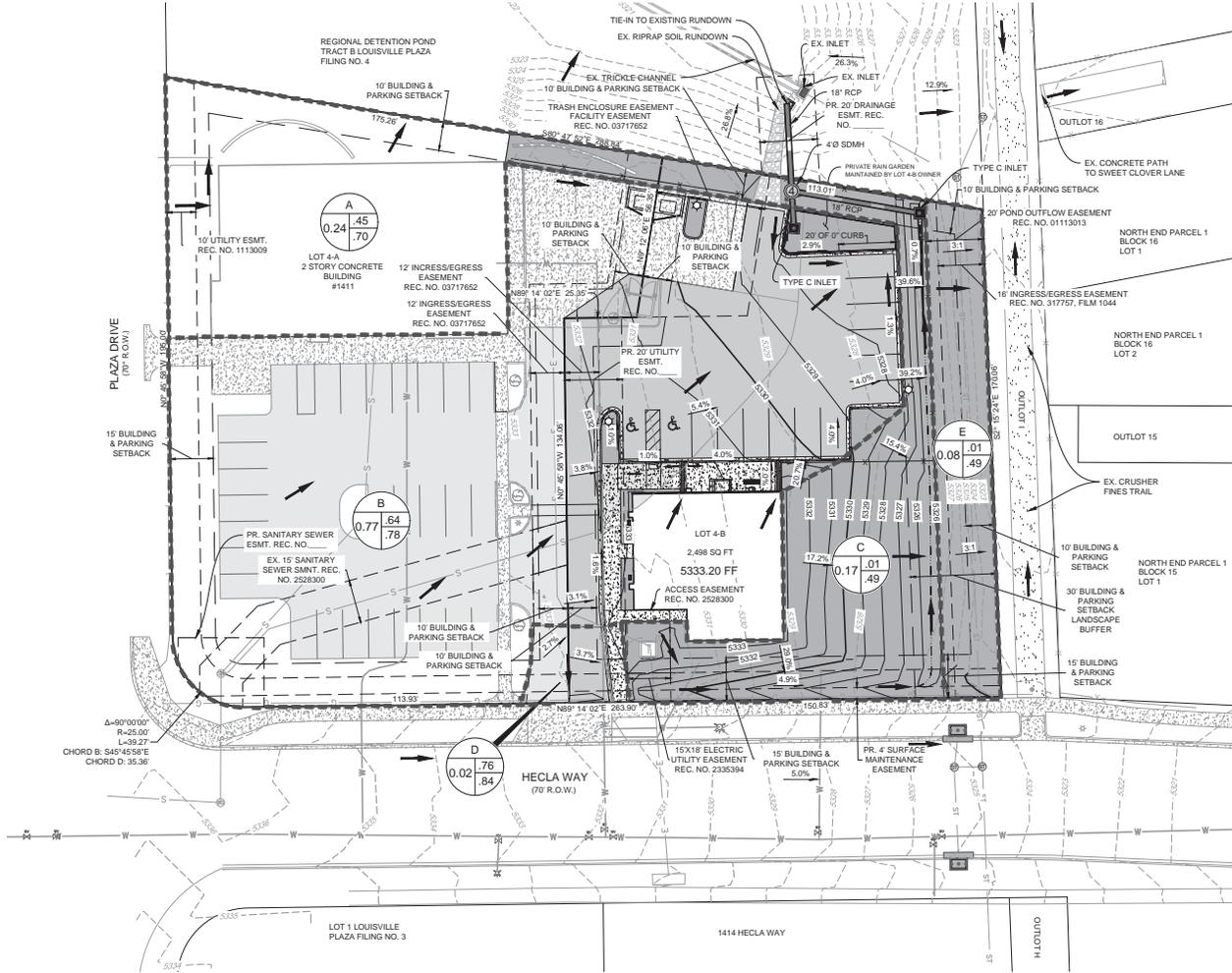
ACTION CIVIL ENGINEERING
1877 F STREET, SUITE 105
ENGLEWOOD, CO 80119 703.266.0493
tbenning@actioncivileng.com

JOB NO. 1910
SCALE ---
DATE 6/4/2020
SHEETS 11 SHEET 03



NAPA AUTO PARTS PUD 1ST AMENDMENT LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B

1413 HECLA WAY
LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER,
STATE OF COLORADO



LEGEND:

- PROPERTY LINE
- CENTERLINE
- - - - - EXISTING CONTOUR
- - - - - EXISTING FENCE LINE
- - - - - EXISTING ELECTRIC LINE
- - - - - EXISTING GAS LINE
- - - - - EXISTING SANITARY SEWER
- - - - - EXISTING STORM SEWER
- - - - - EXISTING WATER LINE
- PROPOSED TYPE 'C' STORM INLET
- EXISTING STORM INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING TRANSFORMER
- STORM WATER FLOW DIRECTION
- EXISTING CONCRETE
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED LANDSCAPE
- PROPOSED CONTOUR
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED EASEMENT LINE
- PROPOSED SETBACK LINE
- PROPOSED SANITARY SEWER
- PROPOSED ACCESSIBLE ROUTE
- PROPOSED FENCE
- PROPOSED DRAINAGE SWALE
- EXISTING SECTION LINE
- PROPOSED STREET LIGHT
- PROPOSED STREET SIGN
- TOW
- BOW
- U.E.
- ESMT.
- EX.
- PR.
- FB
- FL
- R.O.W./ROW
- FDC
- FIRE DEPARTMENT CONNECTION
- STRIPED PARKING ISLAND
- ① NUMBER OF PARKING SPACES

DRAINAGE LEGEND

— BASIN

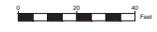
— BASIN NAME

— AREA

- 5 yr C VALUE
- 100 yr C VALUE
- 100 yr C VALUE

— BASIN ACREAGE

— BASIN BOUNDARY LINE



| # | DATE | REVISION DESCRIPTION |
|---|----------|-------------------------|
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| 2 | 11/22/20 | SUBMITTED TO LOUISVILLE |
| 3 | 08/07/20 | SUBMITTED TO LOUISVILLE |
| 4 | 08/07/20 | SUBMITTED TO LOUISVILLE |
| 5 | 08/07/20 | PHOTO METRIC COMMENTS |

DRN TWD
CHK TWD
DSG TWD

PROPOSED TYPE 'C' STORM INLET
EXISTING STORM INLET
EXISTING STORM MANHOLE
EXISTING SANITARY MANHOLE
EXISTING FIRE HYDRANT
EXISTING WATER VALVE
EXISTING TRANSFORMER

STORM WATER FLOW DIRECTION
EXISTING CONCRETE
EXISTING ASPHALT
PROPOSED ASPHALT
PROPOSED CONCRETE
PROPOSED LANDSCAPE

PROPOSED CONTOUR
PROPOSED SANITARY SEWER
PROPOSED STORM SEWER
PROPOSED EASEMENT LINE
PROPOSED SETBACK LINE
PROPOSED SANITARY SEWER
PROPOSED ACCESSIBLE ROUTE
PROPOSED FENCE
PROPOSED DRAINAGE SWALE
EXISTING SECTION LINE

PROPOSED STREET LIGHT
PROPOSED STREET SIGN
TOW
BOW
U.E.
ESMT.
EX.
PR.
FB
FL
R.O.W./ROW
FDC
FIRE DEPARTMENT CONNECTION
STRIPED PARKING ISLAND

① NUMBER OF PARKING SPACES

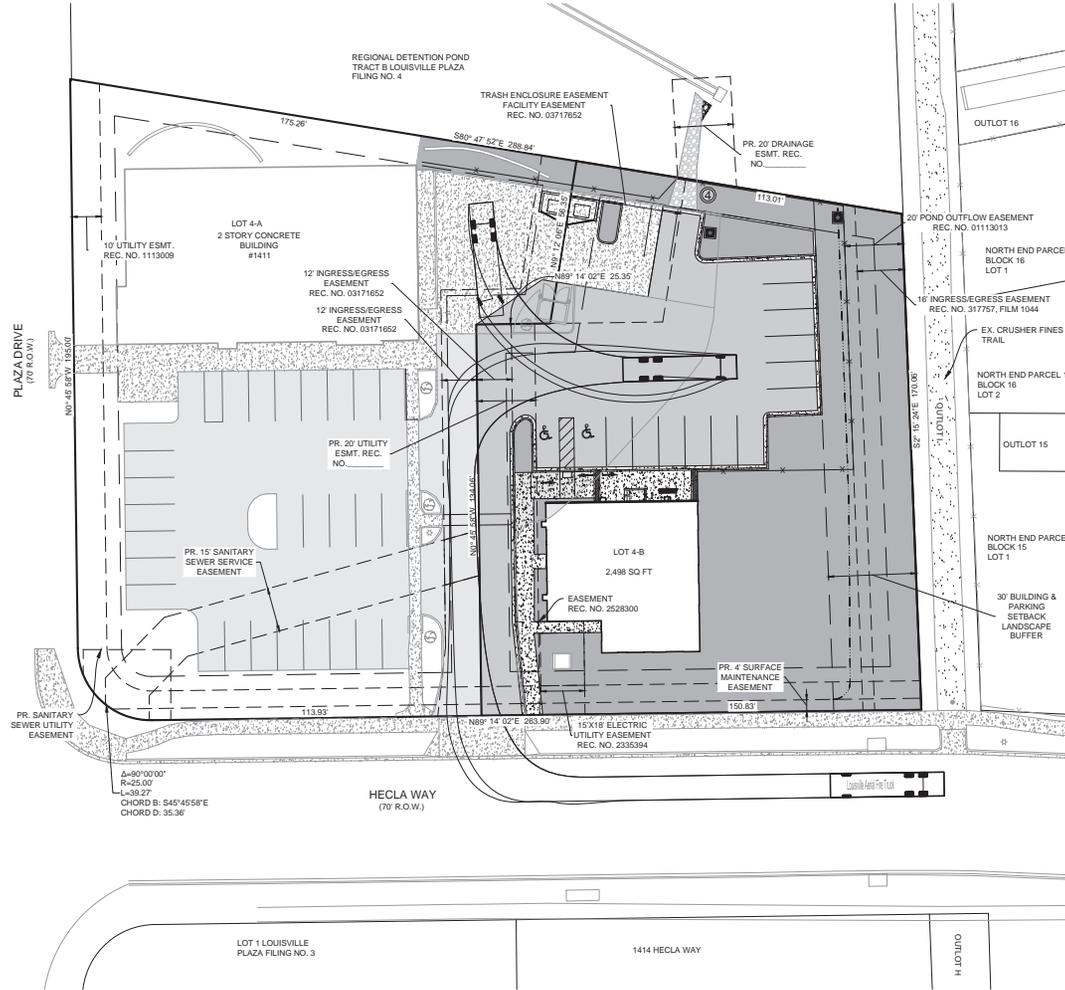
NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4
GRADING AND DRAINAGE PLAN

ACTION CIVIL ENGINEERING
1377 F STREET, SUITE 105
ENGLEWOOD, CO 80119 703.260.0493
tdrining@actioncivileng.com

JOB NO. 1910
SCALE: ---
DATE: 6/4/2020
SHEETS 11 SHEET 04

**NAPA AUTO PARTS PUD 1ST AMENDMENT
LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B**

1413 HECLA WAY
LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER,
STATE OF COLORADO



LEGEND:

- PROPERTY LINE
- CENTERLINE
- - - - - EXISTING CONTOUR
- X - X - EXISTING FENCE LINE
- E - E - EXISTING ELECTRIC LINE
- C - C - EXISTING GAS LINE
- S - S - EXISTING SANITARY SEWER
- ST - ST - EXISTING STORM SEWER
- W - W - EXISTING WATER LINE
- PROPOSED TYPE 'C' STORM INLET
- EXISTING STORM INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING TRANSFORMER
- STORM WATER FLOW DIRECTION
- EXISTING CONCRETE
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED LANDSCAPE
- 5530 PROPOSED CONTOUR
- S - S - PROPOSED SANITARY SEWER
- - - - - PROPOSED STORM SEWER
- - - - - PROPOSED EASEMENT LINE
- - - - - PROPOSED SETBACK LINE
- S - S - PROPOSED SANITARY SEWER
- - - - - PROPOSED ACCESSIBLE ROUTE
- X - X - PROPOSED FENCE
- - - - - PROPOSED DRAINAGE SWALE
- - - - - EXISTING SECTION LINE
- * PROPOSED STREET LIGHT
- PROPOSED STREET SIGN
- TOW TOP OF WALL
- BOW BOTTOM OF WALL
- U.E. UTILITY EASEMENT
- ESMT. EASEMENT
- EX. EXISTING
- PR. PROPOSED
- FG FINISHED GRADE
- FL FLOWLINE
- R.O.W./ROW RIGHT-OF-WAY
- FDC FIRE DEPARTMENT CONNECTION
- ▨ STRIPED PARKING ISLAND
- NUMBER OF PARKING SPACES

| # | DATE | REVISION DESCRIPTION |
|---|----------|-------------------------|
| 1 | 10/25/19 | SUBMITTED TO LOUISVILLE |
| 2 | 11/22/20 | SUBMITTED TO LOUISVILLE |
| 3 | 08/27/20 | SUBMITTED TO LOUISVILLE |
| 5 | 08/27/20 | PHOTO METRIC COMMENTS |

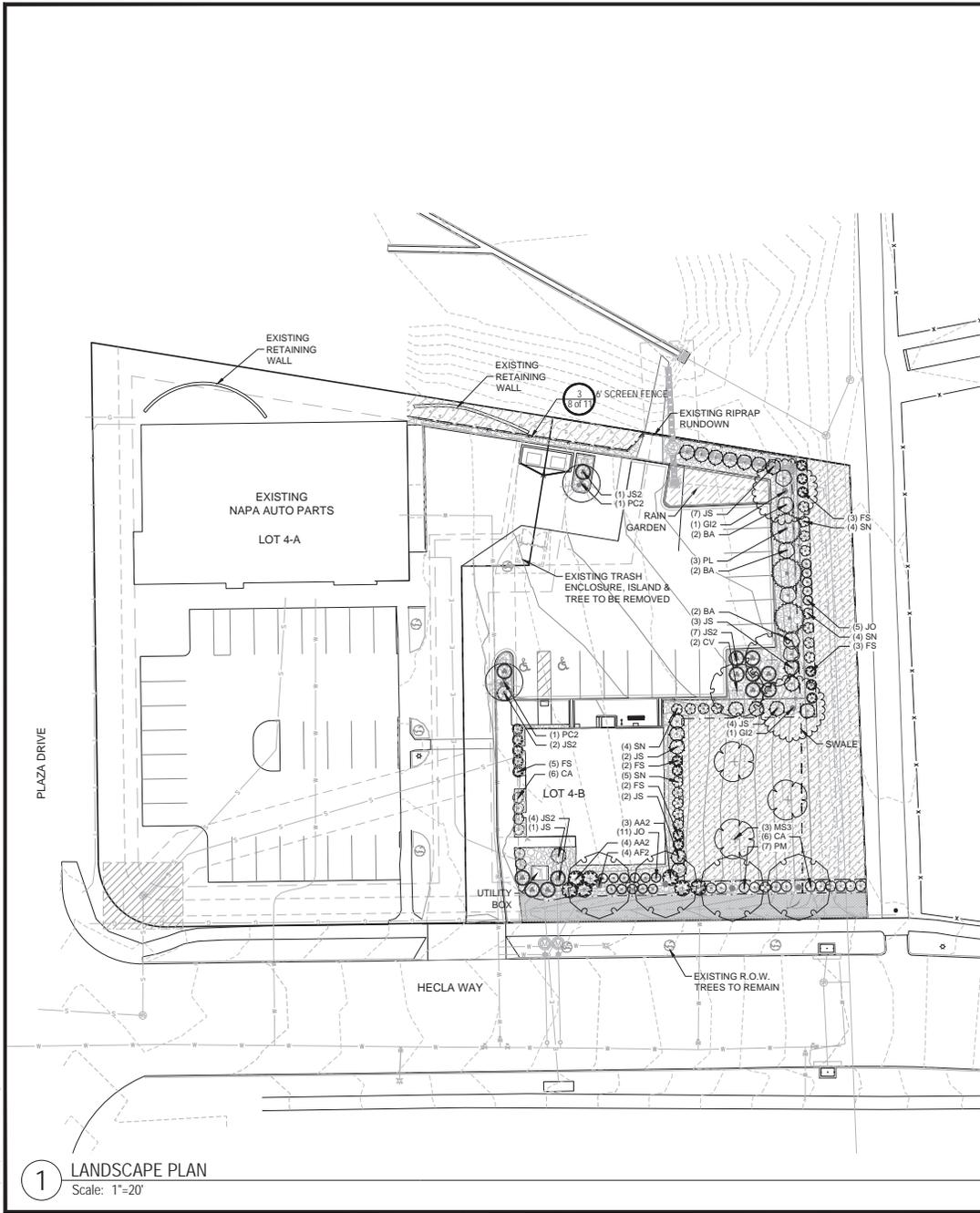
DRN TWD
CHK
DSSS TWD

NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4
EMERGENCY VEHICLE TRACKING

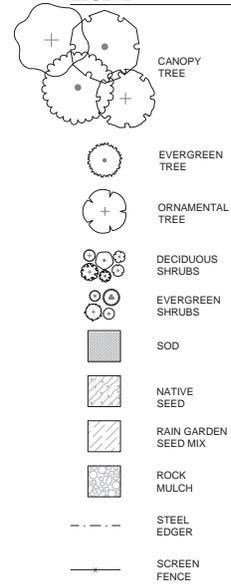
ACTION CIVIL ENGINEERING
1377 F STREET, SUITE 105
ENGLEWOOD, CO 80119 720.266.0493
actioneng@actioncivileng.com

JOB NO. 1910
SCALE
DATE 6/4/2020
SHEETS 11 SHEET 05



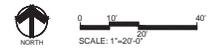


LEGEND



| City of Louisville Landscape Requirements | | | | | |
|---|---|-------------------------------|------------------------|--------------------------|------------------|
| Parkway Landscape Standards | Requirement | Total Linear Feet | Required Trees | Provided Trees | |
| ROW Tree Requirement | 1 tree per 40 feet | 150 | 4 | Existing Trees to Remain | |
| ROW Shrub Requirement | 1 shrub per 5 feet | 150 | 30 | Provided Shrubs | |
| Internal Tree Requirement | 1 tree per 40 feet | 150 | 4 | Existing Sod to Remain | |
| Internal Shrub Requirement | 1 shrub per 5 feet | 150 | 30 | Provided Trees | |
| Perimeter Landscape Standards | Requirement | Total Linear Feet | Required Shrubs | Provided Shrubs | |
| Buffer Width Requirement | 30-foot wide | 30 | 4 | 32 | |
| Buffer Tree Requirement | 1 tree per 20 feet | 170 | 9 | 9 | |
| Buffer Shrub Requirement | 1 shrub per 5 feet | 170 | 34 | 34 | |
| Parking Lot Landscape Standards | Requirement | Total Parking Stalls | Required Trees | Provided Trees | |
| Tree Requirement | 1 tree per 8 stalls | 18 | 3 | 3 | |
| Landscape Island Shrub Requirement | 8 shrubs per island or groundcover | 2 | 16 | 18 | |
| Building Site Landscape Standards | Requirement | Total Perimeter Planting Area | Required Planting Area | Provided Planting Area | Total Percentage |
| Landscape Planting Area Requirement | 6' strip adjacent to building planted min 25% | 1,390 | 348 | 1,123 | 81% |
| Overall Landscape Area Requirement | 30% of entire site | 25,363 | 7,609 | 12,619 | 50% |

1 LANDSCAPE PLAN
Scale: 1"=20'



| | | | | |
|---|------------|----------------------|----|-------------------------|
| DATE | 10/26/19 | REVISION DESCRIPTION | 1 | SUBMITTED TO LOUISVILLE |
| | 11/20/20 | | 2 | SUBMITTED TO LOUISVILLE |
| | 2/26/20 | | 3 | SUBMITTED TO LOUISVILLE |
| # | | | | |
| DRN | | | | |
| CHK | AML | | | |
| DSG | PMS | | | |
| Landscape Architecture | | | | |
| | | | | |
| pcj group inc. www.pcjgroup.com 910 Locust Street Denver, CO 80218 1.303.531.4963 1.303.531.4968 | | | | |
| NAPA AUTO PARTS PUD FILING 1 1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2 SECOND AMENDMENT LOT 4 LANDSCAPE PLAN | | | | |
| ACTION CIVIL ENGINEERING 8777 PARADISE CT, SUITE 225 ENGLISHTOWN, PA 19342 610.426.8800 tearn@actioncivileng.com | | | | |
| JOB NO. | 1910 | | | |
| SCALE | 1"=20'-0" | | | |
| DATE | 05/09/2020 | | | |
| SHEETS | 11 | SHEET | 06 | |



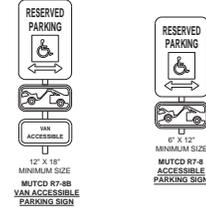
Wainwright 6' Contour Bench
 MODEL: RCPW6
 COLOR: MAHOGANY / TEXTURED PEWTER
 INSTALL PER MANUFACTURER'S SPECS.
 OR APPROVED EQUAL.
 CONTACT: ANOVA
 PHONE: 888-231-1327
 WWW.ANOVAFURNISHINGS.COM

1 6' BENCH
 Scale: NTS

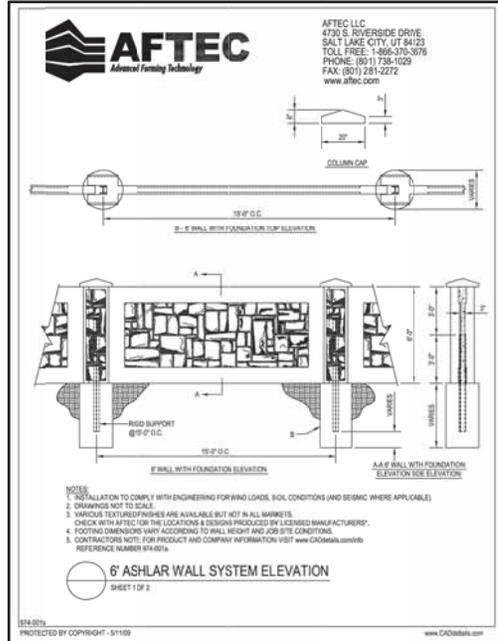


U-Bike Rack
 MODEL: LBR2PSURF
 COLOR: BLACK
 INSTALL PER MANUFACTURER'S SPECS.
 OR APPROVED EQUAL.
 CONTACT: ANOVA
 PHONE: 888-231-1327
 WWW.ANOVAFURNISHINGS.COM

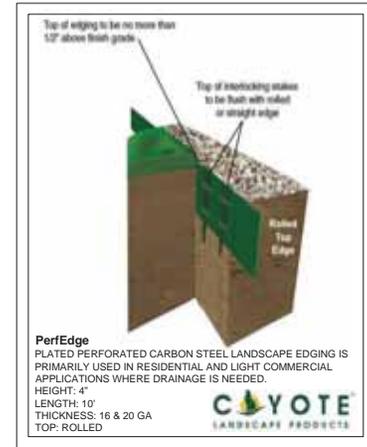
2 BICYCLE RACK
 Scale: NTS



3 ADA PARKING SIGNAGE
 Scale: NTS



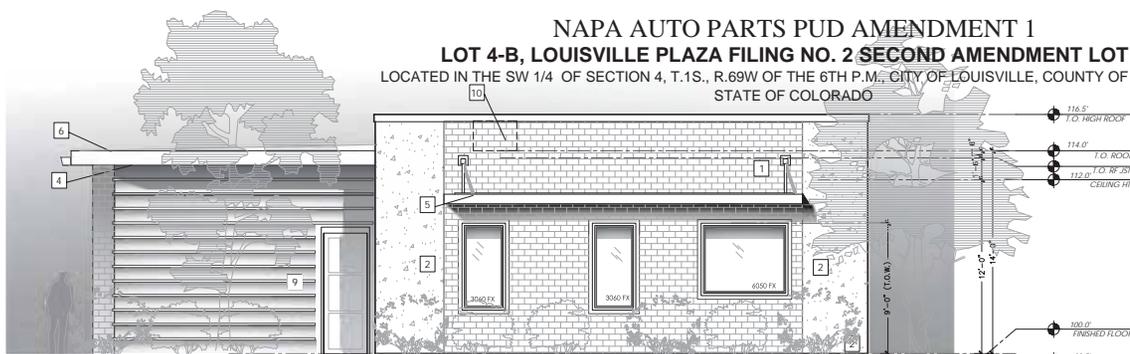
4 6' SCREEN WALL
 Scale: NTS



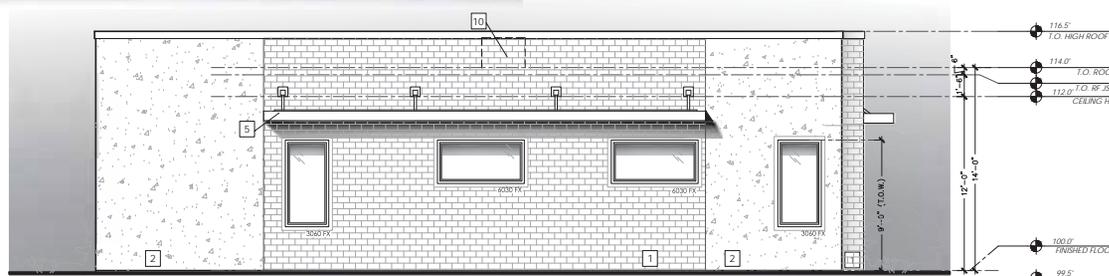
5 PERFORATED STEEL EDGER
 Scale: NTS

| REVISION DESCRIPTION | |
|---|-------------------------|
| DATE | SUBMITTED TO LOUISVILLE |
| 1 10/26/19 | SUBMITTED TO LOUISVILLE |
| 2 11/26/20 | SUBMITTED TO LOUISVILLE |
| 3 2/26/20 | SUBMITTED TO LOUISVILLE |
| DRN | AMEL |
| CHK | PMS |
| DSG | |
| Landscape Architecture | |
| | |
| people pcj group inc. www.pcjgroup.com 910 1st street denver, co 80218 1.303.531.4905 / 1.303.531.4908 | |
| NAPA AUTO PARTS PUD FILING 1 1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2 SECOND AMENDMENT LOT 4 | |
| LANDSCAPE DETAILS | |
| ACTION CIVIL ENGINEERING 1177 PARRISH CT, SUITE 225 ENGLEWOOD, CO 80110 303.786.2600/9433 tbernang@actioncivileng.com | |
| JOB NO. | 1910 |
| SCALE | |
| DATE | 05/09/2020 |
| SHEETS | 11 SHEET 08 |

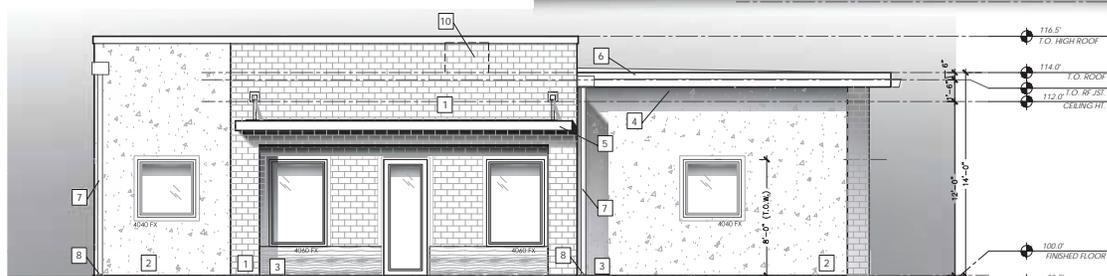
NAPA AUTO PARTS PUD AMENDMENT 1
LOT 4-B, LOUISVILLE PLAZA FILING NO. 2 SECOND AMENDMENT LOT 4
 LOCATED IN THE SW 1/4 OF SECTION 4, T.1S., R.69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER,
 STATE OF COLORADO



4 SOUTH ELEVATION (SIDE)
 1/4"=1'-0" HECLA WAY ELEVATION



3 EAST ELEVATION (REAR)
 1/4"=1'-0"



2 NORTH ELEVATION (SIDE)
 1/4"=1'-0"



1 WEST ELEVATION (FRONT)
 1/4"=1'-0"

- EXTERIOR FINISH KEY NOTES:**
- 1 BRICK VENEER, MANSUE MUTUAL MATERIALS, SLIM BRICK ARCHITECTURAL SERIES, COLOR HARBOR MET
 - NOTE: BRICK MORTAR COLOR TO MATCH STUCCO PAINT
 - 2 EXTERIOR 3-COAT SMOOTH COAT STUCCO, PAINT COLOR: BENJAMIN MOORE AFFINITY THUNDER / AF-685
 - 3 WOOD VENEER, 4" CEDAR BOARD
 - 4 T&G SOFFIT BOARD, WOOD VENEER, 4" CEDAR BOARD
 - 5 SURFACE MOUNTED FLAT PANEL, POWDER COATED BLACK METAL AWNING, BRACED TO WALL
 - 6 FLAT EPDM ROOF, SLOPE 1/4" / FT. TO DRAIN
 - 7 DOWNSPOUT FROM ROOF GLUTTER SYSTEM, PAINT TO MATCH SURROUNDING STUCCO
 - 8 SPLASHBLOCK BELOW DOWNSPOUT, REFER TO SITE PLAN FOR SITE DRAINAGE
 - 9 DECORATIVE HORIZONTAL POWDER COATED BLACK METAL SLATS
 - 10 ROOF TOP MECH. UNIT, SCREENED BY ROOF PARAPET

| REVISION DESCRIPTION | DATE | DRN | CHK | DSG |
|----------------------|------|-----|-----|-----|
| | | | | |
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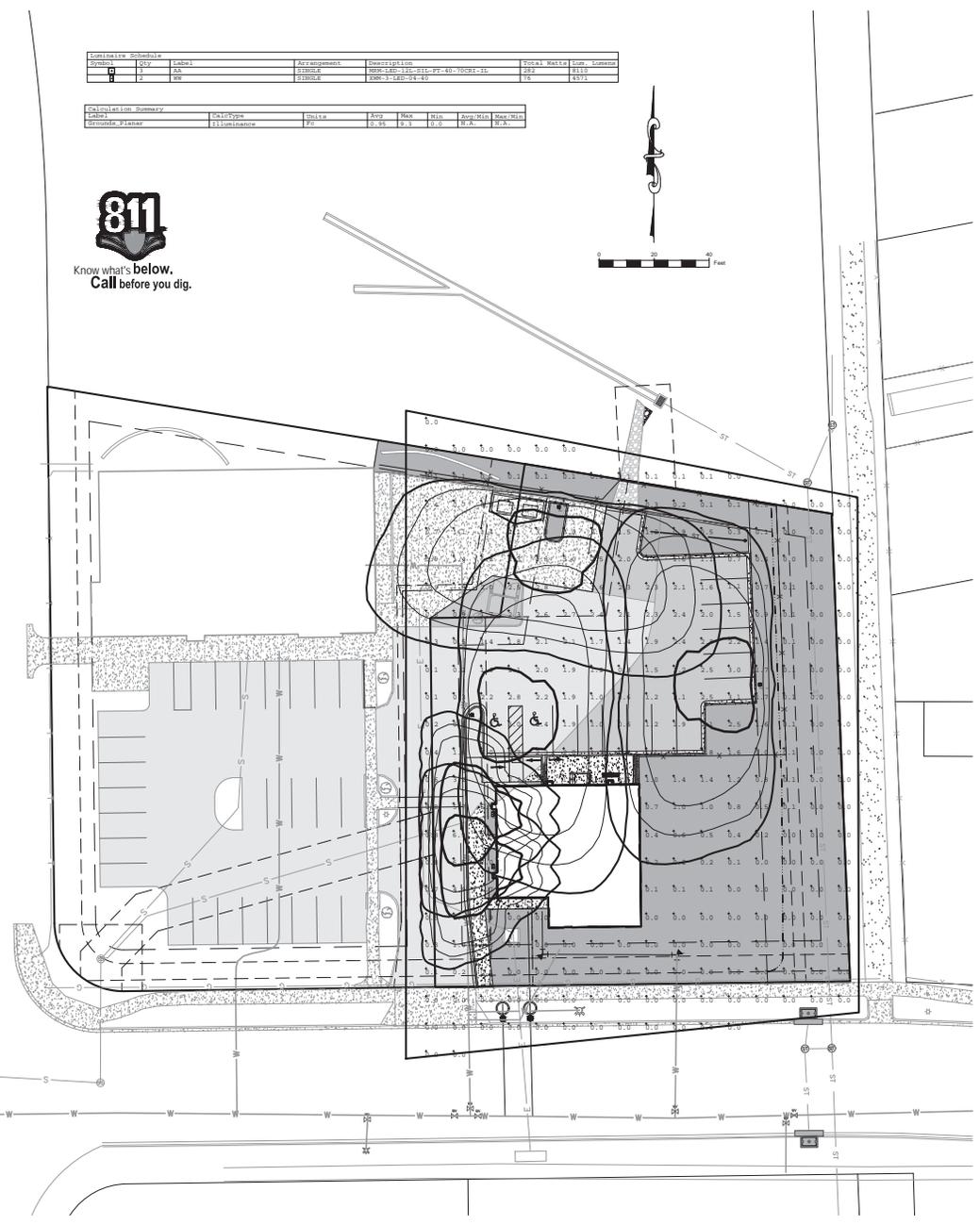
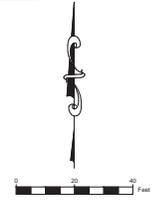
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|--|---|
| NAPA AUTO PARTS PUD AMENDMENT 1411 HECLA WAY, LOUISVILLE, CO ARCHITECTURAL ELEVATIONS DISPENSARY BUILDING | ACTION CIVIL ENGINEERING 6800 PLYMOUTH CT SUITE 400 ENGLEWOOD, CO 80112 720.885.1383 tdenning@actioncivileng.com |
| | SHEETS 11 SHEET 09 |

| Luminance Schedule | | | | | | |
|--------------------|-----|-------|-------------|---------------------------------|-------------|-------------|
| Symbol | Qty | Label | Arrangement | Description | Total Watts | Sum. Lumens |
| 1 | 2 | SA | STROBE | ROCKWELL-110-111-PT-40-10001-11 | 240 | 4313 |
| 2 | 2 | WB | STROBE | 2000-3-LED-24-40 | 72 | 4371 |

| Calculation Summary | | | | | | | |
|---------------------|--------------|-------|------|-----|-----|----------|----------|
| Area | Calc Type | Units | AVG | Max | Min | Area/Max | Area/Min |
| Grounds Plaza | ILLUMINATION | FC | 0.25 | 0.3 | 0.0 | 87.6 | 87.6 |



Know what's below.
Call before you dig.



Maxity Maxium 100W Outdoor LED Flood Light

Systems & Specifications

System Name: Maxity Maxium 100W Outdoor LED Flood Light

System Description: Maxity Maxium 100W Outdoor LED Flood Light is a high-performance, energy-efficient lighting fixture designed for outdoor use. It features a die-cast aluminum housing, a clear polycarbonate lens, and a built-in mounting bracket. The fixture is available in multiple color temperatures and beam angles to meet various lighting needs.

Features:

- High-performance LED chips for long life and energy efficiency.
- Die-cast aluminum housing for durability.
- Clear polycarbonate lens for protection and light output.
- Built-in mounting bracket for easy installation.
- Available in multiple color temperatures and beam angles.
- Energy-efficient design for long life and low operating costs.
- Available in multiple finishes to match your aesthetic.

Electrical:

- Input Voltage: 120V AC, 60Hz
- Input Current: 0.83A
- Power Factor: 0.95
- Total Harmonic Distortion (THD): <math>THD < 10\%</math>
- Operating Temperature: -20°C to 50°C
- Storage Temperature: -40°C to 60°C
- Humidity: 95% RH (non-condensing)
- Shock Resistance: 1000g, 10ms
- Vibration Resistance: 10g, 10min
- Wind Resistance: 100 mph
- Rain Resistance: IP65
- Corrosion Resistance: 1000 hours salt spray

Dimensions:

- Height: 10.5" (267mm)
- Width: 6.5" (165mm)
- Depth: 4.5" (114mm)
- Mounting Bracket: 4.5" (114mm)

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- Height: 10.5" (267mm)
- Width: 6.5" (165mm)
- Depth: 4.5" (114mm)
- Mounting Bracket: 4.5" (114mm)

- NOTES:**
1. POLE HEIGHT = 24'
 2. BASE HEIGHT ABOVE GROUND = 2'

| REVISION DESCRIPTION | |
|----------------------|----------|
| DATE | 11/05/19 |
| BY | 1 |
| CHK | TWD |
| DSG | TWD |
| DATE | 11/05/19 |
| BY | 2 |
| CHK | TWD |
| DSG | TWD |
| DATE | 11/05/19 |
| BY | 3 |
| CHK | TWD |
| DSG | TWD |
| DATE | 11/05/19 |
| BY | 4 |
| CHK | TWD |
| DSG | TWD |
| DATE | 11/05/19 |
| BY | 5 |
| CHK | TWD |
| DSG | TWD |

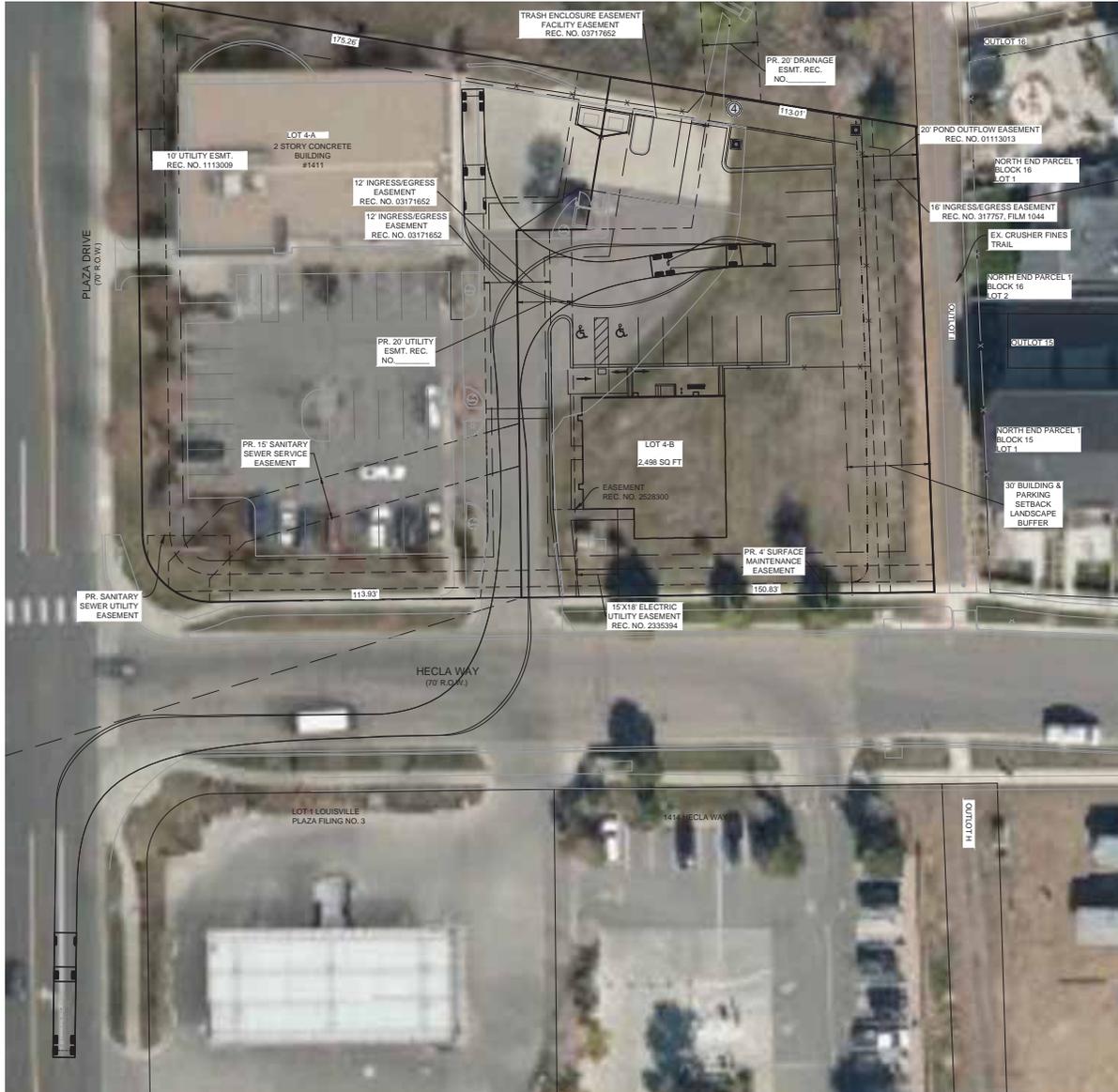
NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4

PHOTOMETRIC PLAN

| | |
|----------------------------------|----------|
| ACTION CIVIL ENGINEERING | |
| 9777 PRAMID CT, SUITE 225 | |
| ENGLEWOOD, CO 80112 720.260.0433 | |
| tengineering@actioncivileng.com | |
| JOB NO. | 1910 |
| SCALE | --- |
| DATE | 6/4/2020 |
| SHEETS | 11 |
| SHEET | 11 |

**NAPA AUTO PARTS PUD 1ST AMENDMENT
LOUISVILLE PLAZA FILING NO. 2, LOT 4, FIRST AMENDMENT, LOT 4-B
1413 HECLA WAY**

LOCATED IN THE SW 1/4 OF SECTION 4, T1S, R69W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER,
STATE OF COLORADO



LEGEND:

- PROPERTY LINE
- CENTERLINE
- - - - - EXISTING CONTOUR
- X - X - EXISTING FENCE LINE
- E - E - EXISTING ELECTRIC LINE
- C - C - EXISTING GAS LINE
- S - S - EXISTING SANITARY SEWER
- ST - EXISTING STORM SEWER
- W - W - EXISTING WATER LINE
- PROPOSED TYPE 'C' STORM INLET
- EXISTING STORM INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING TRANSFORMER
- STORM WATER FLOW DIRECTION
- EXISTING CONCRETE
- EXISTING ASPHALT
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- PROPOSED LANDSCAPE
- PROPOSED CONTOUR
- S - S - PROPOSED SANITARY SEWER
- - - - - PROPOSED STORM SEWER
- - - - - PROPOSED EASEMENT LINE
- - - - - PROPOSED SETBACK LINE
- S - S - PROPOSED SANITARY SEWER
- - - - - PROPOSED ACCESSIBLE ROUTE
- - - - - PROPOSED FENCE
- - - - - PROPOSED DRAINAGE SWALE
- - - - - EXISTING SECTION LINE
- * PROPOSED STREET LIGHT
- PROPOSED STREET SIGN
- TOW TOP OF WALL
- BOW BOTTOM OF WALL
- U.E. UTILITY EASEMENT
- ESMT. EASEMENT
- EX. EXISTING
- PR. PROPOSED
- FG FINISHED GRADE
- FL FLOWLINE
- R.O.W./ROW RIGHT-OF-WAY
- FDC FIRE DEPARTMENT CONNECTION
- STRIPED PARKING ISLAND
- ① NUMBER OF PARKING SPACES



| # | DATE | REVISION DESCRIPTION |
|---|----------|-------------------------|
| 1 | 10/25/19 | SUBMITTED TO LOUISVILLE |
| 2 | 11/25/20 | SUBMITTED TO LOUISVILLE |
| 3 | 08/25/20 | SUBMITTED TO LOUISVILLE |
| 4 | 08/25/20 | SUBMITTED TO LOUISVILLE |
| 5 | 08/25/20 | PHOTO METRIC COMMENTS |

DRN TWD
CHK TWD
DSS TWD

NAPA AUTO PARTS PUD AMENDMENT 1
1413 HECLA WAY LOT 4-B, LOUISVILLE PLAZA FILING NO. 2
SECOND AMENDMENT LOT 4
WB-50 DELIVERY VEHICLE TRACKING EXHIBIT WB-40

ACTION CIVIL ENGINEERING
1977 FLYING DUTCHMAN BLVD
ENGLEWOOD, CO 80119 720.266.0493
tdanning@actioncivileng.com

| | |
|---------|-----------|
| JOB NO. | 1910 |
| SCALE | --- |
| DATE | 8/25/2020 |
| SHEETS | 12 |
| SHEET | 12 |

**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 Amendment**: A request for a comprehensive plan amendment to change the Phillips 66 special district designation from rural to suburban, change the land use mix to include multi-family residential, healthcare and lodging, and change the allowed floor area ratio and building heights; and a request for a 1st Amendment to the ConocoPhillips Campus General Development Plan to allow a mixed commercial and

residential development with to 5,886,000 gross square feet of building area and 2,236 multi-family residential units on 389.1 acres located northwest of US 36 and Northwest Parkway and Southeast of S.88th Street and Campus Drive.

- 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 synopsise 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. He 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 |

Agenda Item B: Project 321 (Medtronic) Preliminary and Final Planned Unit Developments *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.

From: [ruth](#)
To: [Planning](#)
Subject: 1411 Hecla Plan
Date: Thursday, February 20, 2020 10:27:35 AM

My name is Edward Jones and I live at 1502 White Violet Way, Louisville Colorado.
I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.
Thank you.

Sent from my iPad

From: [William Kirby](#)
To: [Planning](#)
Subject: 1411 Hecla PUD Amendment Application
Date: Thursday, February 20, 2020 8:02:18 PM

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail, including the fencing, parking and trash receptacles. Please recommend denial of the application as it is currently proposed.

William and Kathryn Kirby

From: [Peter Go](#)
To: [Planning](#)
Subject: 1411 Hecla PUD Amendment
Date: Thursday, February 20, 2020 9:08:21 AM

To: Louisville Planning Commission
Subject: 1411 Hecla Way PUD application

My name is Peter Go and I live at 1804 Lakespur Ln, Louisville Colorado (North End Phase 2).

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the character of the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
Peter

From: [Nick Boyer](#)
To: [Planning](#)
Subject: 1411 Hecla Way - Marijuana Dispensary
Date: Saturday, February 22, 2020 9:12:45 AM

To whom it concerns,

I understand that a dispensary is planned for this location between Napa Auto-Parts and the North End Phase II neighborhood. I am not concerned with the dispensary as a business, but I do request that the property be compatible with its surroundings. The plans show a 6-ft. vinyl fence and an unacceptable trash bin location.

They/we can do better.

Please consider this input prior to acceptance of this application.

Thank you,

Nick Boyer
1323 Snowberry Lane
Louisville (North End)
303-902-5161

From: [Kari Wheeler](#)
To: [Planning](#)
Subject: 1411 Hecla Way concern
Date: Thursday, February 20, 2020 9:55:24 AM

Hi,

My name is Kari Wheeler. My family and I live at 1915 Lakespur Lane in Louisville, Colorado.

We are very concerned about the revised application for [1411 Hecla Way](#). It does not keep with the local area and properties adjacent to the open space trail.

Please recommend denial of the application as it is currently proposed.

Thank you,

Kari Wheeler

--

Kari Wheeler, BSN, RN, IBCLC, LCCE
Lactation Consultant | Childbirth Educator
303-880-4534 | hello@kariwheeler.com
www.kariwheeler.com
Boulder County, Colorado

From: [Larry Clark](#)
To: [Planning](#)
Subject: 1411 Hecla Way Development Plan
Date: Friday, February 21, 2020 3:40:25 PM

to: planning@louisvilleco.gov
Subject: 1411 Hecla Way PUD application

My name is Larry Clark and I live at 1821 Blue Star Ln, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping at all with the local area, and properties adjacent to the open space trail.

There are many families with young children in this neighborhood and the proposed business is incongruent there. Certainly, there are other locations where this business would better fit in. Please recommend denial of the application as it is currently proposed.

Strongly opposed,
Larry Clark

Via iPhone

From: bobelknap@comcast.net
To: [Planning](#)
Subject: 1411 hecla way development
Date: Thursday, February 20, 2020 8:59:21 AM

I am a home owner on sweet clover lane that backs to the trail and close by the planned marijuana retail shop.

I strenuously object to the cities failure to require even minimal mitigation steps to the developers plans for this site. The vinyl fencing would never be allowed in housing just a few feet away. I see no landscaping mitigation proposed. The location of trash cans, parking, and lighting will make living next to this development undesirable to say the least.

I request the planning commission reject the developers plans unless and until proper mitigation steps are taken.

Regards,
Bob belknap
1825 sweet clover ln

Sent from my iPhone

From: [Julie & Michael Merrick](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD Amendment
Date: Thursday, February 20, 2020 10:40:16 AM

My name is Julie Merrick. My husband, Michael Merrick, and I live at 2250 E Hecla Way Unit B in Louisville Colorado.

We find the revised application for 1411 Hecla Way unacceptable. The parking and trash receptacle are adjacent to residential homes. The 6' vinyl fence surrounding the property is completely out of character with the existing neighborhood and not in keeping with the natural appearance of properties adjacent to Hecla Lake Open Space. Please recommend denial of the application as it is currently proposed.

Thank you.

Julie & Michael Merrick
2250 East Hecla Drive Unit B
Louisville, CO 80027

From: [Michael Fried](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD Application
Date: Thursday, February 20, 2020 6:52:30 PM

My name is Michael Fried and I live at 1345 Snowberry Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Michael Fried

From: [Cynthia Grossman](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 6:57:33 PM

My name is Cynthia Grossman and I live at 1345 Snowberry Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Cynthia Grossman

From: [M. Ryan](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Sunday, February 23, 2020 2:29:07 PM

My name is Melanie Ryan and I live at 1542 White Violet Way, Louisville Colorado, in the North End subdivision near Hecla Way.

I/We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

From: [Matthew Heron](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Sunday, February 23, 2020 1:44:22 PM

My name is Matt Heron and I live at 2401 E. Hecla Way Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Furthermore, I recommend denying the application for a recreational marijuana store outright. It has no place anywhere near a residential area and will seriously denigrate the family-friendliness that has so benefited the City of Louisville.

Respectfully
Matt Heron
Father of 3 and Veteran

From: [Tzvetanka Gintchin](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Saturday, February 22, 2020 11:34:41 AM

Good Afternoon:

My name is Tzvetanka Gintchin and I live at 1491 Hecla Way, Louisville Colorado. I am the owner of one of the townhome units directly next to the planned marijuana shop.

I write to request your denial of the revised application for the 1411 Hecla Way development. I find its proposed design unacceptable, and not in line with the local area, and properties adjacent to the open space trail. Its currently proposed plan will negatively impact the feel and look of the neighborhood and decrease the curb appeal of the plot.

I ask you to carefully consider the impact of the proposed plans on the current North End residents and recommend denial of the application as it is currently proposed.

Thank you for your kind consideration.

Tzvetanka Gintchin

From: [Evan Solida](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Saturday, February 22, 2020 7:58:16 AM

My name is Evan Solida and I live at 1376 Snowberry Lane in Louisville, Colorado (part of the 'North End' community.)

I find the revised application for [1411 Hecla Way](#) unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you Kindly,

Evan Solida

--

Evan Solida
336-317-3711
www.6Design.com

From: [Jason Plumb](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Saturday, February 22, 2020 7:10:58 AM

My name is Jason Plumb and I live at 2255 E Hecla Dr. Louisville Colorado.

I/We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Best,
Jason

From: [Scott Oubre](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Friday, February 21, 2020 3:01:14 PM

My name is Scott Oubre and I live at 1545 Hecla Way, Louisville Colorado.

I find the revised application for [1411 Hecla Way](#) unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Scott

From: [Bradley Lose](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:25:49 AM

My name is Brad Lose and I live at 1545 Hecla Way, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed. Due to parking, trash, and open space access.

Thanks,

Brad

From: [Susan Vent](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:31:50 AM

My name is Susan Vent and I live at 2372 Hecla Drive in Louisville.

I find the revised application for [1411 Hecla Way](#) unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail.

Please recommend denial of the application as it is currently proposed.

Thank you for your consideration.

Susan Vent

From: [James Earl Douglas](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:32:24 AM

My name is James Douglas I live at 2380 Hecla Dr, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
James

From: [Sean Zhang](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:32:56 AM

My name is Sean Zhang and I live at 1845 Blue Star Ln, Louisville Colorado.

Our family find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sean Zhang
+1 (970) 581-7873

From: [Beverly E. Kingston](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:33:28 AM
Attachments: [image001.png](#)

My name is Beverly Kingston and I live at 2226 Unit A East Hecla Way, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Beverly Kingston

Beverly Kingston, Ph.D.
Director and Senior Research Associate
Center for the Study and Prevention of Violence
Institute of Behavioral Science | University of Colorado Boulder
1440 15th Street | Boulder, CO 80302
303.492.9046 w | 303.229.6359 c
cspv.colorado.edu



From: [Carrie Zawistowski](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:34:31 AM

My name is Carrie Zawistowski and I live at 2406 Rose Court, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable and not in keeping with the local area and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sent from my iPhone

From: [Stephanie Parry](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:38:53 AM

My name is Stephanie Parry and I live at 2119 Hecla Drive, Louisville Colorado.

I find the revised application for [1411 Hecla Way](#) unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed. Thank you.

--

Stephanie Parry
919-900-0796

From: [Jonathan Lagoe](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 8:47:03 AM

Subject: 1411 Hecla Way PUD application

My name is Jonathan Lagoe and I live at 1545 Hecla Way # 304 Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you

Jonathan Lagoe

From: [Nick Zawistowski](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 9:39:43 AM

My name is Nick Zawistowski and I live in the North End community at 2406 Rose Ct. Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Plus the proximity to Louisville sponsored children's sports field promotes a dangerous environment. Please recommend denial of the application.

Sent from my iPhone

From: [Julie Vick Harber](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:12:17 AM

Hello,

My name is Julie Vick and I live at 1844 Lakespur Ln, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. As a parent of young children living in the adjacent neighborhood, I'm very concerned about how this will be developed. Please recommend denial of the application as it is currently proposed.

Thank you,

Julie Vick

From: [THOMAS MERKLEY](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD Application
Date: Thursday, February 20, 2020 10:14:20 AM

Mary and I find the revised application for 1411 Hecla Way unacceptable and not in keeping with the local area and property adjacent to open space trail. Please recommend denial of the application as currently proposed. Thank you

Thomas and Mary Merkley
1820 Lakespur Lane
Louisville, CO 80027

From: [Marie Boric](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:14:30 AM

From: Marie Boric, 1505 Hecla Way #202, Louisville, CO 80027

The North End Area is a charming high-end residential area carefully designed with open space and wonderful landscaping. The current proposed plan detracts from that (vinyl fencing- inconsistent with current fencing by car wash and North End feel, poor placement of trash receptacles, and lack of any shielding landscape). Please deny this application as proposed and continue to work with the North End residents to reach a better solution

Thank you for your time
Marie Boric

Sent from [Mail](#) for Windows 10

From: [Kyle Block](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:20:11 AM

My name is Kyle Block and I live at 1505 Hecla Way #101, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Kyle

From: [Elizabeth Swank](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 4:04:17 PM

We are Elizabeth Swank and Kent Stutsman. We own and live in the residence at 1806 Blue Star Lane, Louisville, Co.

PLEASE DO NOT APPROVE THIS APPLICATION AS ITS CURRENT FORM WOULD NEGATIVELY IMPACT OUR NEIGHBORHOOD.

Our home is in the North End development of Louisville which is a lovely community neighborhood of families composed of multiple generations and backgrounds. People in this neighborhood interact with each other, the children play with each other, parents walk their children to the bus stop and back, neighbors walk their dogs and talk with each other. It is a community that is physically active and involved with the atmosphere that exists as a result of the ambiance created for a neighborhood where people live, work, raise their families, and retire so they can then watch the process of a neighborhood move through the next generation.

The original and revised application for development of 1411 Hecla Way is unacceptable and detrimental to our neighborhood and the open spaces which are adjacent and in proximity to this piece of property.

It would not be beneficial to our neighborhood nor to the residents of the City of Louisville if this application is deemed acceptable by the City. Its approval would set an unfortunate precedent for the City. EACH AND EVERY neighborhood of Louisville is an integral part of the City's overall ambiance.

PLEASE DO NOT APPROVE THIS APPLICATION AS ITS CURRENT FORM WOULD NEGATIVELY IMPACT OUR NEIGHBORHOOD.

Respectfully requested,
Elizabeth Swank and Kent Stutsman
1806 Blue Star Lane

From: [Jamie Skerski](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 4:43:28 PM

My name is Jamie Skerski and I live at 1558 White Violet Way (in North End) in Louisville, CO.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
Jamie Skerski

From: [Rachel Simmons](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 4:51:00 PM

My name is Rachel Simmons and I live at 1826 Sweet Clover Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,
Rachel Simmons
Sent from my iPhone

From: Judy.McNary@comcast.net
To: [Planning](#)
Subject: 1411 Hecla Way PUD Application
Date: Thursday, February 20, 2020 7:22:18 PM

To Whom It May Concern,

We live at 1574 White Violet way and are emailing because we are concerned about the development plan for 1411 Hecla Way. The vinyl fence, the placement of trash, and the potential issues with truck deliveries are a few of the reasons we believe the revised application is unacceptable and does not belong next to the open space trail and residential properties. We respectfully ask that you recommend denial of the application as it is currently proposed.

Thank you for your consideration,
Scott and Judy McNary

From: [Betty Aga](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Friday, February 21, 2020 9:07:46 AM

To Whom it May Concern

My name is Betty Aga and I live at 1865 Sweet Clover Ln, Louisville Colorado.

I/We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Betty Aga

From: [Marsha McClanahan](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Friday, February 21, 2020 11:28:06 AM

I am one of the owners of 1459 Hecla Way and my daughter lives at that property. I have two major concerns about the proposed development of the lot at 1411 Hecla Way. Since this commercial property is located adjacent to residential property, I believe the areas of concern below make it unworkable as designed.

My first concern is the impact of water flow across the property. As designed, the storm water flow arrows indicate that the flow of storm water will be directed across the parking area to the northeast and directly toward the residential area. The drawing shows the water flow along the walking path from the north and the south to a low point where there is a concrete path between two houses. This is a vulnerable area with houses which have basements located there. As someone who dealt with the 2013 flood in Boulder, I can tell you that in my neighborhood the ground became saturated during the days of heavy rain and water forced its way into basements. My neighbors had 3 feet of water in their basements and our house which has a garden level had an inch of water throughout that lower level. The proposed design of the commercial property looks like it could create that same situation for adjacent homes in heavy rain. With a large retention pond located directly north of the property, I don't understand why all the water flow from the new development isn't directed toward that pond, from the north west corner of the lot.

Second, the parking area of the lot to be developed is located too close to the adjacent homes. Even with the proposed fence, it appears that too much parking is located along the property line adjacent to homes. With a parking lot there will be car engine noise, radios, and voices. In the evening every car entering the lot will be directing headlights toward the houses. Also, as planned large delivery trucks for Napa Parts will be backing up into the lot with their noisy engines and back up warning sounds. This is unacceptable. In choosing a business to develop land adjacent to a residential area of family homes, I question whether the proposed business has too high a volume of customers and delivery vehicles to be appropriate and whether directing the Napa Parts trucks close to the homes is the only solution for the development of this land.

Thank you for considering my comments. I hope you will deny the application as proposed.
Marsha McClanahan

From: [tran nguyen](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Monday, February 24, 2020 11:54:04 AM

My name is Nghia and Tran Nguyen, and we live at 1933 Blue Star Ln, Louisville Colorado.

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Tran Nguyen

From: [Nancy Hevenor](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 1:50:13 PM

My name is Nancy Hevenor and I live at 1822 Blue Star Lane, Louisville.

I find the revised application for 1411 Hecla Way by Emilia Construct LLC unacceptable and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Nancy Hevenor

Nancy Hevenor
cell: 860-918-2488
1822 Blue Star Ln. Louisville, CO 80027

From: [Mark Cathcart](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 1:45:35 PM

My name is Mark Cathcart and I live at 1763 Sweet Clover Ln, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

If the Planning Commission hears this on March 12th, as scheduled, I intend to address my issues directly to the commission.

++Mark.

<https://markcathcart.com/about/>

From: [Molly Meiners](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD Application
Date: Friday, February 21, 2020 2:24:37 PM

My name is Molly Meiners and I live at 1545 Hecla way #103, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

From: [Ellen Tallman](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 12:49:21 PM

Our names are Peter and Ellen Tallman and we live at 1827 Lakespur Lane, Louisville Colorado.

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Ellen and Peter Tallman

From: [Phillip Boutote](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 11:19:28 AM

My name is Phillip Boutote and I live at 2379 Golden Eagle Way, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. I further believe that the opening of this business will be deleterious to the safety of the surrounding area as well as to home values. Please recommend denial of the application as it is currently proposed.

Phillip Boutote

--

Phillip Boutote
2379 Golden Eagle Way
Louisville, CO 80027
303-953-8282
pboutote@gmail.com

From: [Lee Breslouer](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:48:46 AM

My name is Shachar Breslouer and I live at 2164 E Hecla Dr, Unit B in Louisville.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Shachar Breslouer

From: [Fenella Keig](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:42:13 AM

Our names are Fenella Keig and Amy Stark and we live at 2408 Hecla Dr, Louisville, CO.

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail.

Please recommend denial of the application as it is currently proposed.

Thank you for your consideration

Fenella

--
Fenella
917-731-2051

From: [Gino Bona](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 10:38:48 AM

Good morning.

My name is Gino Bona and I live at 2119 Hecla Drive in Louisville, Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you for your consideration.

--

Gino Bona
720-419-8553

From: [Beth Ward](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD Application
Date: Thursday, February 20, 2020 1:53:44 PM

My name is Beth Ward and I live at 1320 Snowberry Lane #101 in Louisville. I find the revised application for 1411 Hecla Way unacceptable and not in keeping with the local area, and properties adjacent to the open space trail. Please deny the application as it is currently proposed.

Sincerely,
Beth Ward

From: [Lazar Gintchin](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Sunday, February 23, 2020 3:24:10 PM

Hello,

My name is Lazar Gintchin and I live at 1491 Hecla Way Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
Lazar

--

Lazar Gintchin
lazar.gintchin@gmail.com

From: [Amanda McGarry](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 2:27:38 PM

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. In particular, the location of parking and trash receptacles, as well as the fence, is out of character for properties adjacent to an open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,

Amanda McGarry

1934 Blue Star Ln, Louisville, CO 80027

From: [Susan Vanderborgh](#)
To: [Planning](#)
Subject: 1411 Hecla Way
Date: Thursday, February 20, 2020 9:22:46 AM

My name is Susan Vanderborgh, and I live at 1802 Sweet Clover Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Susan Vanderborgh



Vanderborgh Family Law, LLC
Child and Family Investigator
Domestic Relations Mediator
Parenting Coordinator/Decision-Maker

www.vanderborghfamilylaw.com

2373 Central Park Blvd. #100
Denver, CO 80238
Phone/Fax: 720 307-4410
Email: susan@vanderborghfamilylaw.com

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From: [Trudy Turvey](#)
To: [Planning](#)
Subject: 1411 Hecla Way
Date: Thursday, February 20, 2020 8:36:03 AM

H-I am Trudy Turvey and I live at 1483 Hecla Way in Louisville, Colorado.I live well within 500 feet of the proposed application.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Trudy Turvey

From: [Tim Merkel](#)
To: [Planning](#)
Subject: Application for 1411 Hecla Way
Date: Monday, February 24, 2020 11:32:21 AM

My name is Tim Merkel and I live at 1849 Sweet Clover Lane, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Tim Merkel

Partner, Big Compass



tim@bigcompass.com | bigcompass.com

M:303-591-4371 O:720 -328-1669

From: [Kerry Merkel](#)
To: [Planning](#)
Subject: Application for .1849 Hecla Way
Date: Thursday, February 20, 2020 1:40:12 PM

My name is Kerry Merkel and I live at .1849 Sweet Clover Ln. Louisville Colorado.

I/We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Kerry Merkel

Owner/Director

[Blue Mountain Montessori](#)

From: [Erin Solida](#)
To: [Planning](#)
Subject: Application unacceptable
Date: Saturday, February 22, 2020 7:53:13 AM

My name is Erin Solida and I live at 1376 Snowberry Lane, Louisville Colorado.

I find the revised application for [1411 Hecla Way](#) unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you Kindly,

Erin Solida

From: [Meredyth Muth](#) on behalf of [Open Records](#)
To: [Lisa Ritchie](#); [Harry Brennan](#)
Subject: FW: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 12:56:22 PM

Public Comments for your packet.

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

-----Original Message-----

From: Kathy Duffy [<mailto:kathyduffy486@gmail.com>]
Sent: Thursday, February 20, 2020 12:46 PM
To: City Council <Council@louisvilleco.gov>
Subject: 1411 Hecla Way PUD application

My name is Katherine Duffy and I live at 1923 Lakespur Lane, Louisville, Colorado in the North End neighborhood.

I find the revised application for 1411 Hecla Way unacceptable. It is definitely not in keeping with a quiet residential neighborhood with so many families and close proximity fo local schools. Our neighborhood is also is adjacent to Louisville Open Space, bike paths and wildlife. I strongly recommend denial of the application, not only as currently proposed but, altogether. Frankly, I'm shocked that this application for such 'use' has progressed even this far. As a resident of Louisville, this application should have been a complete nonstarter.

From: [K. Joanne Stark](#)
To: [Planning](#)
Subject: project @ 1411 Hecla Way Louisville Co 80027 PUD application
Date: Monday, February 24, 2020 11:08:42 AM

Good Morning— As a retired nurse of 30 years working with those under the age of 21 years, am extremely concerned with the development of another retail marijuana store in / near our residential community. Markel Phase Two has a large population of young families and their children under the age of eighteen years. Plus I have seen the large number of teenagers that “trek” from the local Centaurus high school to the King’s Market each am prior to school, noon time, and then again after school. Knowing the nature of some young people, they would be exposed to a "new element" in the neighborhood and want to “check it out”!!!!. Also of concern is the “open space” walk way behind the homes on Sweet Clover Lane that do not have any type of security fencing to protect their yards. Since I use a walker, am concerned for my safety when on this pathway.

My name is Katherine Joanne Stark and I live @ 1818 Sweet Clove Lane, Louisville, Co. I purchased my home in 2015 and have had the pleasure to see the development grow into a great neighborhood that Louisville can be proud of. Thus I find that the revised application for 1411 Hecia Way is unacceptable, and not in keeping with our local area, and specially the properties that are adjacent to the open space trail that so many enjoy using. I ask that you please recommend that the application be deny as it is now proposed. Any questions, or if doing “site” visits I can be reach by phone @ 303-665- 0436.

Thank you

K. Joanne Stark

From: elisabethborden@gmail.com
To: [Planning](#)
Subject: PUD Application for 1411 Hecla Way
Date: Thursday, February 20, 2020 1:56:27 PM

I am a homeowner living very close to 1411 Hecla Way, whose PUD application you are considering. I have reviewed their revised application and find it objectionable in several ways and generally find it not to be an inappropriate fit with the local area, particularly given its proximity to residential housing and the open space trail.

I ask you to recommend denial of that application as it is now proposed.

Elisabeth Borden
1320 Snowberry Lane #304
Louisville, CO 80027
303.349.6630

From: [Barbara Subercaseaux](#)
To: [Planning](#)
Subject: Re: 1411 Hecla Way PUD Application
Date: Thursday, February 20, 2020 8:36:51 PM

My name is Barbara Subercaseaux Gaillard and I live in North End @ 1813 Blue Star Lane, Louisville Colorado.

My husband and I find the revised application for 1411 Hecla Way unacceptable, and not fitting in with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

I appreciate your attention to this matter.

Sincerely, Barbara

Barbara Subercaseaux Gaillard
Chair- Board of Directors- WOW! Children's Museum
"Inspiring Learning Through Play"
(310)291-1388

From: [Ernie Chung](#)
To: [Planning](#)
Subject: Subject: 1411 Hecla Way PUD application
Date: Thursday, February 20, 2020 2:18:18 PM

My name is Ernest Chung and I live at 2373 Hecla Dr, Louisville Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Sincerely,

Ernest Chung

From: [Bob Richardson](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Tuesday, February 25, 2020 8:33:43 AM

Our names are Bob Richardson and Jan Richardson and we live at 1327 Snowberry Lane, Louisville Colorado.

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Kind regards, Bob and Jan



Bob and Jan Richardson | Louisville Homeowners | 1984-2020 |
North End Community | Markel Homes |
1327 Snowberry Lane, Louisville, CO 80027 | Cell 720-810-3851 |
robert.c.richardson@gmail.com | louisvilleco.gov |

From: [Katie Lapinski](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Tuesday, February 25, 2020 12:58:08 PM

Hello,

My name is Katie and I live on Snowberry Lane in Louisville Colorado.

We find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
Katie

From: [Iris Pinkus](#)
To: [Planning](#)
Subject: 1411 Hecla way PUD application
Date: Tuesday, February 25, 2020 2:27:02 PM

My name is Iris Pinkus and I live at 1505 Hecla way, Louisville, Colorado.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you

From: [Lindsey LeCuyer](#)
To: [Planning](#)
Subject: 1411 Hecla Way
Date: Tuesday, February 25, 2020 2:35:13 PM

To whom it may concern:

I live in the North End subdivision in Louisville, and am writing to request that you recommend DENIAL of the application for business construction as it is currently proposed at 1411 Hecla Way. This plot is uniquely situated with extremely close proximity to houses, and on a street servicing a residential area. The plan submitted brings facilities too close to residents homes, and brings traffic, including delivery trucks, through a residential area. This small lot sitting behind our neighbors homes deserves thorough and careful consideration.

Sincerely,
Lindsey LeCuyer
1364 Golden Eagle Way, Louisville

From: [Andrew LeCuyer](#)
To: [Planning](#)
Subject: 1411 Hecla PUD Application
Date: Tuesday, February 25, 2020 9:33:59 PM

Subject: 1411 Hecla Way PUD application

My name is Andrew LeCuyer and I live at 1364 Golden Eagle Way, Louisville, Colorado.

The revised application for 1411 Hecla Way is not acceptable for multiple reasons, including parking and trash adjacent to residential properties, a tall vinyl fence out of character for the area, and potential commercial vehicle delivery traffic on a residential street. Please recommend denial of the application as it is currently proposed.

respectfully,
Andrew LeCuyer

From: [Jon Bettcher](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Tuesday, February 25, 2020 7:06:05 PM

Hello Louisville city planning -

My name is Jonathan Bettcher, and I live at 1881 Sweet Clover Lane, very close to the development at 1411 Hecla Way. To make it official, I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Please feel free to respond on this email address if you need any other details or information.

Thank you,

-Jon Bettcher
(267) 978-1217

From: [Jessica Ash](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Wednesday, February 26, 2020 10:07:55 AM

To whom it may concern:

My name is Jessica Ash and I live at 1545 Hecla Way, Unit 202, Louisville, Colorado 80027.

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail. Please recommend denial of the application as it is currently proposed.

Thank you,
Jessica Ash

From: [Kevin Wise](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD Application Objection
Date: Thursday, February 27, 2020 10:49:40 AM

Subject: Objection to 1411 Hecla Way PUD application

I am Kevin C. Wise and live at 1838 Blue Star Lane, Louisville Colorado,

I find the revised application for 1411 Hecla Way unacceptable, and not in keeping with the local area, and properties adjacent to the open space trail.

Primary among my concerns is the probable increased traffic congestion on Hecla Way and at the intersection of Hecla Way and Plaza Drive. My family uses both these roads on a daily basis. The intersection is already difficult to navigate, in our experience, and will only become more of a hazard with the increased traffic and parking issues that will likely be generated by the proposed new business at 1411 Hecla Way. Eventually, another traffic light may be required at that intersection if the application is approved and thus more expense incurred by the city.

I learned that a six foot vinyl fence will be allowed along the trail as part of the application. When our house was built only a relatively short open view fence facing the trail was permitted. The same standard should apply here.

A business similar to the one proposed already exists almost within eyesight. Is another one in the immediate area needed or desirable?

I think no for a number of reasons.

Importantly, the proposed business does not appear to fit in with the character of the North End 2 development. I have seen it grow over the last five years into a vibrant family oriented community consisting of retired couples as well as young families with lots of young children playing on the sidewalks and streets. I am concerned about the overall impact of the proposed business on the "livability" of North End 2 community for its residents and object to the application.

Please verify that you have received and considered my objection.

Thank You.

From: [Roxanne Brickell-Reardon](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Thursday, February 27, 2020 4:18:19 PM

Dear Louisville Planning Department,

My name is Roxanne Brickell-Reardon and my husband, Kevin Reardon, and I live at 1828 Lakespur Lane in Louisville, Colorado.

We find the revised application for 1411 Hecla Way unacceptable! It is not in keeping with the local area, and properties adjacent to the open space trail. We are asking you to please recommend denial of the application as it is currently proposed.

Thank you for your thoughtful consideration and decision, Roxanne

From: [Josi](#)
To: [Planning](#)
Subject: 1411 Hecla Way PUD application
Date: Friday, February 28, 2020 5:52:03 AM

Hello,

I am writing concerning the proposed plans for 1411 Hecla Way. I realize they are under review and I recommend denying the application as the plans represent a facility that does not adhere to the standards of our residential area.

Thank you,
Josi Heron
2401 E Hecla Drive
Louisville, CO 80027

ITEM: Napa Auto Parts PUD Amendment
PUD-0256-2019

REQUESTS: Approval of request for an amendment to the Napa Auto
Parts Final Planned Unit Development for Louisville Plaza
Filing No.2, Lot 4, First amendment, Lot 4B.

Supplement No. 3a: Electronic Hearing Request Form

Attached is the Electronic Hearing Request form, signed by the applicant.

Supplement No. 3b: Supplemental Public Comments

Attached are public comments received through June 9th, 2020.

ELECTRONIC LAND USE HEARING REQUEST CASE NO. PUD-0256-2019

APPLICANT INFORMATION

Firm: 6 Eyed Jack LLC
 Contact: Brandon Banks
 Address: 1940 Blake St #201
Denver CO 80202
 Mailing Address: 1940 Blake St #201
Denver CO 80202
 Telephone: 773-220-5786
 Fax: _____
 Email: brandonbanks066@gmail.com

OWNER INFORMATION

Firm: Same as applicant info
 Contact: _____
 Address: _____
 Mailing Address: _____
 Telephone: _____
 Fax: _____
 Email: _____

REPRESENTATIVE INFORMATION

Firm: Emilia Construct
 Contact: Jessica Emilia
 Address: 2606 S Josephine
Denver CO 80210
 Mailing Address: _____
 Telephone: 720-434-3980
 Fax: _____
 Email: jessica@emiliaconstruct.com

PROPERTY INFORMATION

Common Address: 1411 Hecla Way
 Legal Description: Lot _____ Blk _____
 Subdivision Lot 4B First Amendment Lot 4, Louisvill plaza Filing 2
 Area: _____ Sq. Ft.

TYPE (S) OF APPLICATION

- Annexation
- Zoning
- Preliminary Subdivision Plat
- Final Subdivision Plat
- Minor Subdivision Plat
- Preliminary Planned Unit Development (PUD)
- Final PUD
- Amended PUD
- Administrative PUD Amendment
- Special Review Use (SRU)
- SRU Amendment
- SRU Administrative Review
- Temporary Use Permit: _____
- CMRS Facility: _____
- Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

I hereby request the public hearing(s) on this application be scheduled to be conducted by Electronic Participation in accordance with the attached Resolution No. 30, Series 2020, as adopted by the City Council on April 7, 2020, if such hearing(s) can be scheduled during a time period when in-person meetings are not being held due to a health epidemic or pandemic. I acknowledge that holding a quasi-judicial hearing by Electronic Participation may present certain legal risks and involves an area of legal uncertainty, and that having this application heard at a meeting held by Electronic Participation is optional and undertaken at my own risk. I also understand that in-person meetings are preferred for quasi-judicial hearings, and that even if electronic hearing(s) are scheduled, this application will be heard at an in-person meeting if in-person meetings have resumed by the scheduled hearing date(s). I further agree to defend and indemnify the City of Louisville in any action that may arise out of, or in connection with, conducting the hearing by Electronic Participation.

SIGNATURES & DATE

Applicant: 
 Print: Brandon Banks 6/5/2020
 Owner: 
 Print: Brandon Banks 6/5/2020
 Representative: _____
 Print: Jessica Emilia

CITY STAFF USE ONLY

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

From: [Laura R Chernikoff](#)
To: [Planning](#)
Cc: [Harry Brennan](#)
Subject: 1411 Hecla PUD Amendment
Date: Monday, June 8, 2020 12:48:58 PM

To Whom It May Concern,

I am a homeowner at 1459 Hecla Way, in the condo building directly adjacent to the lot at 1411 Hecla Way that has plans under consideration for development.

I am writing again to express my concern about the current version of the plans. I sincerely hope the City Planning Commission will take into consideration the close proximity of residential and commercial in this situation, and will take every possible action to ensure these two areas can exist harmoniously.

The current plans show no acknowledgement of the fact that multi-story residential bedrooms are directly adjacent to the property. The parking lot as it's currently situated would have cars driving around the building to a lot directly in view of the condo buildings and nearby homes. The retaining wall in the latest version of the plan would do little to prevent light, noise, and exhaust from reaching our homes. My home has a bedroom on the third floor and a deck on the second floor that directly faces the proposed parking lot. It makes no sense to situate the parking in this location when it could be on the far side, closer to the Napa Auto property where parking spaces already exist.

Furthermore, there are far more parking places indicated than the proposed business will need. In order to create space for these additional parking places, the new lot will take over the space that Napa Auto has traditionally used to turn their trucks into their loading dock. Without this option, large trucks will need to back into the property, creating additional noise, exhaust, and blocking traffic on Hecla Way.

These plans show clear disregard for the residents of the North End neighborhood in a way that is extremely likely to cause problems for years to come. I strongly recommend these plans are rejected and sent for further revision to come up with a solution that better adapts the commercial lot to the adjacent residential properties. Please respect our property values and our homes.

Sincerely,
Laura Chernikoff

From: [Scott McElroy](#)
To: [Planning](#)
Cc: [Harry Brennan](#)
Subject: 1411 Hecla Way - NAPA Auto Parts PUD Amendment
Date: Monday, June 8, 2020 3:12:43 PM

Members of the Planning Commission,

The proposed amendment to the NAPA Auto Parts PUD (“Amendment”) should not be approved, primarily because of (1) the placement of the proposed building, (2) the location of the unnecessarily expansive parking on the northeast portion of the lot, and (3) the resulting requirement for an exceedingly long faux stone fence on the east side of the lot to provide security and partially shield the neighbors from the lighting and other effects of the parking lot.

The problems with the Amendment appear to be driven by three concerns on the part of the applicant: (1) the need for extensive security for a marijuana dispensary; (2) a desire to operate the facility from 8 AM to 10 PM despite being immediately adjacent to a residential neighborhood; and (3) preservation of the ability to put a second facility on site as was initially proposed by the applicant. The result is a proposed facility that resembles a fortress on a hill as it will be seen by the adjacent neighbors, those using the greenway path alongside the site, and the many people who walk the Hecla Lake Open Space. In any event, the operator of the facility should be required to abide by the signage plan he submitted to the Local Licensing Authority (“LLA”).

Two points require clarification before turning to the merits of the application. First, the applicant who owns the lot, 6 Eyed Jacks, (“Applicant”), is not the entity who received a license from the City. 5 Eyed Jacks (“Licensee”) is owned solely by Mr. Banks who received a marijuana retail license after review of his “moral character” by the LLA. Local Licensing Authority Meeting Minutes for October 28, 2019 at 7 (“LLA Minutes”). 6 Eyed Jacks is owned by Mr. Banks and another party who was not party to the application for a license and therefore 6 Eyed Jacks is not authorized to operate a marijuana retail facility although it is free apparently to lease its facility to 5 Eyed Jacks. I am not aware that a copy of any such lease has been submitted to the City as required by Section 5.11 070.

Second, this Amendment deserves particular scrutiny from the Commission. The LLA specifically deferred the consideration of the site plan for the proposed marijuana retail store to the Planning Commission and the City Council. LLA Minutes at 7. The City Code requires the submission of a site plan and a full description of the building as part of the licensing requirement, presumably so that it can be reviewed in light of the particular use of the facility as a retail marijuana store. Section 5.11 070 B 8. That review has never occurred so strong attention must be paid to that requirement now. In addition, the proposed facility is on the cusp of a residential neighborhood and thus must be viewed in light of the need to avoid adverse effects on the adjacent neighbors.

The fundamental problem with the Amendment is the siting of the building at the southwest corner of the lot immediately adjacent to the street and the existing NAPA parking lot, thus necessitating excessive lighting and security measures for the remainder of the lot. Those measures include a six foot faux stone wall encircling most of the east and north sides of the lot and extensive lighting of the overly expansive parking that is immediately adjacent to the

surrounding neighbors' houses. The proposed hours of operation are from 8 AM to 10 PM seven days a week. The lighting will be on for at least sometime before and after that when "two employees" will be opening and closing the store. General Security Plan submitted to the Local Licensing Authority at 10 of the licensing application ("The opening and closing periods of the day present high risk times for armed robbery or unauthorized intrusions.") ("Security Plan"). Both the lighting and the walls will be visible from the greenway path on the east side of the lot and the Hecla Lake Open Space as well as the surrounding neighborhood.

The problems with the Amendment are exacerbated by the insistence on providing more parking spaces than required, especially when given the present location of the entrance to the building, most customers will use the existing NAPA parking lot. And, of course, the Commercial Design Guidelines emphasize that parking and site coverage should be limited in order to preserve open space. In sum, the building should be located in a spot that (1) does not result in a stone fence extending well over half way down the east side of the lot and along the full north side of the lot which is most visible from Hecla Lake and (2) does not require lighted parking in the northeast part of the lot.

The need for the extensive wall appears to stem from two factors: security and the compelling need to try to shelter the adverse effect of the unnecessarily large parking lot and accompanying lighting on the surrounding neighbors. I don't doubt the need for security which presumably the wall and lighting would help provide. The Licensee has explained that the facility will operate in a "high-risk security environment . . ." Security Plan at 7. The Licensee further noted that among other things, barriers are needed in the effort to prevent "armed violence." Security Plan at 8. See also 9News.com, 7 Marijuana Dispensaries Robbed Since Early November (Jan. 7, 2020)(last viewed 6/6/2020). It is clear, however, that the needed security can be provided in a far less intrusive manner by placing the building in a different location which would minimize the need for lengthy walls and lighting that interferes with the surrounding neighborhood. Presumably, the Applicant has not done that in order to preserve its ability to propose a second building in the future.

Finally, any amendment approved by the Commission should include a note memorializing the Licensee's commitments to the LLA regarding signage. In his Security Plan, the Licensee committed to its signage only being illuminated "30 minutes prior to the dispensary's closing" and "no neon signage." Security Plan at 19. The Licensee further promised that "external signage will only display the registered company name [Louisville Organics] to assist customers in locating the business." Business Operations and Marketing Plan submitted to the LLA at 22. These provisions should be noted on the plat.

To conclude, the proposed Amendment is not compatible with the surrounding neighborhood and open space. It is obvious that a more appealing and less intrusive facility that still meets the needs of the Applicant could be built. As a result, the Amendment should not be approved.

Thank you for your consideration of these points.

Scott McElroy
1873 Sweet Clover Lane

From: [Matt Welton](#)
To: [Planning](#)
Cc: [Harry Brennan](#)
Subject: 1411 Hecla Way PUD Ammendment
Date: Monday, June 8, 2020 9:31:14 PM

To whom it may concern,

I am writing to express my concern regarding the approval of the development at 1411 Hecla way. I am in favor of rejecting this proposal mainly due to its close proximity to a quiet residential neighborhood. The proposed layout of the structure, parking lots and barrier walls will cause numerous problems to the existing residents of Hecla Way.

I'm new to Louisville and intend to be engaged in this community. I was shocked to learn that this business was approved at this location. Louisville is a very sought after town to live in and it's going to continue to grow. I realize this development was well underway before I became a resident and I assume the process is too far along to prevent it entirely. Wouldn't a business such as this be better suited in an existing location with a comparable business model? If it is too late to reject this business at this site altogether, then I urge you to please take the time to look deeply into the impact it will have on the neighboring residential community and act accordingly.

I also ask you to think ahead and consider what different approach you may take with regard to the future development of North End Market 1st Amended Block 11 PUD (also on Hecla Way) when the time comes. You have a choice to make and you have an opportunity to lead by example. Are we a community where businesses pop up in random locations with no rhyme or reason or do we have an actual plan for growth like the title of your Committee might suggest. Do we want to be a model for other communities or one where other townships learn from our poor choices. I hope you look at all those impacted by this development and choose the former, now and in the future.

Thank you,
Matthew Welton
1505 Hecla Way

From: Tim Merkel [mailto:tim@bigcompass.com]
Sent: Monday, June 8, 2020 10:59 AM
To: Planning <planning@Louisvilleco.gov>
Subject: 1411 Hecla PUD Amendment

Dear Planning Commission,

"Poor planning on your part doesn't make an emergency on my part". We've all heard our parents and teachers say this to us. When I look at the 1411 Hecla PUD Amendment plan this is what echoes in my head.

From a common sense perspective, this PUD Amendment plan looks and feels wrong. Buildings, parking lot, trash, and loading docks all competing for space and placed in aesthetically silly locations. Even if this plan meets all the requirements on paper with the city, this plan needs serious improvement. We don't have a planning commission to simply read the rules and check for compliance, we have a planning commission to protect the beauty and value of our community by preventing silly & ugly designs/plans to be built.

I have several issues with the plan:

1. Logistics - Trucks will have a very difficult time with this layout, creating extra noise and traffic issues
2. Design - The 6' privacy wall is darn right silly. Why are homeowners prevented from putting these up, but business can. We have no precedent for this style wall in the city. Let's not start now.
3. Aesthetics - There is now way this building and parking lot layout would ever be dreamt up by the city's planners...because it's ugly. If we allow this to happen with our new developments, what is a planning commission for? What will this tell future developers about they can get away with?

It is unfortunate that the owners of this land have spent so much time and money trying to make this lot work. It's unfortunate that the Napa building is situated the way it is. It's unfortunate that this lot was one of the only spaces that legal marijuana could be sold in Louisville. However this doesn't translate into an obligation by the City to "make it work". Once built, this building will impact the city for decades to come. Please uphold your duty as a pragmatic commission and force these developers to create a safe, functioning, and aesthetically palatable plan.

Thank you all for your hard work.
Tim Merkel
Partner, Big Compass

-----Original Message-----

From: Marsha McClanahan [<mailto:marshamccl@icloud.com>]

Sent: Monday, June 8, 2020 1:46 PM

To: Planning <planning@Louisvilleco.gov>

Subject: 1411 Hecla Way

I have studied the revised plan for the retail marijuana store to be built next to the residential properties of North End. I am a property owner at 1459 Hecla Way. I would again like to voice my concern with placing the parking along the eastern side of the back of the lot, adjacent to the residences. Entering cars will be driven around the entire building and enter the parking lot behind the building with their lights pointing at the residential properties. It would seem so much wiser to locate the parking adjacent to the parking of the other business, NAPA auto. The condos are 3 floors high with their master bedrooms on the top floor at the back of the building and the closest single story house has a bedroom at the back of the house. The parking area will be as close as possible on the lot to the residential bedrooms. Since this is a business that is open every day until 10 pm and will have employees leaving after 10 pm, this will be a problem for all the nearby residents. A wall along the property edge will not stop the lights, noise and car exhaust from reaching the residents, especially since 2 of the 3 floors of the condos are above the wall.

If I understand the drawings, there are 14 parking spaces for a single business which seems excessive. It looks as if more than 50% of the lot will become asphalt which could create flooding in heavy rain. The water runoff from the property is directed toward the concrete pathway and to Sweet Clover Way. The concrete pathway is a sidewalk, not an aqueduct. I continue to have concerns about over saturation of the ground there which could lead to water entering basements or cause other property damage.

Marsha McClanahan

--Original Message-----

From: Marsha McClanahan [<mailto:marshamccl@icloud.com>]

Sent: Monday, June 8, 2020 1:46 PM

To: Planning <planning@Louisvilleco.gov>

Subject: 1411 Hecla Way

I have studied the revised plan for the retail marijuana store to be built next to the residential properties of North End. I am a property owner at 1459 Hecla Way. I would again like to voice my concern with placing the parking along the eastern side of the back of the lot, adjacent to the residences. Entering cars will be driven around the entire building and enter the parking lot behind the building with their lights pointing at the residential properties. It would seem so much wiser to locate the parking adjacent to the parking of the other business, NAPA auto. The condos are 3 floors high with their master bedrooms on the top floor at the back of the building and the closest single story house has a bedroom at the back of the house. The parking area will be as close as possible on the lot to the residential bedrooms. Since this is a business that is open every day until 10 pm and will have employees leaving after 10 pm, this will be a problem for all the nearby residents. A wall along the property edge will not stop the lights, noise and car exhaust from reaching the residents, especially since 2 of the 3 floors of the condos are above the wall.

If I understand the drawings, there are 14 parking spaces for a single business which seems excessive. It looks as if more than 50% of the lot will become asphalt which could create flooding in heavy rain. The water runoff from the property is directed toward the concrete pathway and to Sweet Clover Way. The concrete pathway is a sidewalk, not an aqueduct. I continue to have concerns about over saturation of the ground there which could lead to water entering basements or cause other property damage.

Marsha McClanahan

-----Original Message-----

From: Nancy K [<mailto:nancymkoch@gmail.com>]

Sent: Saturday, June 6, 2020 5:44 PM

To: Planning <planning@Louisvilleco.gov>

Subject: Comments regarding the retail store proposal at 1411 Hecla Way

Louisville Planning,

I have a few comments regarding the plans for the new building near NAPA Auto parts.

1. I am not pleased that the building is close to the sidewalk. Especially in this neighborhood setting. Everything seems to be about open space. This would be a contrast to the North End development. Isn't there a better location for this building? Balfour designed its new building back away from the sidewalk. Giving one an open feeling. When I walk near the building, there is a sense of calm.
2. I am not pleased about the wall that will be adjacent to the trail. Again, it seems opposite of an open space idea.
3. I do not want a business open from 8 to 10. It is important to remember that this is a residential area. It is quiet. Maybe near King Sooper's is a better location. At least that is a commercial area not in our back yard.

It just seems that there are better suited commercial areas for a store like this.

Nancy Kochevar
1805 Blue Star Lane
Louisville, CO

---Original Message-----

From: Brian Topping [<mailto:brian.topping@gmail.com>]
Sent: Tuesday, June 9, 2020 1:48 PM
To: Planning Commission <PlanningCommission@louisvilleco.gov>
Subject: PUD-0256-2020

Dear Commissioners,

Thank you for your mailing of public notice on case number PUD-0256-2020. While of course we residents of North End would have liked to be similarly notified before this project was originally approved, it is a nice consolation to have been notified here and moving forward..

As a neighbor to this development, I have reviewed the plans to the best of my ability and am personally satisfied with the overall outcome. By moving the parking lot to the back of the property and taking the structure out of alignment with the neighboring NAPA store, it removes that horrid feel of strip malls with parking lots in front of them. The landscaping, including the faux stone fencing and it's arrangement thereon provides an aspect of privacy that exceeded my expectations and think it is a great solution to the various goals of interested parties.

The only consideration I have is that the fence height would be at a minimum in the 78"-90" range instead of the proposed 72". Small height increases in such structures change the incident angle of unobstructed sound and light quite measurably at distance. This is especially important for the adjacent row homes on Hecla. While the taller fence line may feel more imposing, I imagine that to be a temporary situation until the foliage grows in. While we have no three-dimensional renderings to go from here, the overall development could look quite stately as the canopies of the trees start to obscure the top of the fence line in places.

This feel could be enhanced by planting vines on along the fence. I am not a landscape professional, but my sense is that vines would take to that concrete treatment and once again improve the elegance of the overall structure with time. It seems like the customers might also enjoy this "hidden oasis" treatment as well, transforming their visits from transactional to more experiential in nature. Noting the waterfall at the northeast corner of the parking lot, I believe these additions could be keeping with that theme.

Kind regards,

Brian Topping
White Violet Way
Louisville CO 80027

From: [David Hirsch](#)
To: [Planning](#)
Cc: [Harry Brennan](#)
Subject: 1411 Hecla PUD Amendment
Date: Wednesday, June 10, 2020 8:59:26 AM

I am writing to express my concerns over the proposed new marijuana store at 1411 Way, Louisville CO. I live at 1585 Hecla Way. My concerns are the following:

1. The building will have parking adjacent to the trail and nearby homes. This will cause unwanted noise and movement of cars and delivery trucks adjacent to areas where there are a number of elderly individuals walking
2. Large trucks that are delivering to NAPA will now need to stop on Hecla Way and reverse into NAPA. This may cause a problem especially in the winter.
3. Having a marijuana store so close to homes is unusual; most are in shopping centers away from single family homes and condos.
4. Noise, lights and traffic will increase in an area that was calm and safe to walk around.
5. The builder has not had formal contact with the potential neighbors to discuss our concerns.

I believe the City of Louisville planner acted without considering the effects of such an establishment on the neighborhood. I would like our feelings heard and discussed at the meeting June 11. My wife and I will not be able to be there due to a previous commitment.

Thank you,

Daviud Hirsch, MD
Elaine Hirsch
1585 Hecla Way, Unit 303
Louisville, CO. 80027

From: [David Chernikoff](#)
To: Planning@louisvileco.gov
Cc: [Harry Brennan](#)
Subject: 1411 Hecla PUD Amendment
Date: Wednesday, June 10, 2020 9:41:10 PM

To Whom it May Concern:

I am one of the owners of the property at 1459 Hecla Way. After reviewing the plan for the retail marijuana store at 1411 Hecla Way, I have several concerns I'd like to express.

This kind of an interface between a residential neighborhood and a commercial property is difficult in the best of circumstances. One of my main concerns is that the current design of the building exacerbates the most likely problems that will occur. Since the retail business will be open from 8:00am until 10:00pm, 7 days a week, it's seems like a very poor choice to have the parking lot be directly adjacent to the North End properties. That means that exhaust fumes from the cars, the noise of cars starting their engines & coming and going, music playing in the cars, and people talking loudly in some cases will be as close as possible to the residential units next to the parking area. While the submitted plan proposed an unusually massive wall to minimize the noise transfer and light pollution, that would be unnecessary if the parking were on the Napa side of the lot. The use of additional LED street lights adds an additional element of environmental disturbance to the residential area.

To the extent that the daily quality of life of the North End residents is of concern to the planning board, it would make much more sense for the parking to be on the west side of the building since it would then be in close proximity to another commercial business. The building itself would act as a natural buffer that would decrease the amount of disturbance created in the residences and the inappropriately massive wall in the plan would not be necessary. I also question the need for the number of parking spaces proposed. That seems excessive and leads me to wonder if there are future plans to build an additional structure on the property.

Another concern involves the large trucks that make deliveries to the Napa store. The proposed design makes truck deliveries problematic and may lead to trucks blocking traffic on Hecla Way at times. This is a particular risk in snowy weather. Whatever plans are given final approval should recognize the need for 18-wheeler semis to make regular deliveries to the Napa store.

Thank you for your consideration of my concerns.

Respectfully submitted, David Chernikoff

David Chernikoff, M.Div., LCSW
303-499-7592
davidchernikoff@icloud.com

From: [MICHAEL PAO](#)
To: [Planning](#)
Cc: [Harry Brennan](#)
Subject: 1411 Hecla PUD Amendment
Date: Tuesday, June 9, 2020 7:41:09 PM

To the Members of the Louisville Planning Commission,

My name is Michael Pao and I am a resident of The North End at 1817 Sweet Clover Ln. I have been following the NAPA Auto Parts PUD Amendment at 1411 Hecla Way for over a year now and continue to be disappointed in the manner in which the amendment and revisions have been handled.

With regards to the latest revision, I, again, find the proposed plans unaligned with the location and its surroundings. As you know, it backs up directly against open space as well as the backyards and houses/townhouses of my neighbors in The North End. The colossal security wall, the addition of unnecessary parking spots, and the positioning of the building itself will create a traffic, light, noise, and possible security situations that go against the very principles of the surrounding open space and neighborhood.

It is with these aspects in mind that I ask you to ***deny the request*** for approval until further revisions are made to allay the many concerns that continue to be expressed by the public.

Best regards,
Michael Pao

From: [Lazar Gintchin](#)
To: [Harry Brennan](#)
Subject: 1411 Hecla PUD
Date: Wednesday, June 10, 2020 10:07:08 PM
Attachments: [TRUCK PROBLEM.pdf](#)

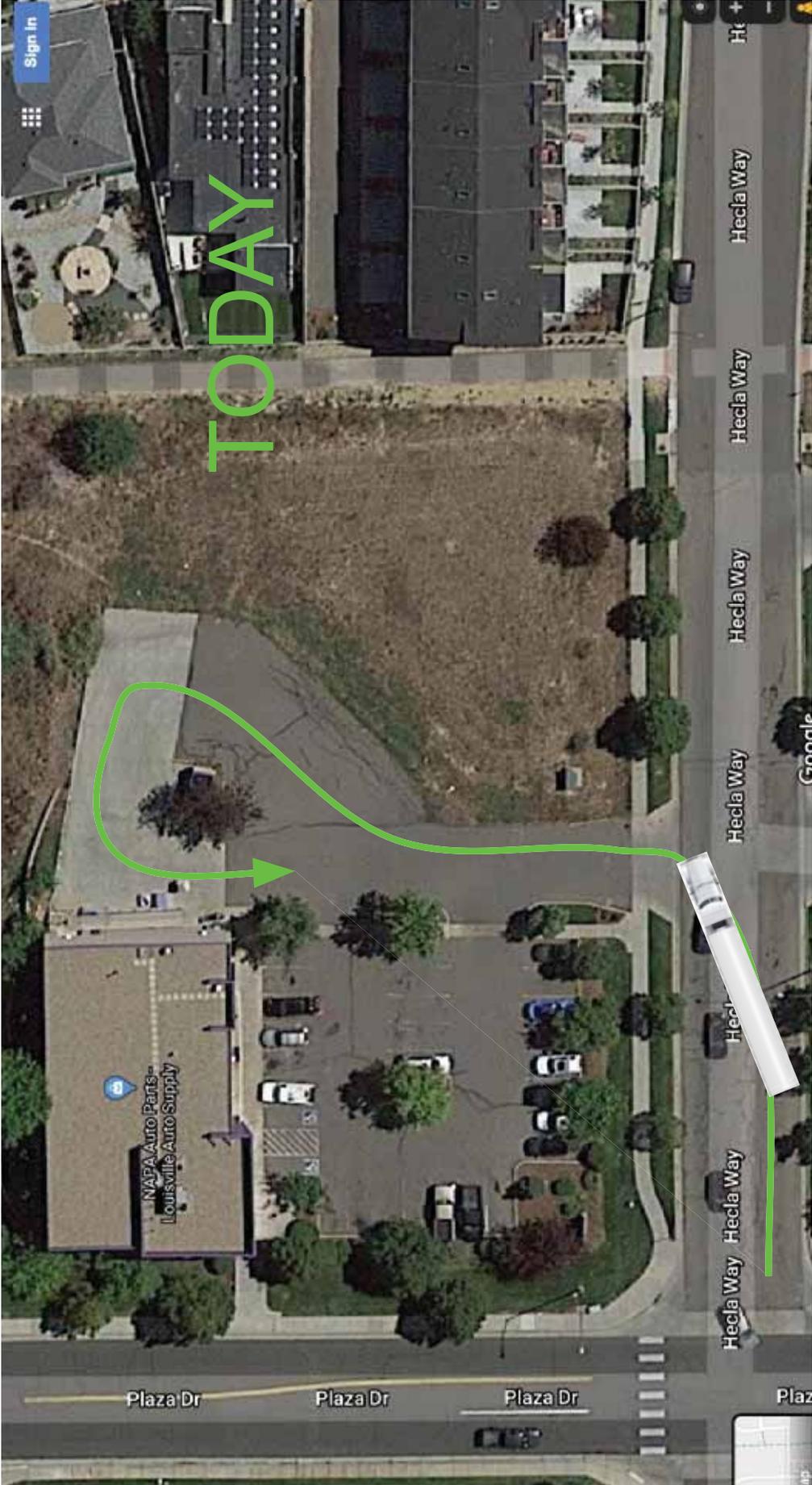
Hi Harry,

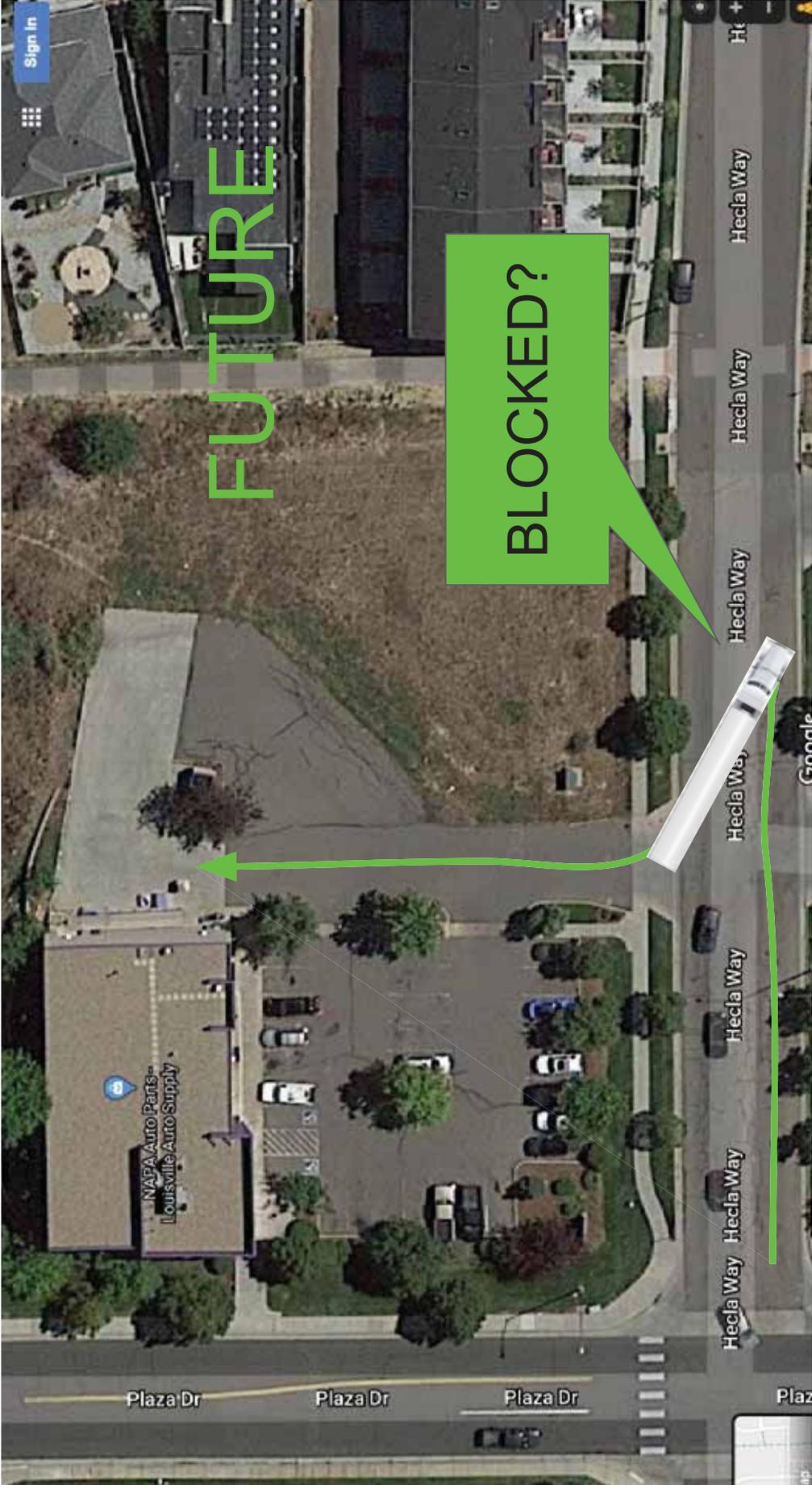
Please make the attached PDF available during the citizen input section so I can illustrate why the current design does not accommodate semi-trucks unloading at Napa Autoparts.

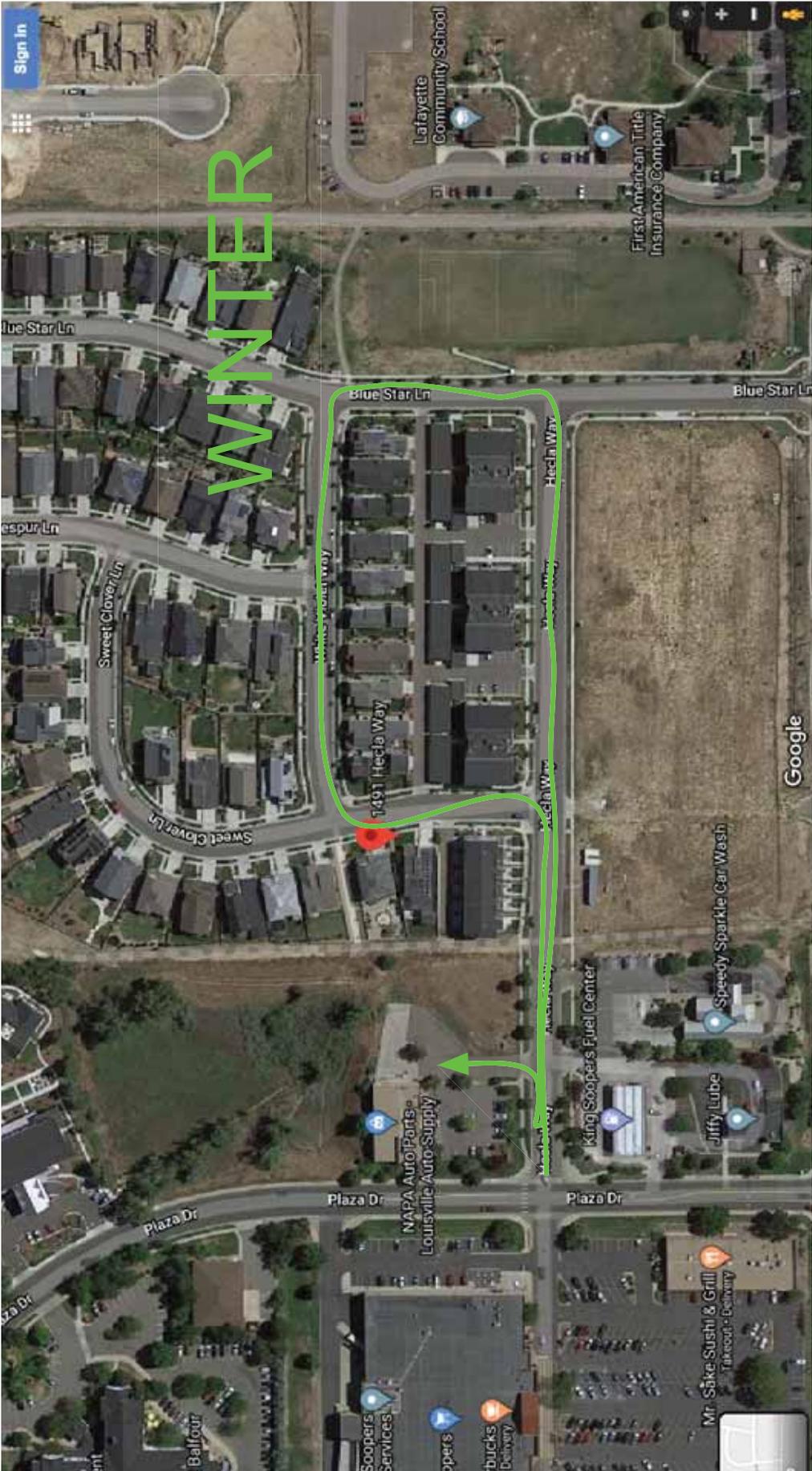
Thank you,
Lazar

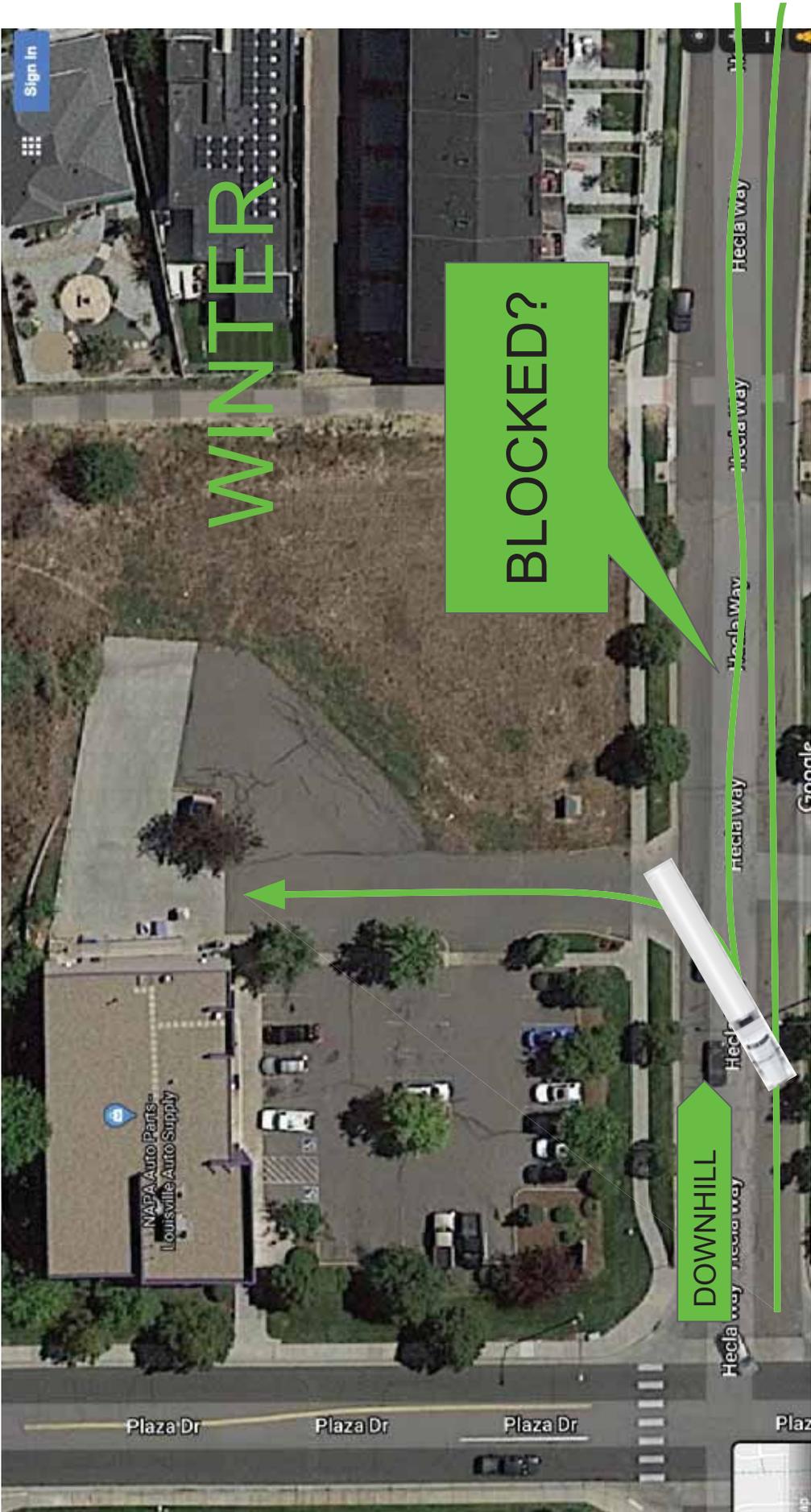
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Lazar Gintchin
lazar.gintchin@gmail.com





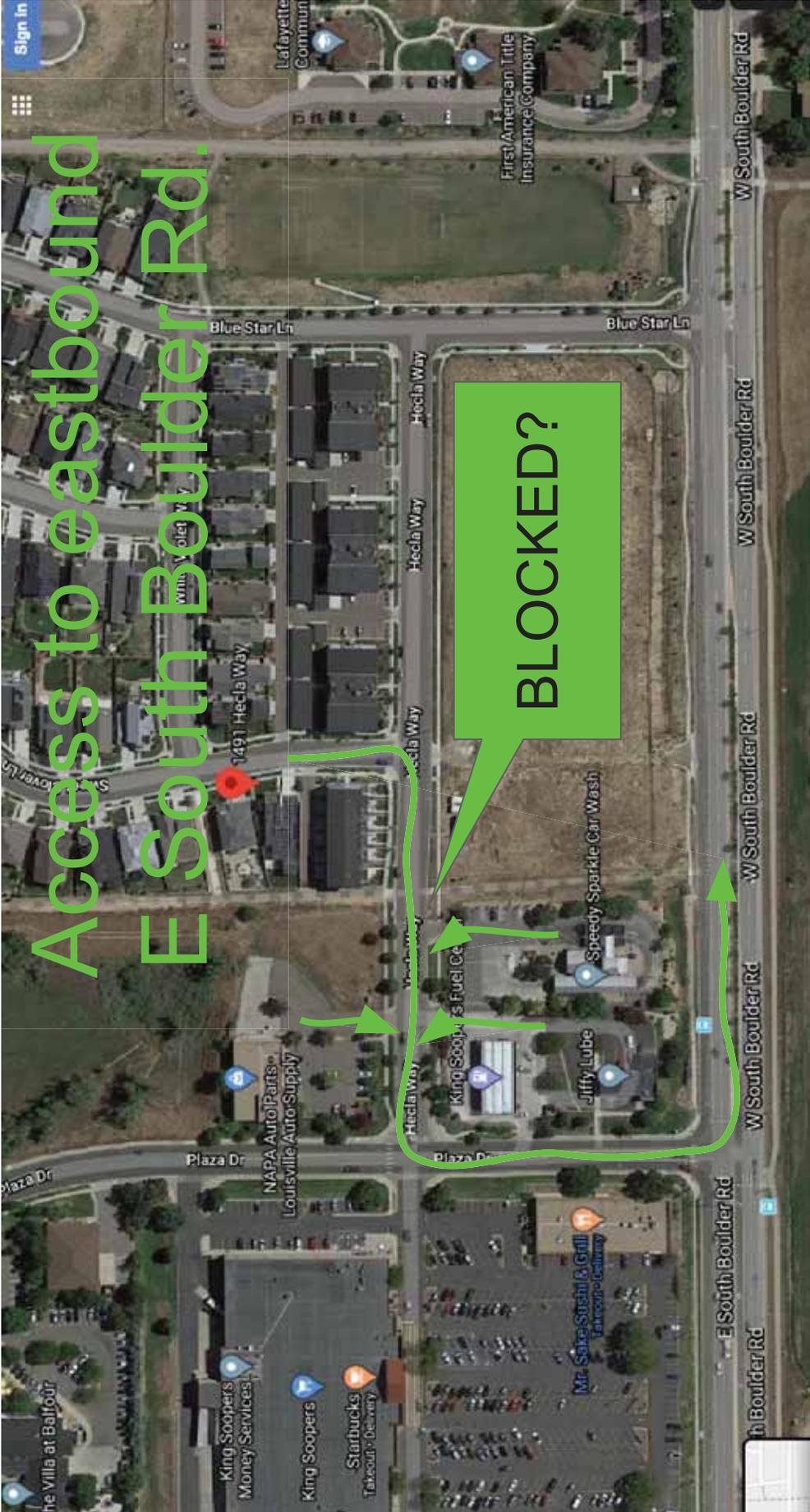




WINTER

BLOCKED?

DOWNHILL



Access to eastbound
E South Boulder Rd.

BLOCKED?

From: [Mark Cathcart](#)
To: [Harry Brennan](#); [Planning](#)
Subject: 1411 Hecla Way - Napa Auto Parts PUD Amendment
Date: Thursday, June 11, 2020 8:30:11 AM
Attachments: [cathcart pictures for 1411 Hecla Way public hearing.pdf](#)
Importance: High

Harry, please make sure these pictures/slides are available during the public comment section of the hearing tonight on the NAPA Auto parts aka 1411 Hecla Way PUD Amendment.

Thank you.

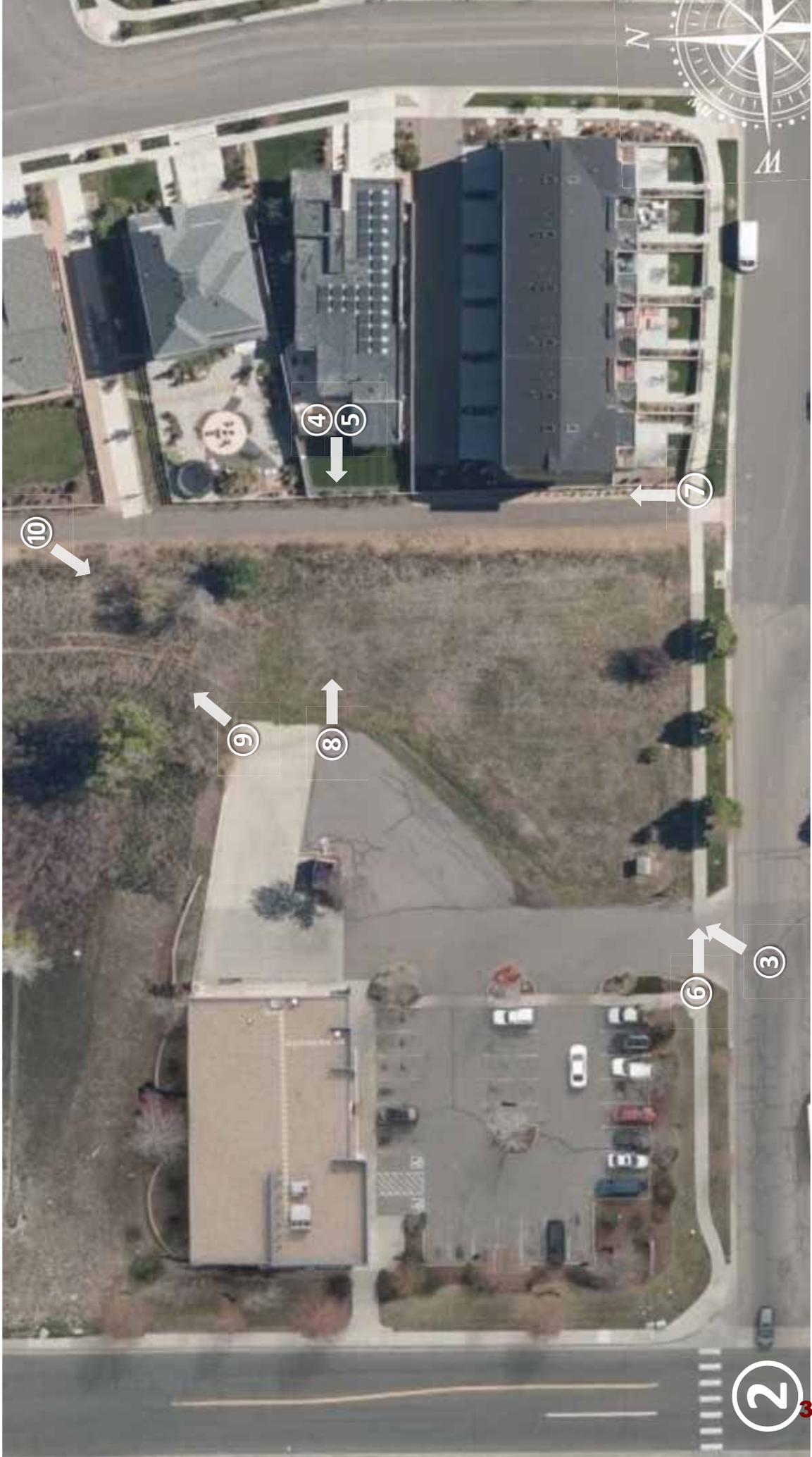
++Mark.

<https://markcathcart.com/about/>

Cathcart Pictures for 14111 Hecla Way PUD Amendment Public Hearing

PUBLIC HEARING
A Public Hearing before
PLANNING COMMISSION
scheduled on THURSDAY JUNE 11th, 6:30 P.M.
at THE CITY OF LOUISVILLE REC CENTER 900 VIDA APPLA
OR BY ELECTRONIC HEARING
Regarding: AN AMENDMENT TO THE NAPA AUTO PARTS
PUD LOUISVILLE PUD #2 HECLA WAY
LOATED AT 14111 1415 HECLA WAY

Contact City of Louisville with
QUESTIONS or COMMENTS:
www.louisvilleco.gov/PlanningApplications
303-335-4592 or planning@louisvilleco.gov













7

326







Applicants summary slide at Louisville Local Licensing Authority (LLA)

How does this “enhance the
security of the area”?

What does “Community
engagement” even mean?

Benefits to City of Louisville

Local Job Creation

Enhancing security of the area

Community Engagement

Sales Tax Revenue

Charitable Contributions to local causes

From: [Trudy Turvey](#)
To: [Harry Brennan](#); [Rob Zuccaro](#); [Planning Commission](#); [Ashley Stolzmann](#)
Subject: 1411 PUD Amendment
Date: Wednesday, June 10, 2020 1:07:21 PM

Dear Planning Commission Members:

I am writing to urge non-approval to the proposed amendment to the NAPA Auto Parts PUD. My objections are related to the following issues:

1. It should be recognized that Mr. Banks has not once attempted to speak with the neighborhood directly affected by the proposed development. This is certainly not in keeping with statements within his application regarding community involvement.
2. The proposed building on the lot appears to be very close to Hecla Way rather than setback on the lot as one might expect for a building in our community. This encroaches on the neighborhood feel of the space, not to mention its proximity to the Open Space trail used by many in the neighborhood. Additionally, the number of parking spaces would indicate MANY visitors to our neighborhood-why so many?
3. The proposed hours from 8AM-10PM will also encroach on the sense of neighborhood, as the signage will be front and center for the major part of the day. The lighting and security needs of this facility will most assuredly affect the residential neighborhood just adjacent to this property.
4. This “armed violence” from which the facility must be defended is of great concern to me as a neighbor-what protections do we have from such a scenario? A high wall (the esthetics of which are questionable as it is not in keeping in any way with the surrounding neighborhood) situated just next to the trail will certainly feel ominous to those of us who walk the trail daily. Why not move the building closer to NAPA and keep them together so as to preserve some semblance of respect for the neighbors? And, thus, decrease the need for a high wall just next to us?

I do hope the Amendment will not be approved and that at this point the citizens of Louisville will be seriously listened to.

Trudy Turvey
1483 Hecla Way
Louisville, CO 80027

From: [Felicity Selvoski](#)
To: [Harry Brennan](#)
Subject: FW: 1411 Hecla Way PUD Amendment
Date: Wednesday, June 10, 2020 7:48:25 PM

FYI

Best,

Felicity Selvoski
Planner / Historic Preservation
City of Louisville
fselvoski@louisvilleco.gov
P: 303-335-4594

We continue to provide services and are conducting business remotely as much as possible. Staff is checking our email and voicemail regularly and will respond as soon as possible. Also to stay up-to-date, please sign up for eNotifications at <https://www.louisvilleco.gov/residents/enotification> and the City's monthly eNewsletter at <https://www.louisvilleco.gov/newsletter>.

From: mcelroymas@gmail.com [mailto:mcelroymas@gmail.com]
Sent: Wednesday, June 10, 2020 6:49 PM
To: Planning <planning@Louisvilleco.gov>
Subject: 1411 Hecla Way PUD Amendment

Members of the Planning Commission,

I am writing to express my concern regarding the 1411 Hecla Way PUD Amendment. I feel the proposed amendment and site plan under review negatively affects the surrounding neighborhood for the following reasons:

- 1) The proposed security wall is a concern due to the overly strong visual nature of the wall along an open space trail to Hecla Lake and residential neighborhood. If the proposal is considered, please consider planting mature trees and shrubs.
- 2) The siting of the building places parking in the rear of the lot, creating a need to mitigate the noise and light effect on the neighboring residences. The proposal does not seem sympathetic to the lot's location and its relationship to the surrounding residential neighborhood.
- 3) An increase in traffic flow coming from the east, along Hecla Way will create the potential

for speeding and accidents along this residential street.

Sincerely,

Molly McElroy
1585 Hecla Way, #104

From: [Lisa Ritchie](#)
To: [Harry Brennan](#)
Subject: FW: PUD-0256-2020
Date: Wednesday, May 27, 2020 10:24:32 AM

Lisa Ritchie, AICP
Senior Planner
City of Louisville
720-391-3993 - Temporary Phone Number

The City has made the decision to close all facilities in an effort to protect public health and prevent the spread of COVID-19. We continue to provide essential services and are conducting non-essential services remotely if possible. I appreciate your patience and understanding if you experience a longer response time than usual. Also to stay up-to-date, please sign up for eNotifications at <https://www.louisvilleco.gov/residents/enotification> and the City's monthly eNewsletter at <https://www.louisvilleco.gov/newsletter>.

-----Original Message-----

From: Brian Topping [<mailto:brian.topping@gmail.com>]
Sent: Tuesday, May 26, 2020 6:34 PM
To: Planning <planning@Louisvilleco.gov>
Subject: PUD-0256-2020

Dear Commissioners,

Thank you for your mailing of public notice on case number PUD-0256-2020. While of course we residents of North End would have liked to be similarly notified before this project was originally approved, it is a nice consolation to have been notified here and moving forward..

As a neighbor to this development, I have reviewed the plans to the best of my ability and am personally satisfied with the overall outcome. By moving the parking lot to the back of the property and taking the structure out of alignment with the neighboring NAPA store, it removes that horrid feel of strip malls with parking lots in front of them. The landscaping, including the faux stone fencing and it's arrangement thereon provides an aspect of privacy that exceeded my expectations and think it is a great solution to the various goals of interested parties.

The only consideration I have is that the fence height would be at a minimum in the 78"-90" range instead of the proposed 72". Small height increases in such structures change the incident angle of unobstructed sound and light quite measurably at distance. This is especially important for the adjacent row homes on Hecla. While the taller fence line may feel more imposing, I imagine that to be a temporary situation until the foliage grows in. While we have no three-dimensional renderings to go from here, the overall development could look quite stately as the canopies of the trees start to obscure the top of the fence line in places.

This feel could be enhanced by planting vines on along the fence. I am not a landscape professional, but my sense is that vines would take to that concrete treatment and once again improve the elegance of the overall structure with time. It seems like the customers might also enjoy this "hidden oasis" treatment as well, transforming their visits from transactional to more experiential in nature. Noting the waterfall at the northeast corner of the parking lot, I believe these additions could be keeping with that theme.

Kind regards,

Brian Topping

White Violet Way
Louisville CO 80027

From: [Rob Zuccaro](#)
To: [Lisa Ritchie](#); [Harry Brennan](#)
Subject: RE: Planning Hearing PUD-0256-2020
Date: Wednesday, June 3, 2020 9:47:05 AM

-----Original Message-----

From: GT [<mailto:georg.tritschler@gmail.com>]
Sent: Tuesday, June 2, 2020 9:49 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Planning Hearing PUD-0256-2020

Dear Planning Comission,

I am Georg Tritschler and I live at 1833 Sweet Clover Ln.

I believe my property boundary is within 500 ft set by city ordinance for the proposed development at 1411 Hecla Way.

I have not received official written notice of case number PUD-0256-2020.

As such, I will not have sufficient time to prepare for the hearing.

Please continue this application to a later date, in order that the city meets its notification requirement under municipal code.

best regards

Georg Tritschler

From: Scott McElroy [<mailto:scottcol1948@gmail.com>]
Sent: Tuesday, August 25, 2020 11:42 AM
To: City Council <Council@louisvilleco.gov>; Planning <planning@Louisvilleco.gov>
Subject: 1411 Hecla Way; NAPA PUD Amendment

Members of the City Council,

I am writing to oppose the proposed amendment to the PUD for the NAPA auto parts store at 1411 Hecla Way. The proposed marijuana retail store fails to meet the requirements of Section 17.28.120 of the Municipal Code (“Criteria”), primarily because it does not have an “appropriate relationship to the surrounding area” and the design, lighting, and fencing are not “compatible” with the surrounding neighborhood. There are a multitude of other problems and unanswered questions about the facility as well.

The context of this application is important. While the Council recently increased the number of marijuana retail stores permitted within the City and reduced the mandatory buffers, the requirements of Section 17.28.120 were not amended. Thus, while the applicant was aware that this particular parcel could be used for a marijuana retail store, he also knew (or should have known) of the need to satisfy the Criteria when he purchased a piece of land immediately adjacent to a residential neighborhood.

The proposed amendment suffers from the following problems and does not meet the Criteria.

1. The proposed facility does not have an “appropriate relationship” to the adjacent neighborhood due to the significant security concerns and lengthy operating hours associated with the facility. In his General Security Plan submitted to the Local Licensing Authority at p. 7, the applicant explained that the store will operate in a “high risk security environment. . .” Security Plan at 7. He further stated at p. 10 that “[t]he opening and closing periods of the day present high risk times for armed robbery or unauthorized intrusions”. As a result, according to the applicant, two employees are required to open and close the store, extensive lighting is required in the parking lot, and external barriers are needed in an effort to prevent “armed violence.” The security problems are compounded by the applicant’s insistence on operating from 8 AM to 10 PM so as to remain competitive with other marijuana stores In the City and nearby. (NAPA and the nearby car wash both close at 7 PM.) The security issues take on added meaning after the recent spate of armed robberies in the Denver area and the burglary of the Ajoya store in Louisville last winter. Put most simply, this is not an appropriate facility to be located immediately adjacent to a residential neighborhood.

2. In any event, the proposed design of the facility, the extensive lighting, and the lengthy accompanying 6 foot fake stone wall are not compatible with the surrounding neighborhood and do not promote a “harmonious transition” from the commercial use of the site to the immediately adjacent neighborhood to the east. The applicant insists that the building must be located in the southwest corner of the lot and oriented to the West which necessitates the uninterrupted 6 foot wall along the east side to attempt to shelter the adjacent housing from the required security lighting and the effect of the car lights in the parking lot on those neighboring houses. The applicant has maintained the need for excess parking with the result that car headlights will be

oriented towards the nearby housing further exacerbating the problem. Of course, the adjacent NAPA store has plenty of empty parking spaces well away from the neighborhood virtually all the time. In short, given that the wall would be on higher terrain above the greenway path and neighboring yards, the facility will look like a fortress on a hill and still may not serve to protect the privacy of the adjacent neighbors from the security lighting, car headlights and late night noise.

3. There has not been an adequate investigation into the effect of the proposed development on the traffic pattern for semi trucks supplying the NAPA store. The concern is that the trucks will now have to back in, blocking Hecla Way and potentially requiring traffic through the neighborhood if the trucks fail to navigate the entry especially in Winter.

There are also significant unanswered questions about this proposal.

A. Why has the applicant never met with the many concerned neighbors who have voiced concerns in person and in writing before both the Planning Commission and the Local Licensing Authority?

B. Will the commitments before the Local Licensing Authority regarding signage be enforced? If so, how? Before the Authority, Mr. Banks committed that its signage would only display the registered company name, Louisville Organics. He further committed to no neon signage and limited illumination of the signage.

C. Who is going to operate the facility? The marijuana retail license was granted to 5 Eyed Jacks and only Mr. Banks, as the sole owner, was the subject of the inquiry. 6 Eyed Jacks which is applying for the PUD amendment has an additional owner/partner along with Mr. Banks. I am not aware of either a change in ownership of the license to 6 Eyed Jacks or the public disclosure of a lease between 5 Eyed Jacks and 6 Eyed Jacks.

Please deny the proposed amendment. Thank you for your consideration of these concerns.

Scott McElroy
1873 Sweet Clover Lane

From: [Trudy Turvey](#)
To: [City Council](#)
Subject: Objection regarding 1411 PUD
Date: Tuesday, August 25, 2020 12:16:55 PM
Attachments: [Dear City Council Members.docx](#)

Dear City Council Members,

I am writing in opposition to the 1411 Hecla Way PUD application to be heard on September 1st.

I remain disappointed in the process that allows this lot to become a marijuana retail store and believe that there was insufficient public engagement on the changes. The proximity of this lot to my home and that of my neighbors is much closer than almost any other liquor store or marijuana retail store in Louisville.

The recent spate of armed robberies in the Denver area and the burglary of the Ajoya store in Louisville last year have only further convinced me it is an inappropriate location for the use and the frontage design and placement of the building does nothing to mitigate that.

<https://www.dailycamera.com/2019/07/08/louisville-police-searching-for-suspects-in-burglary-at-pot-dispensary/>

My experience in Denver, where there were a number of dispensaries in my neighborhood, found me every day being approached by someone going in or coming out of the pot shop. This proved to be a very disturbing experience. Now, I will live next to one and have the expectation that the same will happen. I am a single woman who hikes very early in the morning and often in the early evening. I am concerned for my safety. The hours of operation proposed by Mr. Banks from 7am til 10pm add to my consternation-the car wash closes at 7, Napa at 7 and the King Soopers gas station is unmanned. Do we have to wait for something to happen for common sense to prevail?

I have lived here for just 2 years-in that time, of 6 townhomes, 1 has sold, 1 turned into a rental and 1 is on the market –this is very unusual turnover and I believe a 50% turnover will impact on our relative property price.

Additionally, the lighting will be invasive and impact our quality of living in our space, with our back decks being directly affected. The security risk for trail users, I believe, is furthered increased by the wall's design.

If you are unable to deny this application on the basis of use, and impose more stringent hours of operation, please remand it back to the planning for a more appropriate design.

Yours,
Trudy Turvey
1483 Hecla Way
Louisville CO 80027

From: [Lazar Gintchin](#)
To: [City Council](#)
Subject: Regarding - Napa Autoparts PUD at 1411 Hecla Way
Date: Tuesday, August 25, 2020 3:00:49 PM

Dear Council Members, Mayor Stolzmann,

I am writing to request your opposition to the planned Napa Autoparts PUD at 1411 Hecla Way as submitted. My reasons are as follows:

- Insufficient design consideration was given to the use of 18-wheeler semi-trucks delivering to NAPA Autoparts. While this isn't directly the applicants problem, anything that creates a problem for the neighborhood becomes a problem for all of us, including the applicant.
- Currently NAPA Autoparts receives 2-3 deliveries per week via semi-tractor trailer truck. These cause infrequent issues in the winter when trucks driving east on Hecla Way from Plaza Dr are unable to make the left turn into the shared driveway. The trucks are required to circle through the residential neighborhood and then either turn right into NAPA or continue up Hecla Way and reverse into NAPA's parking lot. This, especially during the winter when the roads are icy or covered in snow:
 - Can completely block the exit from the car wash
 - Can block traffic from the gas station
 - Can block traffic from Jiffy Lube
 - Can block the NAPA parking lot
 - Can block 100+ residents to access Plaza Dr which is the only legal eastbound access to East South Boulder Rd
- The application as drawn will normalize this and all semi-deliveries will either block Hecla Way reversing in, and will require most semi-deliveries to enter via Blue Star Ln. or circle the neighborhood. A typical fire truck length shown on the application is 53ft. is approximately an additional 25ft.

We personally feel the use of this lot for marijuana retail is inappropriate and the process used by the city to allow it lacked sufficient opportunity for public comment. If it must go ahead, please send it back to planning to come up with a design that doesn't further cause problems to our neighborhood. There is an entire field (east of the carwash) zoned for residential building, which will only exacerbate the situation, when completed.

Thank you for your consideration.

Sincerely,

Lazar and Tzvetanka Gintchin

1491 Hecla Way, Louisville, CO 80027

From: [Kate Ripley](#)
To: [City Council](#)
Subject: Napa Auto Parts PUD/1411 Hecla Way
Date: Tuesday, August 25, 2020 1:45:16 PM

City Councilors,

I am writing to you today to ask you to OPPOSE the PUD for 1411 Hecla Way.

To say that I am frustrated, angry, and disappointed with the way that the City of Louisville has allowed this lot to become a marijuana retailer, would be a gross understatement of my feelings. I would never like to be called a “NIMBY” (not in my backyard) person, however, this store is LITERALLY IN MY BACKYARD.

However, I don’t think I have a choice in that matter any longer—if I ever did. My ask today is that it be sent back to the city planning commission because what the applicant has proposed is a hideous blight on our neighborhood. It is completely out of character with the architectural style of our neighborhood and will mar the landscape (literally) when I look outside my patio as it will be 100 feet from my living room & master bedroom.

The wall that is currently being proposed is a 6 foot tall, 1 foot thick monstrosity that is better suited for a freeway sound break. The fact that it will be up on a berm overlooking our backyard and home just makes it that much more imposing and awful I believe the applicant will say that he has put that wall there to appease our ask to be shielded from the headlights of cars parking in the five extra parking spots that are pointed directly into our home. But I feel the wall is unnecessary if those extra parking spots are taken away. When we bought our home, we wanted a more robust fence to offer us some privacy and security, but were denied that chance when we were told that it was city ordinance that all fencing along the trail had to be the three-rail, split fencing. Additionally, the prison wall that has been proposed has two blind corners which allow for hiding behind—which as a woman who runs these trails frequently, with my 11 year old daughter—does NOT feel safe to me or to my home.

Bottom line, I am asking you to DENY this PUD application or at the very least, send it back to planning to be redesigned. And I feel the applicant should be held to his word to “work with the neighborhood” and truly listen to us and try to work WITH us instead of just paying lip service to that common phrase when pressed by council

Thank you

Kate Ripley

1763 Sweet Clover Lane,
Louisville, CO. 80027
M 512.289.3116

From: [Mark Cathcart](#)
To: [City Council](#)
Subject: 1411 Hecla Way PUD Application - Sept 1, 1980
Date: Tuesday, August 25, 2020 5:02:42 PM
Attachments: [1411 Hecla Way PUD APPLICATION - Sept 1st.pdf](#)

++Mark.

<https://ctproduced.com>

<https://markcathcart.com/about/>

August 25th, 2020

August 25th, 2020

re: NAPA Autoparts PUD, 1411 Hecla Way

Mayor Stolzmann, City Council,

Please remand this application back to planning and design.

My objections to this application are as follows

1. The applicant has never once reached out to his new neighbors, of which I am the closest single family home. Nor has he approached the North End Home Owners Association, of which I am, and have been a director for four years. I am listed on the city website as the primary contact. Myself and my neighbor, Greg Jones, both saw surveyors on the lot in July 2019, after the lot had been unsold for more than three years. We always knew this lot was zoned for commercial development. We met in my home to discuss potential design requirements and wrote to the applicant the following day to suggest a meeting to come up with a win/win design. All this was before we had any idea what it would be used for. At the Planning Commission, after close of the public hearing, the applicant was questioned about the letters and admitted he had received the letters, but had ignored them as he didn't know what he was doing with the development at that point.
2. The applicant has said numerous times that he is willing to work with the community, but at no point has he been required to do that. At the planning hearing he referred to talking to residents at "a community meeting". I've checked, neither myself, my neighbors or the planning department are aware of any community meeting, the best we can determine was he meant the Louisville Licensing Authority hearing. By then he already had his first set of plans, and a licensing hearing is neither conducive to, or appropriate for design input. Either way, I wasn't there it was my wedding anniversary. After hearing public comment at the then closed planning hearing, it's simply gesture politics to say "I'm willing to work with the community", especially given the debate and surprise among planning commissioners over the proximity to residential property and passing the application on a vote of 5-2.
3. The original design for this development was to include two buildings that required a waiver in order to pass city design guidelines. We were clear when we visited the planning department that we could not support a waiver for two buildings on such a small lot. When this was communicated to the

applicant, rather than take the opportunity to redesign, the applicant simply removed the second building. That's why the application before you is such an unusual layout. We have no idea if the applicant is planning to actually build this as designed, or simply get planning approval and then come back any try again for the second building?

4. Each time we have raised issues with the design, the applicant has taken the easiest and simplest solution, irrespective of it's applicability to the neighborhood and it's surroundings. While I accept that the current trend in urban design is to build close to the sidewalk and put parking to the rear, it is simply ridiculous to have this small building located on the lot this way. This is especially true when no other commercial buildings in the same area and much less the same street are designed like this, or are likely to change in the foreseeable future. When we complained about the additional parking spaces that face directly into my living room and ground floor bedroom less than 100ft away, and whose headlights will shine directly in, the applicant simply revised the plans to add a 6ft vinyl fence; when other neighbors complained about a vinyl fence, they simply replaced it with the unsightly, out of character 6ft high wall before you in this application. That wall will sit on an 8ft high bank, just the other side of the trail. Those parking spaces are over and above the city requirements for this one building. They are the same spaces the applicant had on the plan when there were two buildings. In addition, the wall introduces two blind corners that become a security concern.
5. Retail marijuana really isn't appropriate for this lot. While the applicant may have done everything right, the design, hours of operation and security related issues definitely raise the question of why the city would permit marijuana retail on it. Fortunately efforts in 2016 by the city council to allow marijuana retails sales until midnight failed. The applicant though says he is committed to being open 8am until 10pm everyday of the year, despite Napa, The car wash, and the gas station being closed or unmanned after 7pm. In the four 2019 city council meetings that removed the distance requirement for marijuana stores from parks, playgrounds, pools and pre-schools, the council did not discuss, in public hearing, proximity to residential homes, outside of downtown. The city clerk first introduced the proposed revisions at a February 2018 hearing saying "One thing you did not want to change, you wanted to keep the ban on marijuana sales in downtown" and "The State does not require buffer, they left entirely up to the city. As little as zero or as much as you want". I can only deduce from that, and the following lack of discussion about residential buffers outside of downtown, that the city council didn't realize, or didn't care about the rest of us. The city wasn't required to notify affected property owners about the change, and has no idea how many are affected by it, nor do the property owners. The city council concerns were to deregulate marijuana retail sales everywhere it could, and didn't do any meaningful consultation with residents.

I listened to the Mayors recent Town Hall where she said quote

"she makes mistakes, that the council makes mistakes"

please don't let this application become one of those mistakes. Send this application back to be designed appropriate to it's location, so that for the next 20-years the building isn't a blight on the neighborhood, even if the use is.

Mark Cathcart
1763 Sweet Clover Ln,
Louisville CO. 80027

From: [Laura Chernikoff](#)
To: [City Council](#)
Subject: Comment re: Napa Autoparts PUD, 1411 Hecla Way
Date: Tuesday, August 25, 2020 7:21:17 PM
Attachments: [1411 Hecla Way.pdf](#)

Hello,

My letter is attached to be included in the packet in advance of next Tuesday's City Council meeting.

Kindly confirm receipt and that it's been included.

Thank you,

Laura

August 25, 2020

NAPA Autoparts PUD at 1411 Hecla Way

Dear Mayor Stozlmann and Louisville City Council members,

I ask that you reject this application.

My townhouse building is the closest property to the proposed development site, and my unit is the second closest from the west. If you aren't familiar with the area, I encourage you to visit or look it up on Google Maps to understand the proximity of residences to this commercial lot. We are separated by the width of an open-space trail. My home is a stone's throw from the proposed pot shop location. My balcony and a bedroom window look directly onto the lot.

I am a Boulder native and my townhome in Louisville is the first home I have purchased. Since I was a kid playing with friends near downtown, I have thought of Louisville as a family friendly town that boasts a safe and welcoming residential atmosphere. I knew when I purchased this home that the adjacent lot would someday be developed, but I had some faith in the zoning process to assure it wouldn't disrupt the nearby new neighborhood of more than 250 homes, condos, and townhouses.

I am concerned about the current application for the following reasons.

The applicant has never shown willingness to consider the concerns of the North End neighborhood, his future neighbors. When the lot was first sold, a group of residents reached out with the goal of having a productive conversation and seeing this process go as smoothly as possible. The applicant never responded to multiple contact attempts. After touting his own interest in working with the community at the recent Planning Commission meeting, he brushed off this failure to communicate with us as "not being ready to discuss his plans." Furthermore, he allowed weeds to grow on his property for months on end until complaints were filed with city code compliance. If this is the kind of neighbor we can expect to have, I don't trust that he will follow the complex code requirements for running a marijuana retail establishment.

At every stage of the process, the applicant has made it clear he doesn't take the nearby residents into serious consideration. He has offered token adjustments without addressing the true flaws in his design. The building as currently designed sits at the front of the lot, with parking in the rear. Not only is this completely out of character with all the other adjacent retail buildings, but this places parking spaces as close as possible to our homes. When this was pointed out, he added an ugly vinyl fence, which—after complaints were sent to the Planning Commission—was revised to a faux stone highway-barrier type design. This 8 foot fence does nothing as a sound and light barrier for my three story townhome building, or the two story houses directly next to the lot.

Setting aside the current proposed usage for a marijuana store and the current owner, this building will have long term impacts on our neighborhood. The design is not in keeping with the area, nor does it do enough to provide a buffer between the commercial building and the nearby homes.

In terms of the proposed usage, I see it as a serious failure on the City's part to protect its residents by allowing a marijuana retail store to be placed so close to houses. Most of the commissioners in the planning meeting expressed this concern. Even if you set aside any personal opinions about marijuana, it does not make sense to have it sold 100 yards from

houses. Kids regularly walk with their families to the King Soopers, and This walkability is the goal of most modern neighborhoods. There are security concerns, property value concerns, and even just the likelihood for this small business to succeed in an area off the beaten path. The nearby Speedy Sparkle car wash has spent many months petitioning the Planning Commission for better signage because customers aren't finding them. How likely is it that a marijuana retail store will do well, in an area most people think of as residential. I don't want to end up with a boarded up building that sits next to my home.

The current proposal has the store staying open until 10:00 PM, when the other nearby businesses—such as the Speedy Sparkle car wash—close by 7:00 PM. Every day, I already listen to car wash employees arriving and turning on the vacuum systems at 6:30 AM, and have their headlights shine in my windows long after 8:00 PM when the final staff member leaves. Now I expect to hear marijuana customers coming and going, and staff closing up after 10:00 PM.

In conclusion, this is my first experience dealing in detail with local government. In a time that is so divided nationally, I would hope that local politics manages to still be an arena where we can manage to work together for the betterment of our community.

I can't imagine that most individuals would want a retail marijuana store as their next door neighbor. And yet, at no point did anyone safeguard residents to prevent this from happening. The licensing hearing was only able to assess the applicant's suitability for running a marijuana store, not the location. The planning commission hearing was only able to assess the building design, not its usage.

This process has failed to allow citizens to give input and be protected where it really matters. So, Louisville City Council members, I am looking to you to correct this oversight.

Laura Chernikoff
1459 Hecla Way
Louisville, CO 80027

City Council Public Hearing
September 1, 2020

1411-1413 Hecla Way

Planned Unit Development Amendment

Resolution 70, Series 2020, a request for an amendment to the Napa Auto Parts Planned Unit Development.

Public Notice Certification:

Published in the Boulder Daily Camera – August 16, 2020

Posted in Required Locations, Property Posted and August Notice – August 14, 2020

**1411-1413
Hecla**
Vicinity Aerial



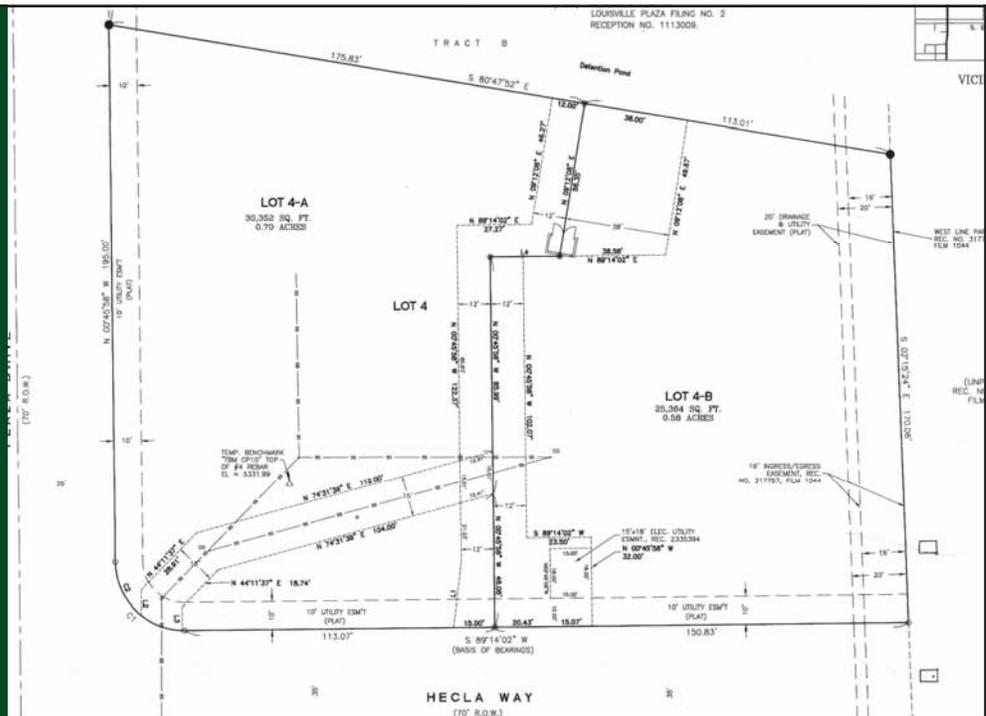
1411-1413 Hecla

Background

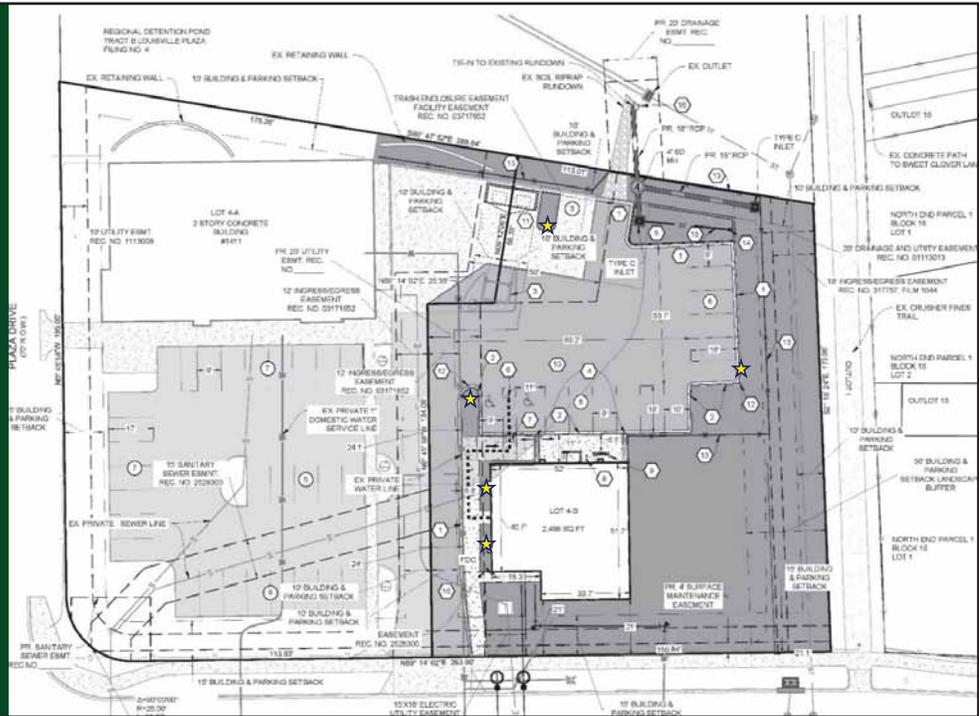
- Louisville Plaza GDP – 1994
- Louisville Plaza Filing No.2 plat – 1991
- First Amendment, Louisville Plaza Filing No.2 replat – 2003
- Napa Auto Parts PUD – 2002
- Ordinance 1769, Series 2019
 - Updated Title 17 to clarify in which zone districts retail marijuana stores were allowed

1411-1413 Hecla

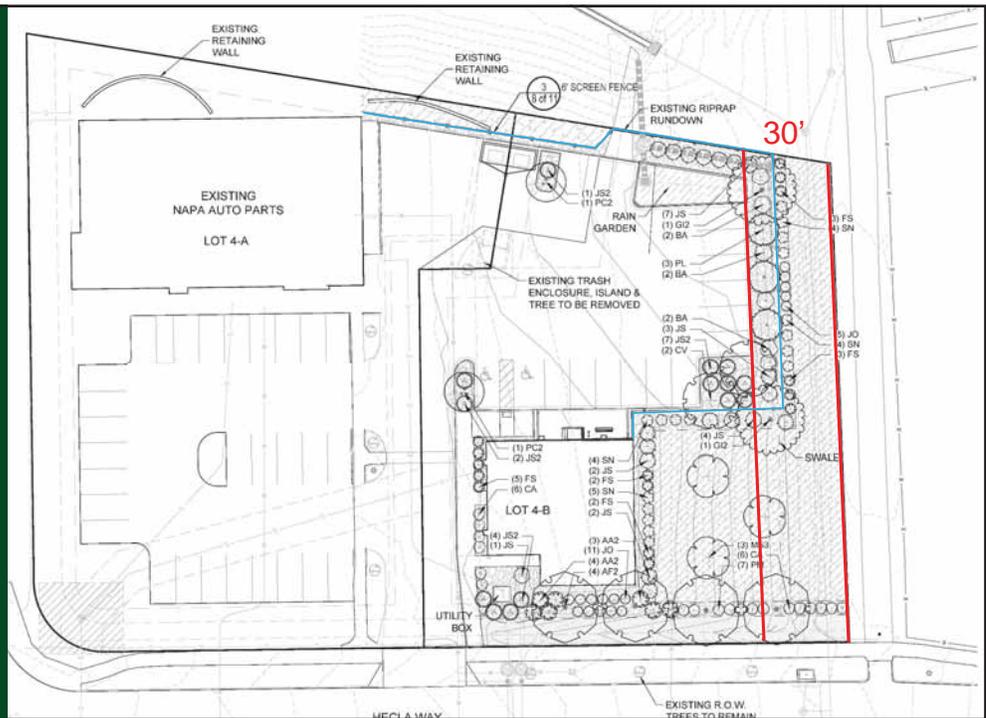
Background



1411-1413
Hecla



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1411-1413

Hecla

Staff Recommendation

- 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.

1411-1413

Hecla

Staff Recommendation

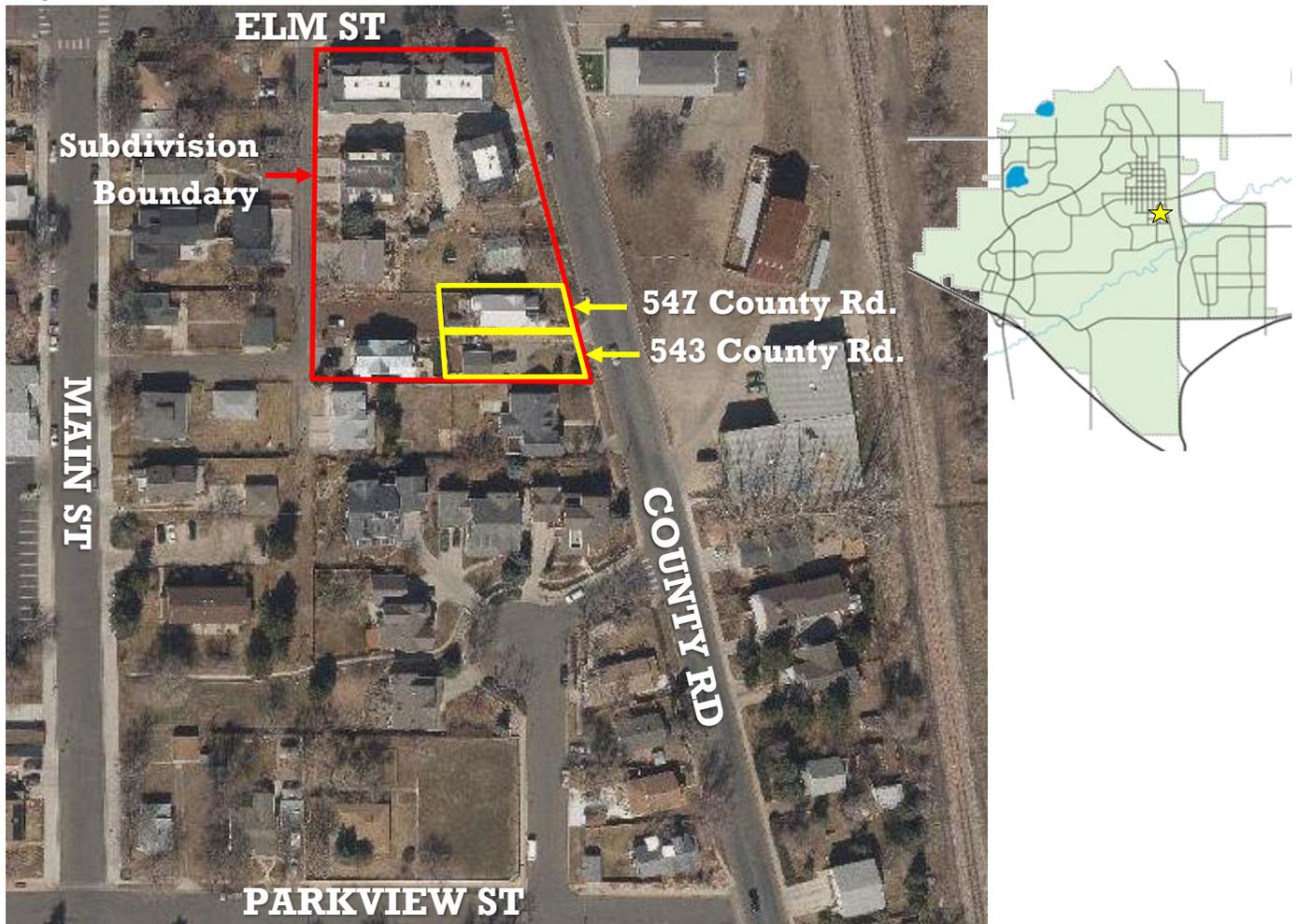
- Staff recommends approval of **Resolution 70, Series 2020**, a request for approval of an amendment to the Napa auto Parts Planned Unit Development to allow the construction of a commercial building and associated site improvements, with the following condition:
 - That physical backshields be added to the pole mounted light fixtures, or that a new light fixture model that does includes physical backshields be used in place to those currently proposed for the pole mounted lights.
 - That a note be added to the cover page indicating that Lot 4b will accommodate truck access for Lot 4a.

SUBJECT: RESOLUTION NO. 71, SERIES 2020 – A RESOLUTION APPROVING AN AMENDMENT TO THE PARBOIS PLACE PLANNED UNIT DEVELOPMENT TO REMOVE THE DEMOLITION REQUIREMENT ON LOT 6, LOCATED AT 543 COUNTY ROAD

DATE: SEPTEMBER 1, 2020

PRESENTED BY: HARRY BRENNAN, PLANNER II

VICINITY MAP:



SUMMARY:

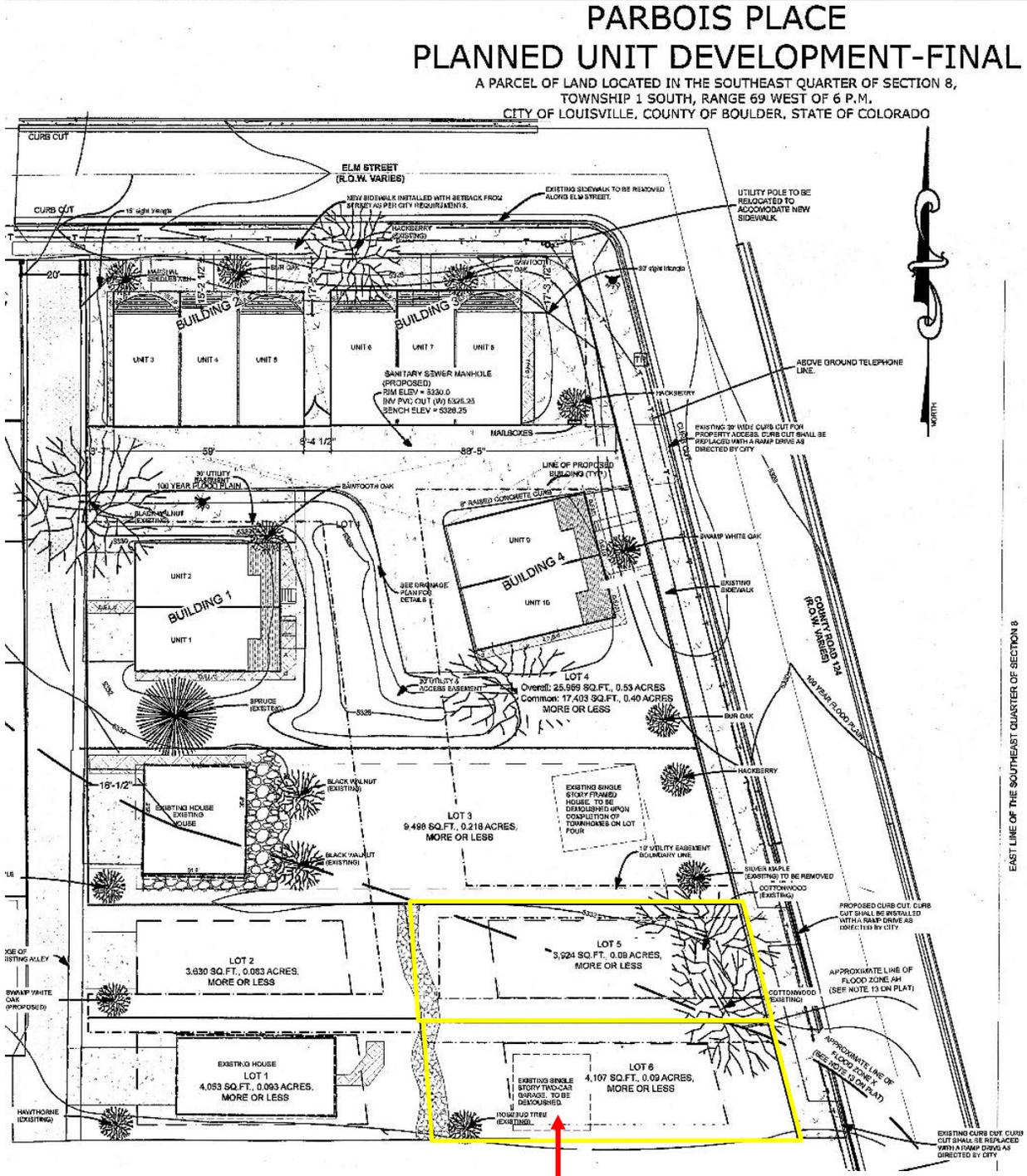
The owner of Lot 6, Parbois Place Subdivision, Lynn Koglin, requests approval of an amendment to the Parbois Place Final Planned Unit Development (PUD) and Parbois Place Subdivision Agreement to remove a requirement to demolish the garage on the property (see Attachments 3 and 4 for proposed amendments). 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 Subdivision 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.

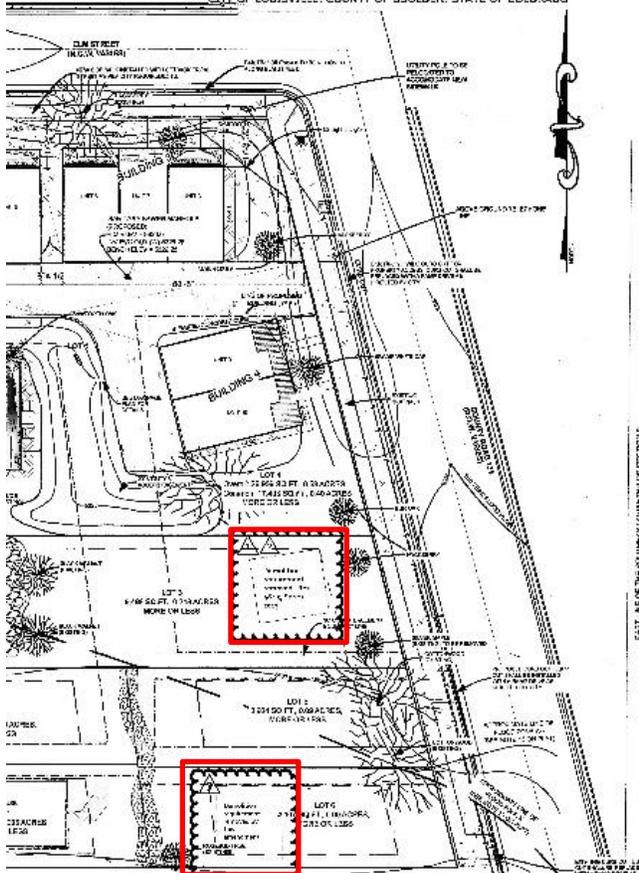
The proposed amendment would remove the demolition requirement from the PUD, allowing the garage to legally remain. Any future improvements or expansions of the garage would need to comply with the development standards of the PUD, the RM zone district, and the Old Town Overlay Zone District. Similarly, 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, change the overall density allowed within the development, 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

**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 OF LOUISVILLE
PLANNING COMMISSION

APPROVED BY: _____ DATE: _____ BY: _____
CITY CLERK: _____

PLANNING COMMISSION DISCUSSION: _____

COMPLAINT APPROVED BY: _____ DATE: _____ BY: _____
CITY CLERK: _____

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 REPAIR OR 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

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.

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

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 | | Storm Sewer |
| | Evergreen Tree | | Utility Line |
| | Lawn | | Flood Plain Overlay |
| | Power Street Mark | | Easement Boundary Line |
| | Easement Mark | | Boundary |
| | Street | | Property Line |
| | Paved Area | | Building Elevation Footprint |
| | Hatched Area | | Building Elevation |

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.

PLANNING COMMISSION RECOMMENDATIONS:

The Planning Commission held a public hearing on the request on August 13, 2020 and voted 7-0 to recommend approval of the request. The minutes from this meeting are included as an attachment.

STAFF RECOMMENDATION:

Staff recommends approval of Resolution No. 71, Series 2020 recommending approval of an amendment to the Parbois Place PUD.

ATTACHMENTS:

1. Resolution No. 71, 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. Planning Commission Minutes
9. Presentation

STRATEGIC PLAN IMPACT:

| | | | |
|-------------------------------------|---|--------------------------|--|
| <input type="checkbox"/> |  Financial Stewardship & Asset Management | <input type="checkbox"/> |  Reliable Core Services |
| <input checked="" type="checkbox"/> |  Vibrant Economic Climate | <input type="checkbox"/> |  Quality Programs & Amenities |
| <input type="checkbox"/> |  Engaged Community | <input type="checkbox"/> |  Healthy Workforce |
| <input type="checkbox"/> |  Supportive Technology | <input type="checkbox"/> |  Collaborative Regional Partner |

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, | Not Applicable | The amendment only affects Lot 6, so there is no internal circulation needed. |

CITY COUNCIL COMMUNICATION

| | | |
|--|----------------|---|
| and noise and exhaust control. Proper circulation in parking areas in terms of safety, convenience, separation and screening. | | |
| 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, color, texture, storage, signs and lighting | Not Applicable | Any future development would need to comply with the Parbois 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. |

CITY COUNCIL COMMUNICATION

| | | |
|--|----------------|--|
| 11. Compliance with all applicable development design standards and guidelines and all applicable regulations pertaining to matters of state interest, as specified in <u>chapter 17.32</u> | Compliant | The PUD complies with all applicable development standards and guidelines. |
| 12. None of the standards for annexation specified in <u>chapter 16.32</u> 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 archeological sites in the best manner possible. Steep slopes and important natural drainage systems shall not be disrupted. How the proposal meets this provision, | Compliant | The PUD amendment is appropriate for the context of the existing conditions of the property. |

CITY COUNCIL COMMUNICATION

| | | |
|--|----------------|---|
| 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 | Not Applicable | The PUD amendment will not impact water usage. |

CITY COUNCIL COMMUNICATION

| | | |
|--|----------------|---|
| features which reduce the demand for 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. 71
SERIES 2020**

**A RESOLUTION APPROVING 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, after 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, the Planning Commission recommended approval the PUD; and

WHEREAS, City Council has reviewed the application, including the recommendation of the Planning Commission and finds that said Final Plat and Planned Unit Development should be approved.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Louisville, Colorado does hereby approve and application for an amendment to a Final Planned Unit Development to remove the demolition requirement on Lot 6.

PASSED AND ADOPTED this 1st day of September, 2020.

By: _____
Ashley Stolzmann, Mayor

Attest: _____
Meredyth Muth, City Clerk

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: Lynn Koglin
 Contact: 303 557 3073
 Address: 547 County Road
Louisville CO 80027
 Mailing Address: _____
 Telephone: _____
 Fax: _____
 Email: L.Koglin@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 PARB.05 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 Pod

 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: _____

ELECTRONIC LAND USE HEARING REQUEST CASE NO. _____

APPLICANT INFORMATION

Firm: _____
 Contact: Lynn Keglir
 Address: 547 County Rd
Louisville CO 80027
 Mailing Address: _____
 Telephone: 303 551 3073
 Fax: _____
 Email: L.Keglir@Keglirgroup11.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 Parb.05 Plat
 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
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- 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

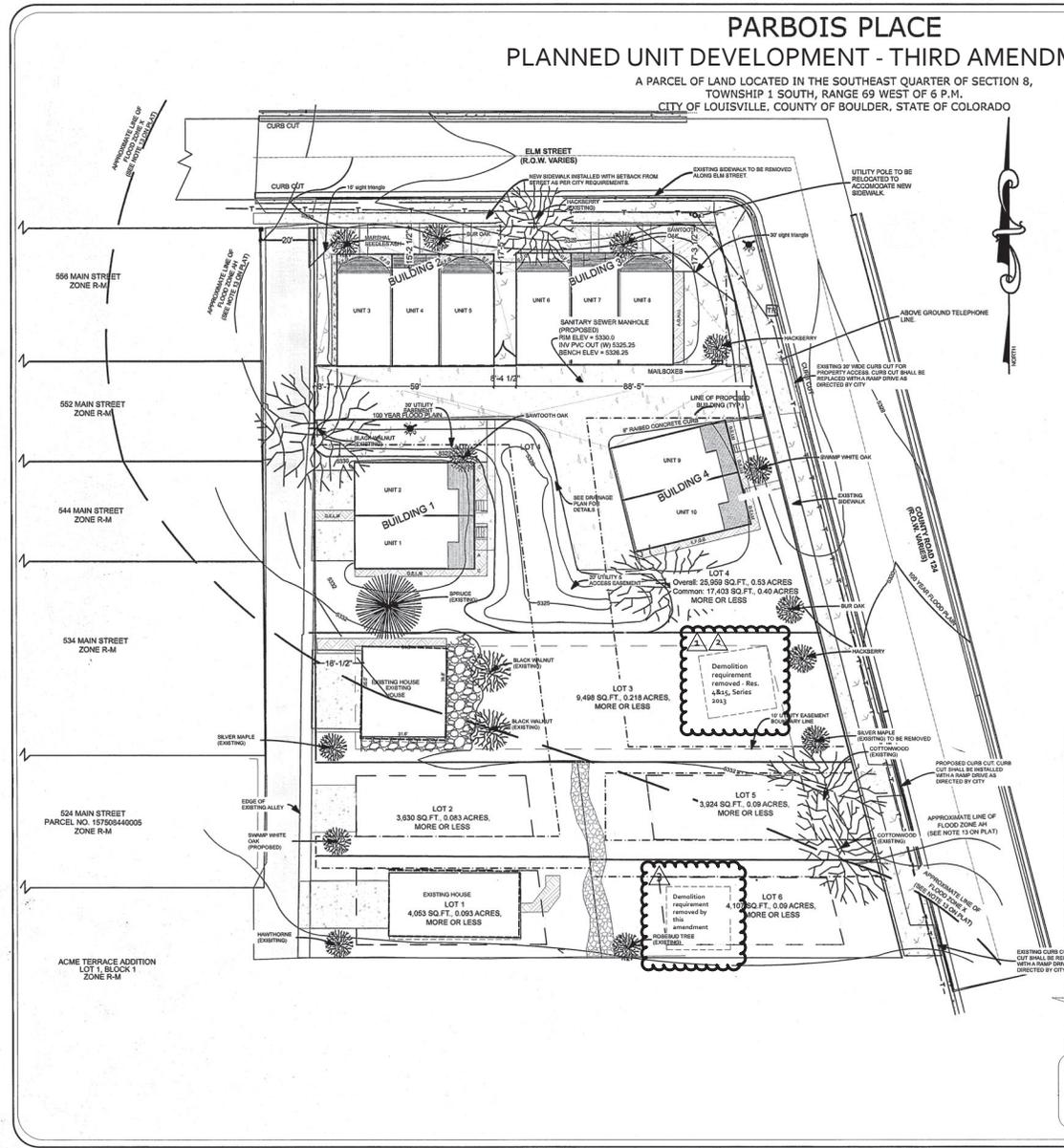
Applicant: Lynn Keglir
 Print: _____
 Owner: _____
 Print: _____
 Representative: _____
 Print: _____

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



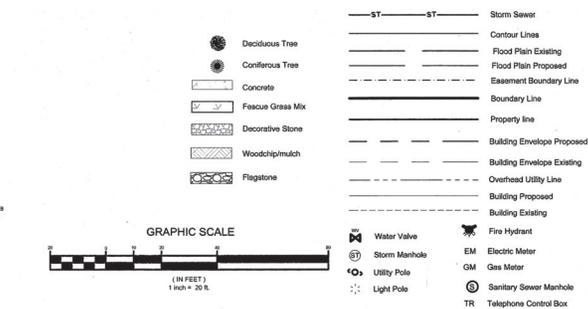
CITY COUNCIL CERTIFICATE
APPROVED THIS _____ DAY OF _____, 20____ BY THE
CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO, SERIES _____
RESOLUTION NO. _____

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
CLOCK NO. _____ ON THIS _____ DAY OF _____, 20____
AND IS RECORDED BY PLAN FILE NO. _____, FEE _____
PAGE _____, RECEPTION _____

RECORDED _____ DEPUTY _____
OWNER'S SIGNATURE BLOCK
BY SIGNING THIS PILL, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL
THE REQUIREMENTS AND EVENTS SET FORTH IN THIS PILL.
WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 20____
Lynn Kogin (OWNER)
NOTARY _____

- NOTES**
- 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.
 - 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.
 - 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.
 - 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.
 - PARKING IN THE ALLEY, ADJACENT TO THE SITE IS PROHIBITED.
- NOTES - PUD AMENDMENTS**
- 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
 - SECOND AMENDMENT:** Removes the demolition requirement on Lot 3, Approved by Resolution No. 15, Series 2013.
 - 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.



PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO80027

DEVELOPMENT PLAN

**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.

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 ERRECTED 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 SQFT | > OF 0.45 % OR 1,999 |
| 2 | 27' | > OF 37.5% OR 1,600 SQFT | > OF 0.45 % OR 1,999 |
| 3 | 27' | > OF 37.5% OR 1,600 SQFT | > OF 0.45 % OR 1,999 |
| 4 | 30' | > OF 37.5% OR 1,600 SQFT | > OF 0.45 % OR 1,999 |
| 5 | 27' | > OF 37.5% OR 1,600 SQFT | > OF 0.45 % OR 1,999 |
| 6 | 27' | > OF 37.5% OR 1,600 SQFT | > OF 0.45 % OR 1,999 |

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

| LOT # | LAND USE TABLE | FOOTPRINT |
|----------|-------------------|-------------|
| LOT 1 | R-M Single Family | 4,093 SQFT |
| LOT 2 | R-M Single Family | 3,630 SQFT |
| LOT 3 | R-M Single Family | 2,498 SQ FT |
| LOT 4 | R-M Town Home | 25,959 SQFT |
| LOT 5 | R-M Single Family | 3,924 SQFT |
| LOT 6 | R-M Single Family | 4,107 SQFT |
| OUTLOT A | R.O.W. DEDICATION | 1,140 SQFT |
| OVERALL | PARBOIS PLACE PUD | 52,311 SQFT |

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 setbacks and 37' 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) and small homes with less than 5' of separation. The Union Pacific Railroad track is also within 200' of this property on the east side.

The current conditions of the site do not match its land character 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 sustainable 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 1 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 SQFT**
 EXISTING - 15,929 REQUESTED - 11,700 SQFT FINISHED
 - 5,024 SQFT UNINHABITABLE
 TOTAL 17,694 SQFT
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.

| LOT | BUILDING | HEIGHT | SETBACKS | | | PARKING |
|-----|----------|--------|----------|-------|------|---------|
| | | | SIDE | FRONT | REAR | |
| 1 | N/A | 27' | 5' | 20' | 18' | 0 |
| 2 | N/A | 27' | 5' | 20' | 18' | 0 |
| 3 | N/A | 27' | 5' | 20' | 18' | 0 |
| 4 | 1 | 30' | 0' | 20' | 15' | 0 |
| 4 | 2 | 30' | 0' | 15' | 3' | 0 |
| 4 | 3 | 30' | 14' | 15' | 25' | 0 |
| 4 | 4 | 30' | 7' | 20' | 25' | 0 |
| 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'

| LOT | BUILDING | UNIT | PROPOSED BUILDING SIZES (LOT 4) | |
|-------|----------|------|---------------------------------|----------------------|
| | | | FOOTPRINT | F.A.R. FINISHED SQFT |
| 4 | 1 | 1 | 700 sq ft | 1,720 sq ft |
| 4 | 1 | 2 | 700 sq ft | 1,720 sq ft |
| 4 | 2 | 3 | 700 sq ft | 1,842 sq ft |
| 4 | 2 | 4 | 629 sq ft | 1,723 sq ft |
| 4 | 3 | 5 | 700 sq ft | 1,842 sq ft |
| 4 | 3 | 6 | 700 sq ft | 1,842 sq ft |
| 4 | 3 | 7 | 629 sq ft | 1,723 sq ft |
| 4 | 3 | 8 | 700 sq ft | 1,842 sq ft |
| 4 | 4 | 9 | 700 sq ft | 1,720 sq ft |
| 4 | 4 | 10 | 700 sq ft | 1,720 sq ft |
| TOTAL | | | 6,839 sq ft | 17,694 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

I HAVE READ AND UNDERSTOOD THE ABOVE AND HEREBY SIGN THE NAME OF THE PARCEL AND ALSO INDICATED THEREON AS SHOWN ON THIS PLANNING PLAN, ALL RIGHTS AND OBLIGATIONS ON THIS P.L.D.

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ACKNOWLEDGMENT
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 COUNTY OF Larimer
 COUNTY OF Arapahoe
 COUNTY OF Adams
 COUNTY OF BENTON
 COUNTY OF BOULDER
 COUNTY OF CHRYSLER
 COUNTY OF CLEAR CREEK
 COUNTY OF COLORADO SPRINGS
 COUNTY OF CONTOUR
 COUNTY OF COSTILLA
 COUNTY OF CROWLEY
 COUNTY OF FLEMING
 COUNTY OF FRONT RANGE
 COUNTY OF GUNNISON
 COUNTY OF HARRIS
 COUNTY OF HIGHLAND
 COUNTY OF JEFFERSON
 COUNTY OF JOHN HAY
 COUNTY OF LINCOLN
 COUNTY OF LOGAN
 COUNTY OF MOUNTAIN
 COUNTY OF NORTON
 COUNTY OF OREGON
 COUNTY OF PUEBLO
 COUNTY OF SANGRE DE CRISTO
 COUNTY OF SHERMAN
 COUNTY OF SHERWATER
 COUNTY OF SUMMIT
 COUNTY OF TELLURIDE
 COUNTY OF WASHINGTON
 COUNTY OF WELD
 COUNTY OF WYATT

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 25th day of September 2012
 BY: [Signatures]
 CITY COMMISSIONER: [Signature] 3-4-2012

CITY COUNCIL CERTIFICATE
 APPROVED THIS 7th day of July 2012
 BY: [Signatures]
 CITY CLERK: [Signature]

PLANNING COMMISSION CERTIFICATE
 RECOMMENDED APPROVAL THIS 11th day of June 2012
 BY: [Signatures]
 RESOLUTION NO. 5 JUNE 2012

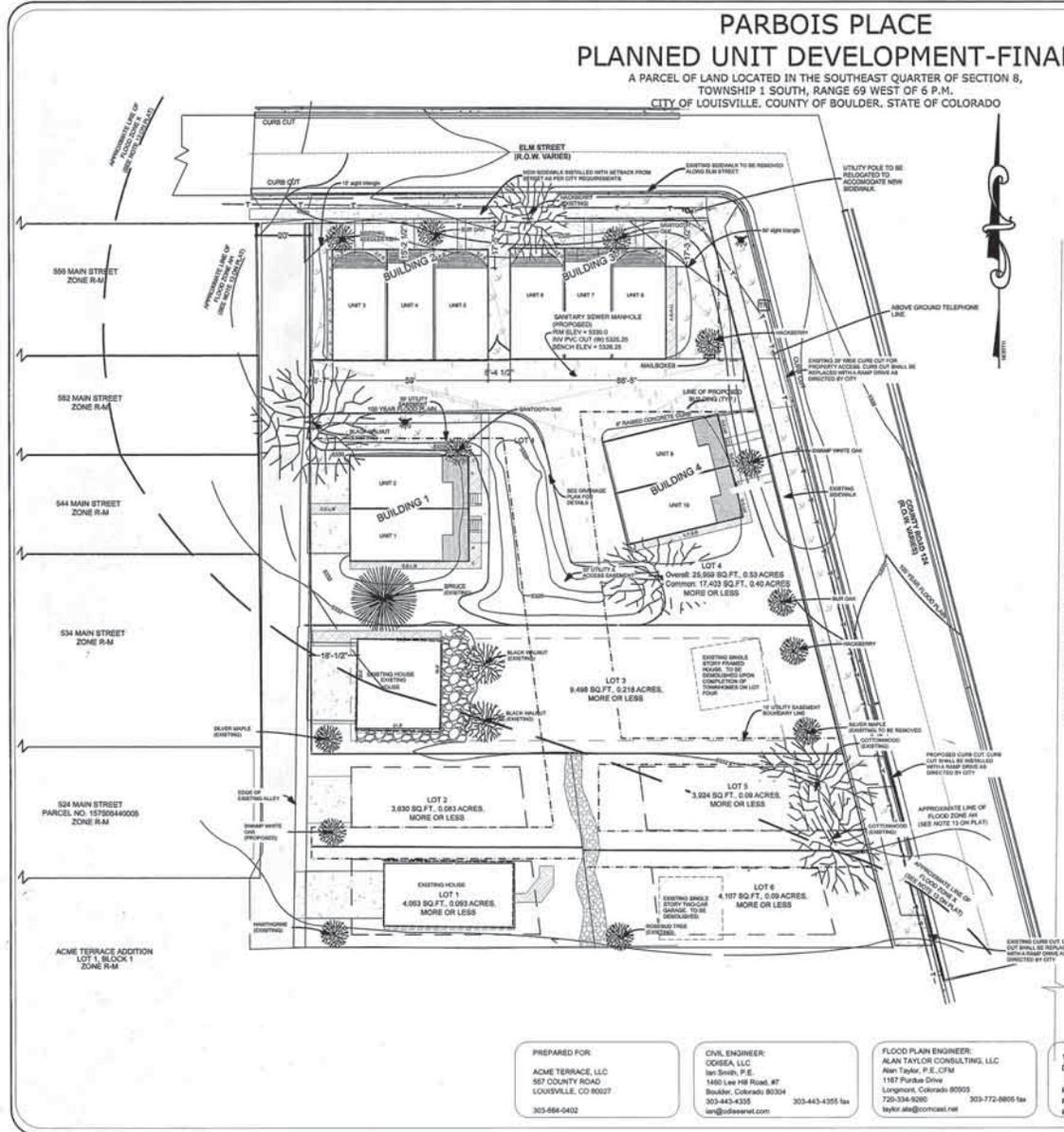
CLERK AND RECORDER CERTIFICATE
 LIBRARY CERTIFICATE
 [Signatures]

LANDLORD'S CONSENT
 THE UNDERSIGNED HAS GIVEN CONSENT TO THE PLATING OF PARBOIS PLACE AS SHOWN HEREON.
 [Signatures]

ACKNOWLEDGMENT
 STATE OF Colorado

PARBOIS PLACE PLANNED UNIT DEVELOPMENT-FINAL

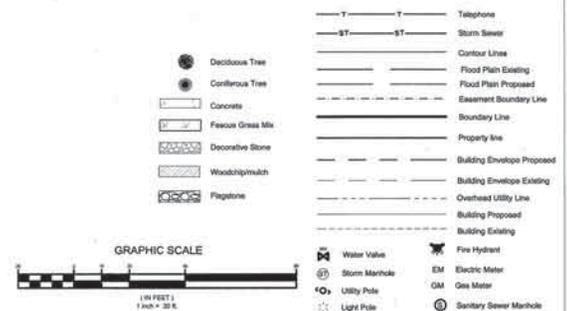
A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF 6 P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



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.

EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 8



PREPARED FOR:
ACME TERRACE, LLC
507 COUNTY ROAD
LOUISVILLE, CO 80027
303-688-0402

CIVIL ENGINEER:
DORSEA, LLC
Ian Smith, P.E.
1400 Lee Hill Road, #7
Boulder, Colorado 80302
303-443-4335
ian@dorset.com 303-443-4355 fax

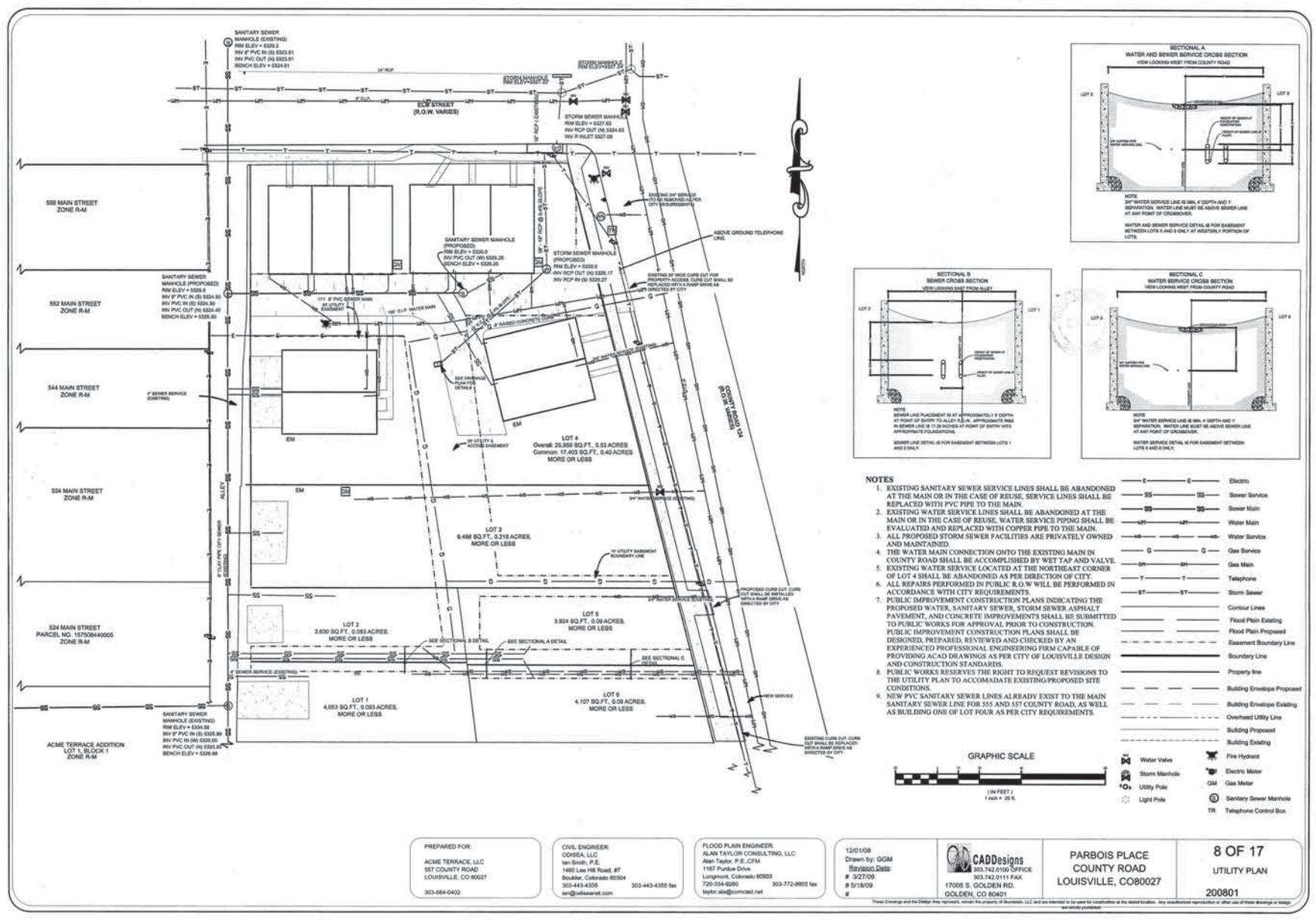
FLOOD PLAN ENGINEER:
DORSEA CONSULTING, LLC
Alan Taylor, P.E., CFM
1157 Puritan Drive
Longmont, Colorado 80503
720-334-9280
ataylor_altd@dorset.com 303-772-8805 fax

12/01/08
Drawn by: GOM
Reviewed Date:
3/27/09
5/18/09
#

CADDesigns
303.742.0100 OFFICE
303.742.0111 FAX
17006 S. GOLDEN RD.
GOLDEN, CO 80401

PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO80027

2 of 17
DEVELOPMENT PLAN
200801



PREPARED FOR:
ACME TERRACE, LLC
567 COUNTY ROAD
LOUISVILLE, CO 80027
303-684-0402

CIVIL ENGINEER
COREIA, LLC
Ken Smith, P.E.
1485 Lee Hill Road #7
Boulder, Colorado 80504
303-443-4339
ken@coreia.com

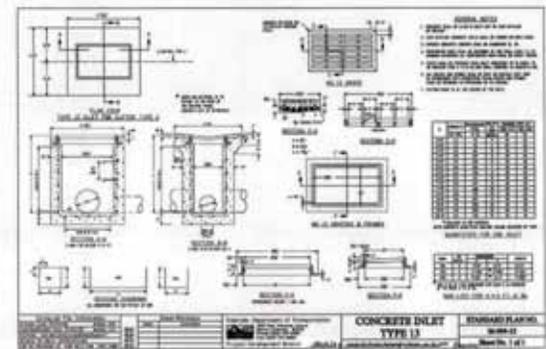
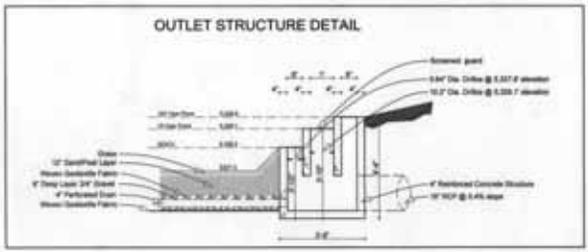
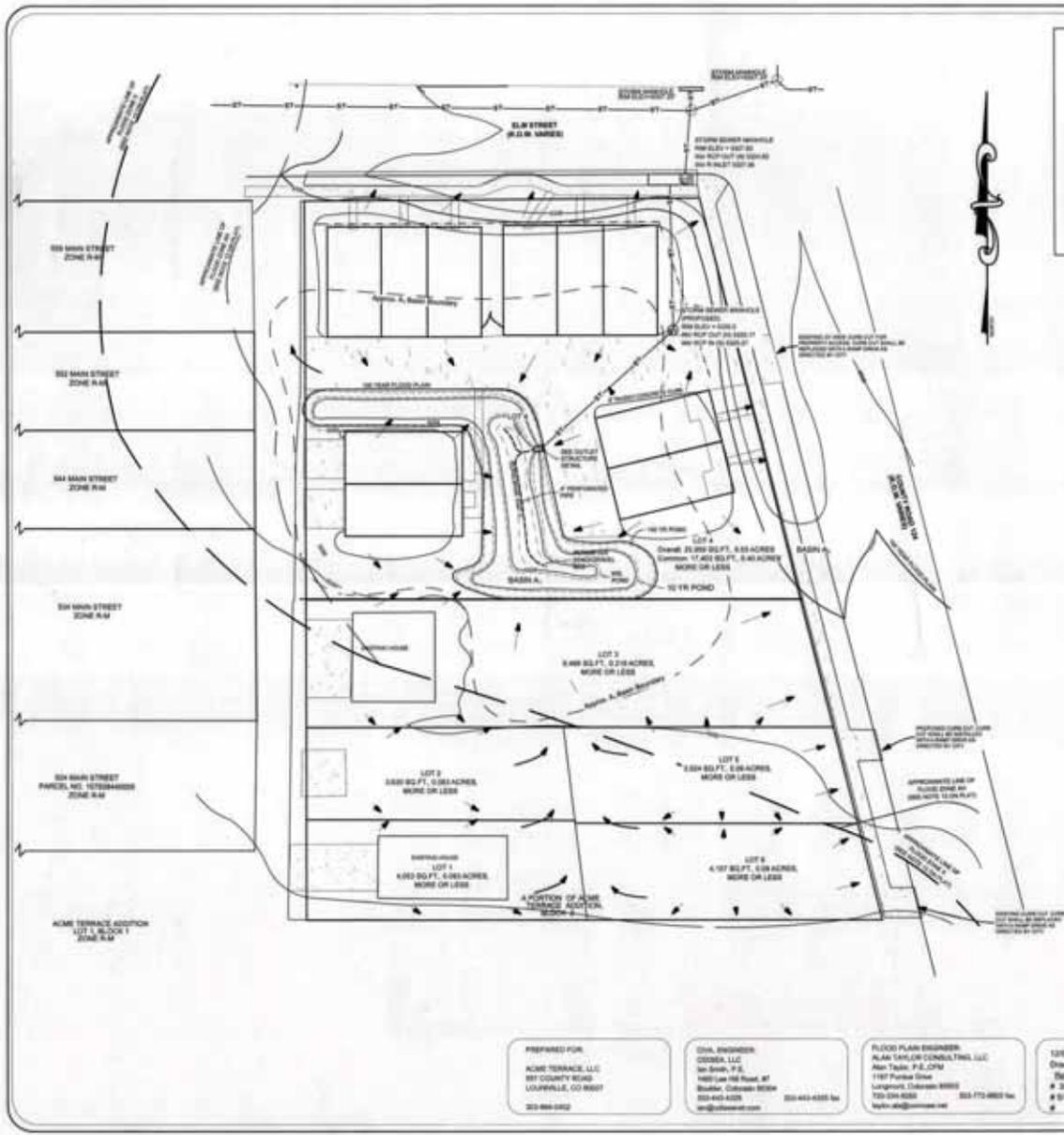
FLOOD PLAIN ENGINEER:
ALAN TAYLOR CONSULTING, LLC
Alan Taylor, P.E., CFM
1187 Puritan Drive
Longmont, Colorado 80503
720-334-9290
taylor_atc@comcast.net

12/01/08
Drawn by: GGM
Revision Date:
3/27/09
5/18/09
#

CADDesigns
303.742.0100 OFFICE
327.09
303.742.0111 FAX
17005 S. GOLDEN RD.
GOLDEN, CO 80601

PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO80027

8 OF 17
UTILITY PLAN
200801



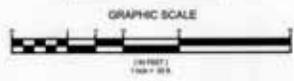
- NOTES**
- REFER TO DRAINAGE REPORT FOR DETENTION POND DIMENSIONS AND DETAILS
 - BASE FLOOD ELEVATION IS 5,850.00 USGS
 - TOP OF GROUND SLAB IS 5,811.00 UNLESS NOTED OTHERWISE

WATER QUALITY POROUS LANDSCAPE DETENTION

THE GRASSY BOTTOM WATER QUALITY DETENTION POND WILL ALLOW PERCOLATION AND FILTRATION OF SEDIMENTS AND POLLUTANTS INTO THE PLO BEFORE REACHING THE RELEASE INLETS. THE PLO WILL INCLUDE A FOUR-INCH DIAMETER PERFORATED UNDER-DRAIN PLACED IN A 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 = 2,008 CF
 VOLUME 100 YR = 3,273 CF
 TOTAL POND VOLUME = 4,000



- | | | | |
|-----|----------------------------|-----|----------------------------|
| —●— | Green Service | —●— | Sanitary Sewer |
| —●— | Water Main | —●— | Water Service |
| —●— | Gas Service | —●— | Gas Main |
| —●— | Telephone | —●— | Storm Sewer |
| —●— | Control Line | —●— | Flood Plain Existing |
| —●— | Flood Plain Proposed | —●— | Escarpment Boundary Line |
| —●— | Boundary Line | —●— | Property Line |
| —●— | Building Envelope Proposed | —●— | Building Envelope Existing |
| —●— | Overhead Utility Line | —●— | Building Proposed |
| —●— | Building Existing | —●— | Building Existing |
-
- | | | | |
|-----|-------------------------|-----|-------------------------|
| —●— | Fire Hydrant | —●— | Fire Hydrant |
| —●— | Electric Street | —●— | Electric Street |
| —●— | Gas Meter | —●— | Gas Meter |
| —●— | Sanitary Street Marking | —●— | Sanitary Street Marking |
| —●— | Telephone Control Box | —●— | Telephone Control Box |

PREPARED FOR:
 ACME TERRACE, LLC
 891 COUNTY ROAD
 LOUISVILLE, CO 80027
 303-888-0302

CIVIL ENGINEER:
 CORDA, LLC
 1401 W. 102nd Road, #7
 Boulder, Colorado 80504
 303-443-4400
 info@cordaeng.com

FLOOD PLAN ENGINEER:
 ALAN TAYLOR CONSULTING, LLC
 Alan Taylor, P.E., CFM
 1197 Parkside Drive
 Longmont, Colorado 80501
 703-524-6555
 info@atcllc.com

12/11/08
 Drawn by: GDM
 Checked by: GDM
 # 227050
 # 01/18/09

CADDesigns
 1700 S. GOLDEN RD.
 GOLDEN, CO 80401

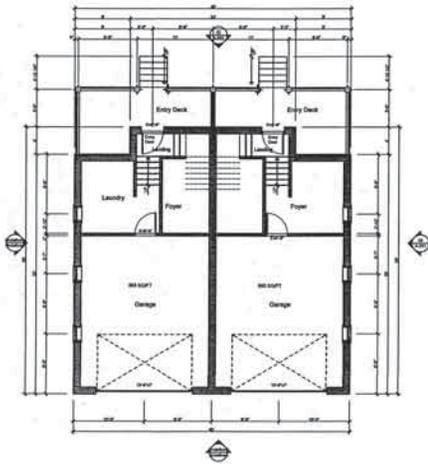
PARBOIS PLACE
 COUNTY ROAD
 LOUISVILLE, CO 80027

9 OF 17
 DRAINAGE/DRAINAGE PLAN
 200801

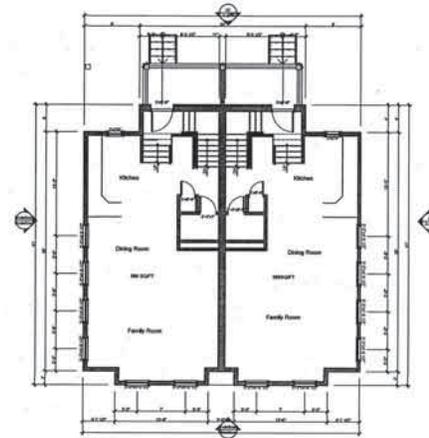
DRAWING NUMBER

DRAWING NUMBER

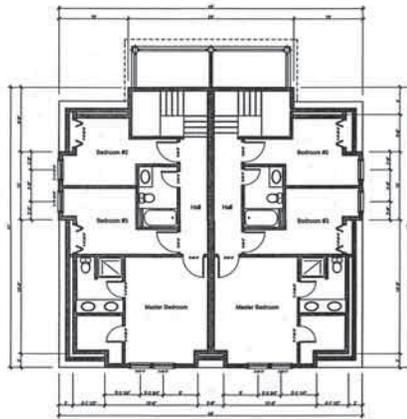
DRAWING NUMBER



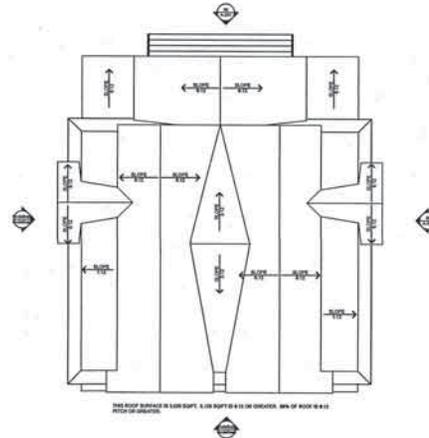
1 GROUND FLOOR
 SCALE: 1/8" = 1'-0"



2 2nd FLOOR
 SCALE: 1/8" = 1'-0"



3 3rd FLOOR
 SCALE: 1/8" = 1'-0"



4 Roof
 SCALE: 1/8" = 1'-0"

PREPARED FOR:
 AGME TERRACE, LLC
 882 COUNTY ROAD
 LOUISVILLE, CO 80027
 303-664-0402

CIVIL ENGINEER:
 ODSEA, LLC
 Ian Smith, P.E.
 1460 Lee Hill Road, #7
 Boulder, Colorado 80304
 303-443-4335
 ian@odsead.com 303-443-4355 fax

FLOOD PLAN ENGINEER:
 ALAN TAYLOR CONSULTING, LLC
 Alan Taylor, P.E., CFM
 1187 Parbois Drive
 Longmont, Colorado 80503
 720-534-8205 303-772-6820 fax
 ataylor@atconsult.net

120108
 Drawn by: GCM
 Revision Date:
 # 3/27/09
 # 5/2/109

CADDesigns
 385 742 8111 OFFICE
 385 742 8111 FAX
 17098 S. GOLDEN RD.
 GOLDEN, CO 80401

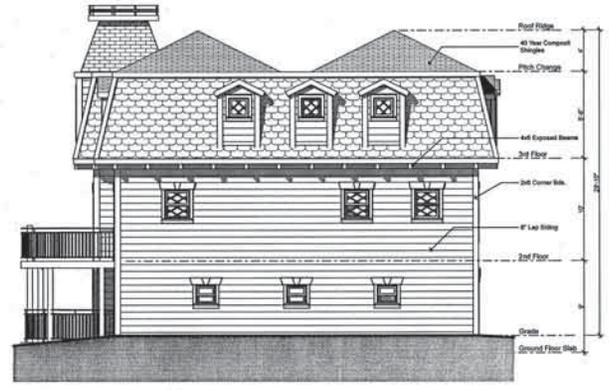
Parbois Place
 COUNTY ROAD
 Louisville, Colorado 80027

12 OF 17
 BUILDING 1 and 4 FLOOR PLANS
 200801

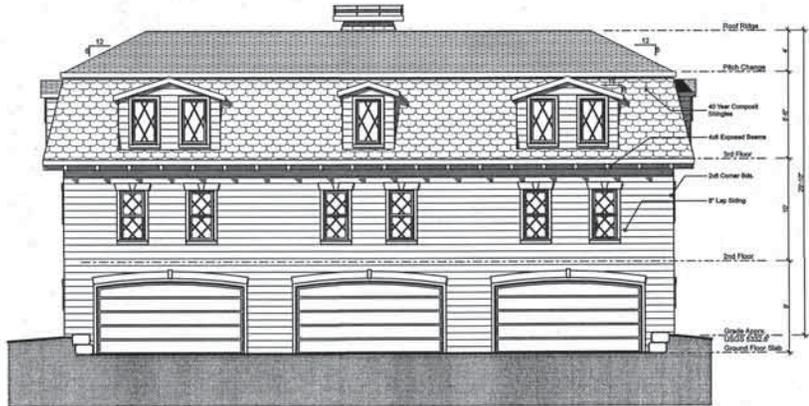
These Drawings and the Design-Here Agreement, remain the property of Workstation, LLC and are intended to be used for construction at the stated location. Any unauthorized reproduction or other use of these drawings or design are strictly prohibited.



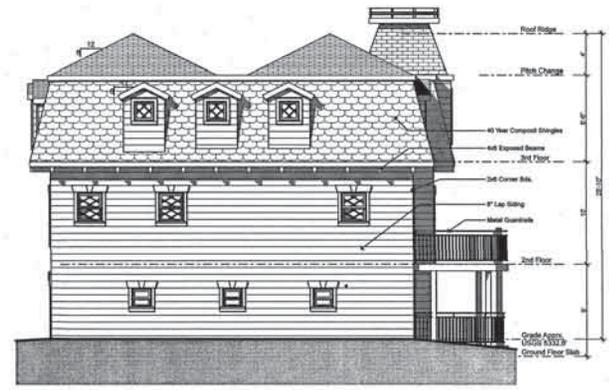
1 South Elevation
SCALE: 3/16" = 1'-0"



2 West Elevation
SCALE: 3/16" = 1'-0"



3 South Elevation
SCALE: 3/16" = 1'-0"



4 East Elevation
SCALE: 3/16" = 1'-0"

PREPARED FOR:
ACME TERRACE, LLC
587 COUNTY ROAD
LOUISVILLE, CO 80027
303-664-0422

CIVIL ENGINEER:
OCIBEA, LLC
Ian Smith, P.E.
1469 Low Hill Road, #7
Boulder, Colorado 80504
303-443-4335
ian@ocibeacorp.com

FLOOD PLAN ENGINEER:
ALAN TAYLOR CONSULTING, LLC
Alan Taylor, P.E., CFM
1187 Parbois Drive
Longmont, Colorado 80503
720-334-0250
303-772-8805 fax
taylor.alan@comcast.net

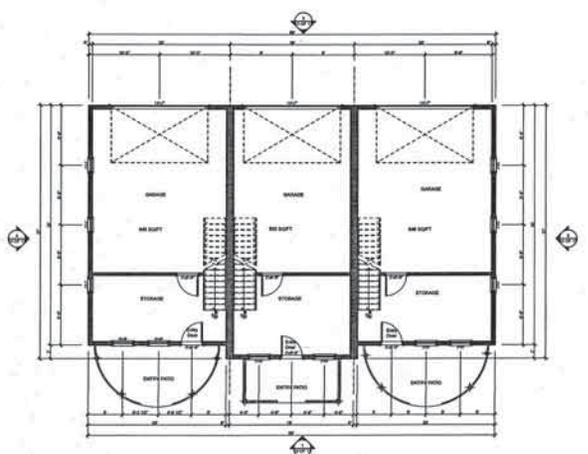
12/01/08
Drawn by: GGM
Revision/Date:
9/27/09
#

CADDesigns
303.742.8882 OFFICE
303.742.8111 FAX
17865 S. GOLDEN RD.
GOLDEN, CO 80401

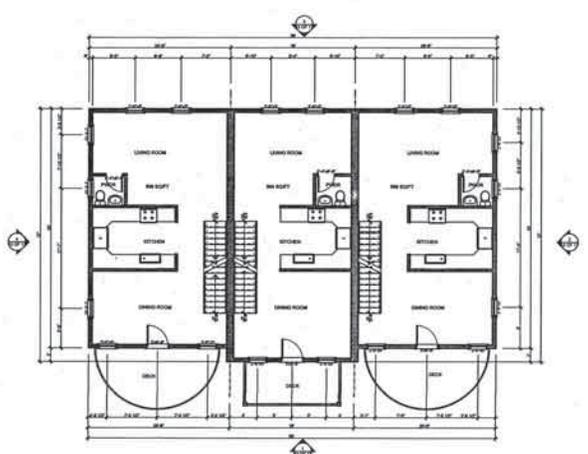
PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO80027

13 OF 17
BUILDINGS 2 and 3 ELEVATIONS
200801

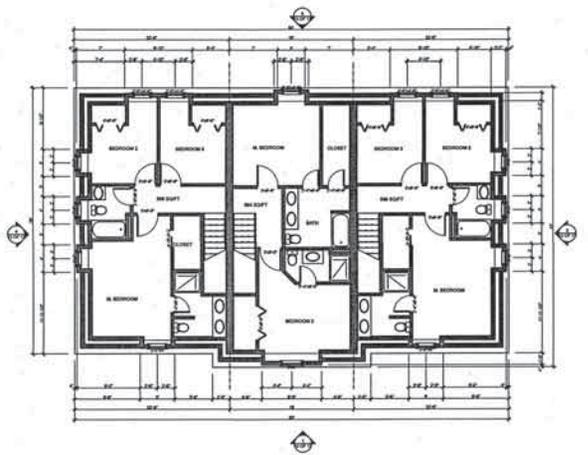
These Drawings and the Design Bag represent the property of OCIBEA, LLC and are intended to be used for construction at the stated location. Any intentional reproduction or use not at these drawings or design is strictly prohibited.



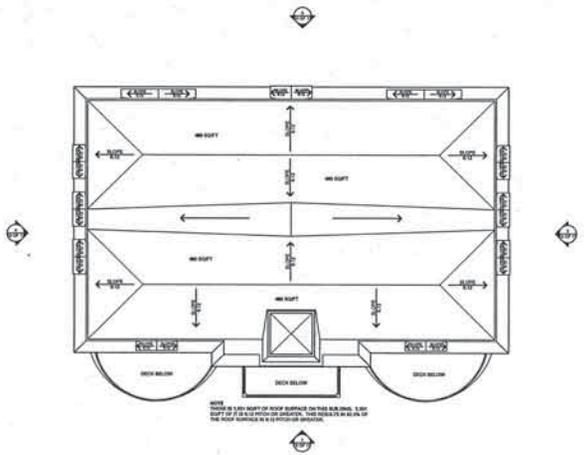
1 Ground Floor Plan
SCALE: 1/8" = 1'-0"



2 2nd Level Floor Plan
SCALE: 1/8" = 1'-0"



3 3rd Level Floor Plan
SCALE: 1/8" = 1'-0"



4 Roof Plan
SCALE: 1/8" = 1'-0"

PREPARED FOR:
ACME TERRACE, LLC
657 COUNTY ROAD
LOUISVILLE, CO 80027
303-664-0402

CIVIL ENGINEER:
COBSA, LLC
Ian Smith, P.E.
1460 Lee Hill Road, #7
Boulder, Colorado 80504
303-443-4335
ian@cobsa.com

FLOOD PLAN ENGINEER:
ALAN TAYLOR CONSULTING, LLC
Alan Taylor, P.E., CFM
1187 Parkview Drive
Longmont, Colorado 80503
720-334-6255 303-772-8805 fax
taylor.ala@comcast.net

12/21/08
Drawn by: GGM
Revision Date:
3/27/09
#

CADDesigns
303-762-9900 OFFICE
303-762-9191 FAX
17098 S. GOLDEN RD.
GOLDEN, CO 80401

PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO 80027

14 OF 17
BUILDINGS 2 and 3 FLOOR PLANS
200801

This Drawing and the Design Herein represent, in whole or in part, the property of COBSA, LLC and are intended to be used for construction at the stated location. Any unauthorized reproduction or other use of these drawings or design are strictly prohibited.



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
887 COUNTY ROAD
LOUISVILLE, CO 80027
303-684-0402

CIVIL ENGINEER:
ODISA, LLC
Ivo Smith, P.E.
1402 Lee Hill Road, #7
Boulder, Colorado 80504
303-443-4335 303-443-4395 fax
ivo@odisawest.com

FLOOD PLAN ENGINEER:
ALAN TAYLOR CONSULTING, LLC
Alan Taylor, P.E., CFM
1187 Paradise Drive
Longmont, Colorado 80503
720-334-9260 303-772-8939 fax
ataylor@atconsult.com

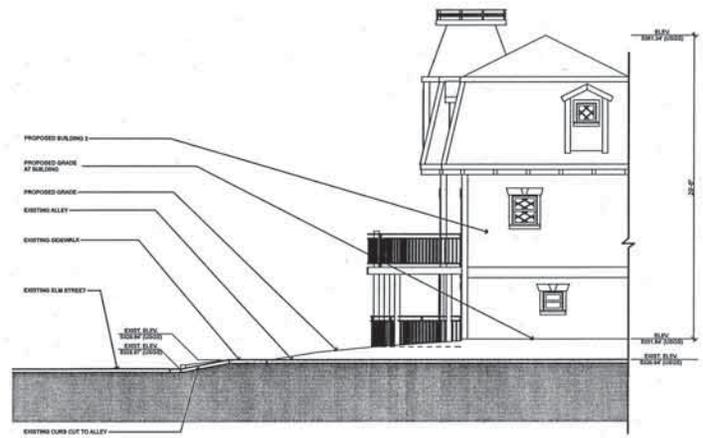
12/01/08
Drawn by: OGM
Sketching/Detail:
3/27/09
5/18/09
#

 CADDesigns
303.742.0100 OFFICE
303.742.0111 FAX
17005 S. GOLDEN RD.
GOLDEN, CO 80401

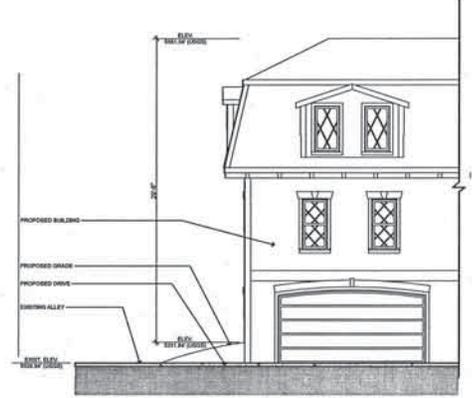
PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO80027

15 OF 17
RENDERINGS
200801

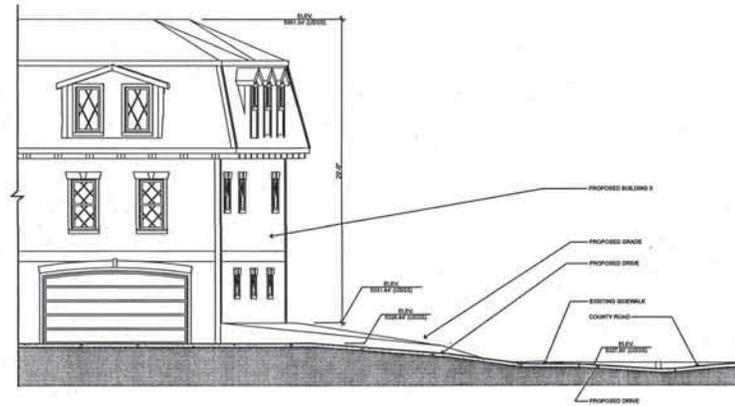
These drawings and the design they represent, remain the property of CADDesigns, LLC and are intended to be used for construction of the stated building. Any unauthorized reproduction or other use of these drawings or design are strictly prohibited.



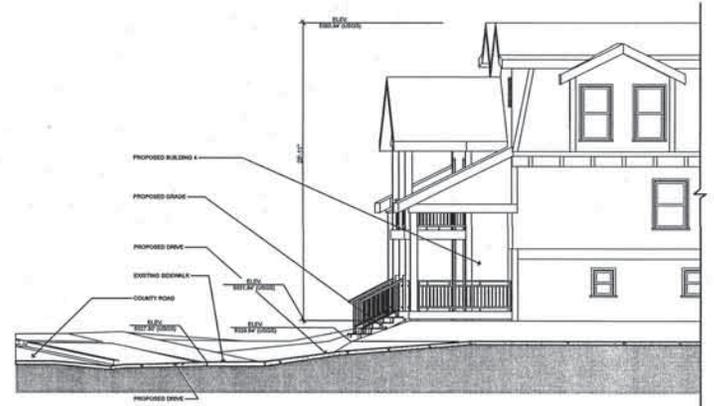
1 Section At Alley and Elm
18 of 17 SCALE: 3/16" = 1'-0"



2 Section at Alley and Drive
16 of 17 SCALE: 3/16" = 1'-0"



3 Section at Drive and County Road Looking North
18 of 17 SCALE: 3/16" = 1'-0"



4 Section at Drive and County Road Looking South
16 of 17 SCALE: 3/16" = 1'-0"

PREPARED FOR:
ACME TERRACE, LLC
687 COUNTY ROAD
LOUISVILLE, CO 80027
303-664-0402

CIVIL ENGINEER:
ODSEA, LLC
Ben Smith, P.E.
1480 Lee Hill Road, #7
Boulder, Colorado 80504
303-443-4338
ben@odseainc.com 303-443-4305 fax

FLOOD PLAN ENGINEER:
ALAN TAYLOR CONSULTING, LLC
Alan Taylor, P.E., CFM
1167 Parbois Drive
Longmont, Colorado 80503
720-334-9200
ataylor@atconsult.net 303-772-8805 fax

12/01/08
Drawn by: GGM
Revision Date:
3/27/09
5/18/09
#

CADDesigns
303.742.8100 OFFICE
303.742.8111 FAX
1708 S. GOLDEN RD.
GOLDEN, CO 80401

#Project Name
COUNTY ROAD
#City, #State/Country#Post

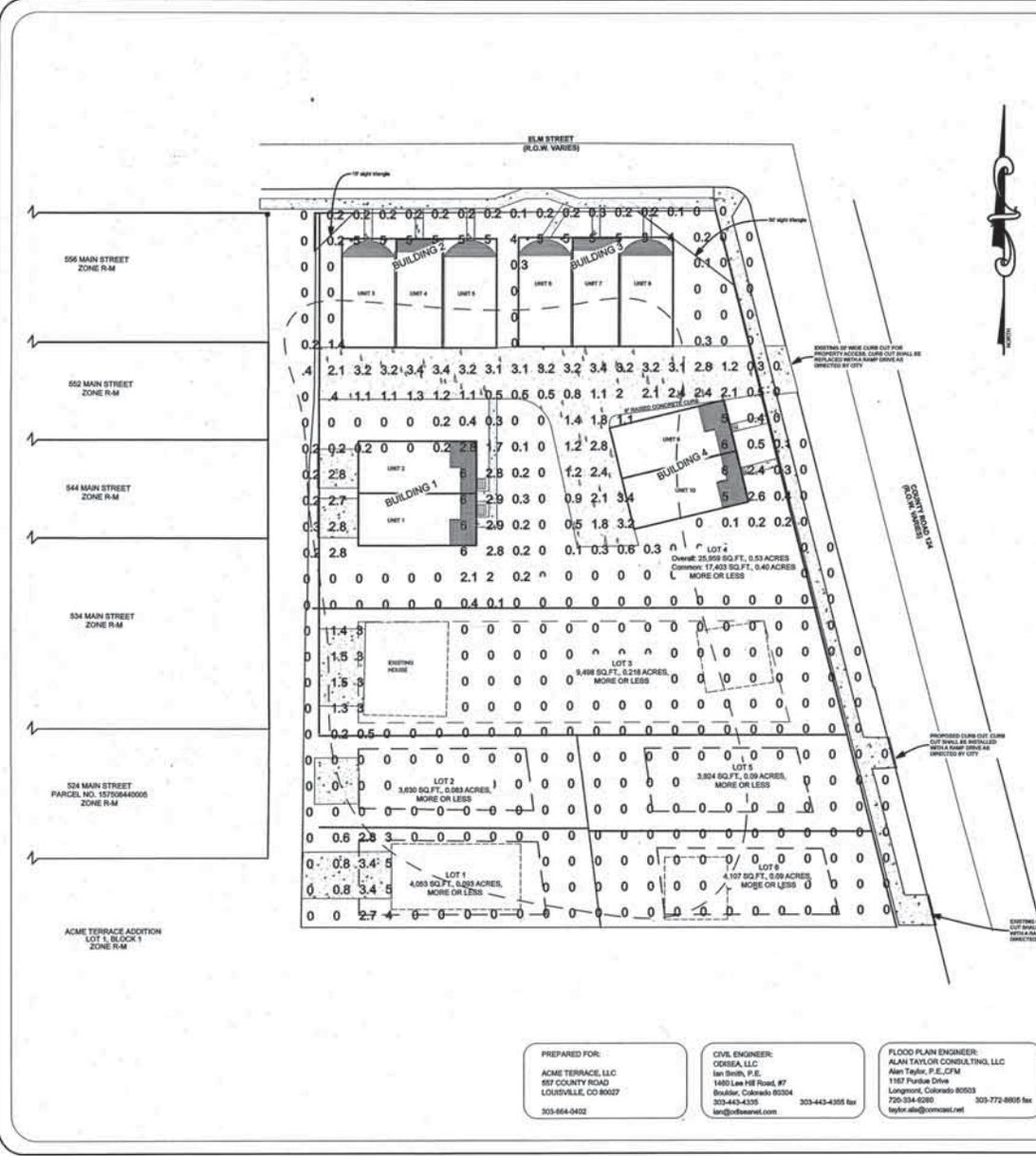
16 of 17
GRADE SECTIONS
200801

These drawings and the design they represent, remain the property of Modularity, LLC and are intended to be used for construction of the stated building. Any unauthorized reproduction or other use of these drawings or design are strictly prohibited.

12 OF 12
DATE: 11/15/09
DRAWN BY: J. TAYLOR
CHECKED BY: A. TAYLOR

12 OF 12
DATE: 11/15/09
DRAWN BY: J. TAYLOR
CHECKED BY: A. TAYLOR

12 OF 12
DATE: 11/15/09
DRAWN BY: J. TAYLOR
CHECKED BY: A. TAYLOR

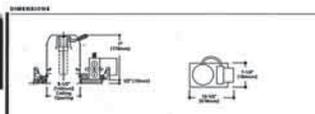


HALO®



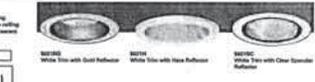
H513C

DESCRIPTION
The H513C housing is a thermally insulated, die-cast aluminum housing that may be installed in direct contact with ceiling materials.
The H513C construction breaks all exchange between the ceiling above and below to all conditioned areas.
Housing is constructed of stamped 20 gauge aluminum.
Plaster Frame
Housing is designed to plaster frame to accommodate ceiling up to 1" RFT thick.
Finish
Housing is finished with a white enamel finish.
Accessories
UL listed for through branch circuit wiring.
Photometric data available upon request.
1" RFT thick with trim around rim.
For ground with integral metal also included.

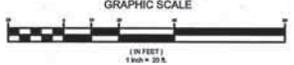


H513C

NOTE
1. Single Pole
2. Single Pole
3. Single Pole
4. Single Pole



- 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 CCFI BULBS.
 3. PHOTOMETRIC STUDY CALCULATION ACCOUNT FOR IMPACT FROM PROPOSED STRUCTURE EXTERIOR LIGHTING ONLY.
 4. EXISTING STREET LIGHTING NOT INCLUDED IN PHOTOMETRIC STUDY.



PREPARED FOR:
ACME TERRACE, LLC
557 COUNTY ROAD
LOUISVILLE, CO 80027
303-664-0422

CIVIL ENGINEER:
CORREA, LLC
Ian Correa, P.E., CFM
1480 Lee Hill Road, #7
Boulder, Colorado 80504
303-443-4335
ian@correa.com

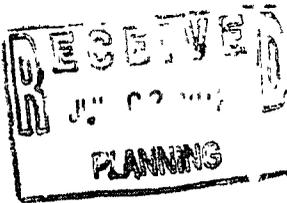
FLOOD PLAIN ENGINEER:
ALAN TAYLOR CONSULTING, LLC
Alan Taylor, P.E., CFM
1167 Purkiss Drive
Longmont, Colorado 80503
720-334-6280
303-772-8805 fax
taylor.alan@comcast.net

12/01/08
Drawn by: GJM
Reviewed Date:
3/27/09
5/18/09
#

CAD Designs
303.742.9100 OFFICE
303.742.5111 FAX
17005 S. GOLDEN RD.
GOLDEN, CO 80401

**PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO80027**

**17 OF 17
PHOTOMETRIC PLAN
200801**



**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 underlined)

1 5 Plan Submission and Approval 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 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 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

SUBDIVIDER ACME TERRACE LLC,
a dissolved Colorado limited liability company

By Robert B. Muckle
Robert B. Muckle, Mayor

By Garrett Mundelein
Garrett Mundelein, Manager

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
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 |
| SD5 | EA | 1 | 2000 | 2000 00 | Connection 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 Flatrons, 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

16 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.

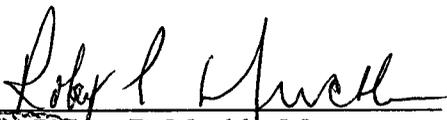
Section 14. This Second Amendment shall be recorded at Hofstrom's expense in the office of the Boulder County, Colorado Clerk and Recorder.

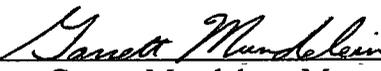
Section 15. Effective Date. This Second Amendment shall become effective upon the date it has been executed by all of the parties.

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

CITY OF LOUISVILLE

ACME TERRACE LLC,
a dissolved Colorado limited liability company

By: 
Robert B. Muckle, Mayor

By: 
Garrett Mundelein, Manager



BY: 
Nancy Varra, City Clerk


Garrett Mundelein

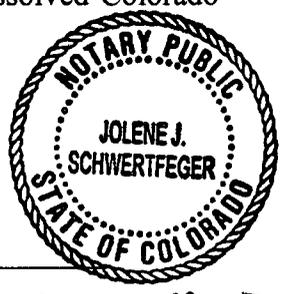
STATE OF COLORADO)
) ss.
COUNTY OF BOULDER)

Subscribed and sworn to before me this 1st day of March, 2013,
by Garrett Mundeim, 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



My Comm. Exp. May 7, 2013

HOFSTROM, LLC,
a Delaware limited liability company

By: [Signature]
Title: Member

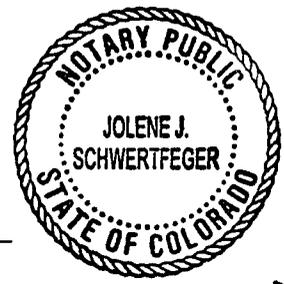
STATE OF COLORADO)
) ss.
COUNTY OF BOULDER)

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



My Comm. Exp. May 7, 2013

EXHIBIT B

RIO LLC Cost estimate for Parbois Place,
Louisville, Co.

January 11,2013

| Item | Units | Quantity | Work item 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 |
| SD5 | EA | 1 | 2000 | 2000.00 | Connection |
| | | | | | 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 \$14,607.50

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

**Planning Commission
Meeting Minutes
August 13, 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
Ben Diehl

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

Brauneis moves and **Williams** seconds a motion to approve the August 13, 2020 agenda. Motion passes unanimously by a roll call vote.

APPROVAL OF MINUTES

Howe moves and **Williams** seconds a motion to approve the June 25, 2020, with Commissioner Diehl's correction, July 9, 2020, and July 16, 2020 minutes. 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: 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)

- Applicant: United Properties
- Case Manager: Lisa Ritchie, Senior Planner

Diehl moves and **Moline** seconds to approve Resolution 9, Series 2020.

Motion passes 5-1 by a roll call vote.

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

Agenda Item B: 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 11, Series 2020) **REQUEST TO CONTINUE TO SEPTEMBER 10, 2020**

- Applicant: Dogs for Days, dba Camp Bow Wow
- Case Manager: Harry Brennan, Planner II

Hoefner re-joins the meeting to partake in the discussion of agenda items B and C.

Brauneis moves and **Howe** seconds a motion to continue agenda item B to the September 10, 2020 planning commission meeting. Motion passes unanimously by a roll call vote.

Agenda Item C: 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 10, Series 2020)

- Applicant: Lynn Koglin
- 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 July 24, 2020, published in the Boulder Daily Camera on July 26, 2020, and the property was posted on July 24, 2020.

Brennan discusses the property’s location, background history, and the applicant’s proposal.

Brennan concludes by saying that staff finds that the proposal meets the PUD criteria outlined in Section 17.28.120 of the Louisville Municipal Code and that there are no additional waivers being requested.

Staff Recommendations:

Staff recommends approval of Resolution 10, Series 2020, a resolution recommending approval of an amendment to the Parbois Place Planned Unit Development to remove the demolition requirement for the garage on Lot 6.

Commissioner Questions of Staff:

Diehl asks if staff has any theories of why this was a requirement.

Brennan says that if he had to speculate, requiring the original developer to demolish the structures would perhaps make the lots more desirable or developable. The original PUD identified these southern six parcels to be single family dwellings, but it did not identify specific construction on those lots. He assumes that possibly having the original developer be responsible for the demolition of those structures might not make the future home buyer financially responsible for the demolition.

Howe mentions that staff said that there was an original demolition after the PUD was passed. What is the liability of concern now that we are saying that they do not have to demolish?

Brennan clarifies that there was no demolition that took place. The original subdivision requirement had two demolition requirements, one for this existing garage on Lot 6 and the other for the existing home on Lot 3. Both those demolitions were supposed to take place within 36 months of the adoption of the PUD but neither one has occurred.

Williams asks if removing this means that they can choose whether or not to demolish it.

Brennan says that is correct.

Applicant Presentation:

None is heard.

Commissioner Questions of Applicant:

None is heard.

Public Comment:

Ritchie informs the commissioners that staff received additional letters of public support and asks if they would like to add this documentation into the meeting's record.

Howe and **Moline** moves to include this documentation into the meeting's record. Motion passes unanimously by a roll call vote.

Closing Statement by Staff:

None is heard.

Closing Statement by Applicant:

None is heard.

Discussion by Commissioners:

Moline moves and **Hoefner** seconds to approve Resolution 10, Series 2020. Motion passes unanimously by a roll call vote.

PLANNING COMMISSION COMMENTS

Rice mentions the continued discussion of the possibility of having a cutoff time of when the commissioners can receive public comment or new material from the applicant and staff. He asks staff if the commissioners can make their own rules for this.

Ritchie say they technically can but they would like make those through the by-laws. The city clerk is aware that planning commission is having this discussion. City council is setup differently than planning commission in that when the general city council email receives an email, it is also automatically forwarded to their personal email as well. They are getting the emails in real time unlike the commissioners. She shows the commissioners what other jurisdictions polices are regarding this subject. Most of Louisville's neighboring cities have some type of adopted cutoff time. An option for a cutoff time would possible be no later than 4:30 in the afternoon on the day of the hearing.

Diehl asks what would happen if a written comment comes in after the deadline.

Ritchie says that when that happens now, it becomes a part of the record but it does not carry over to planning commission's review.

Howe says that it is important to enter all public comment into the record, but believes a deadline is important and should be communicated to the public that because it did not meet the deadline, the submission may or may not be read by the commissioners.

Rice says that he believes that all comments can and should be entered into the record. His thought is to make a notice to all comments that they are to be received within a certain time and commissioners may not be able to read them if they are not received within that particular time.

Diehl says he agrees with Rice.

Hoefner says he agrees as well. Any one that takes the time to give public comment should have the opportunity for it to be reviewed.

Ritchie says that was she is hearing is to possibly not have an actual cutoff time but that it would be a soft deadline.

Rice asks if staff can come with an actual time that would be the most reasonable but to include language that informs the public that there is a deadline and because of it the commissioners may or may not be able to review it before the meeting. They will try to review it though.

Richie says that staff can work on the specific language. It is good to leave it open but also provide a disclaimer to the public to inform them that it may not be able to reviewed before the meeting. We may not need to amend the by-laws but instead have a notice on the website with these instructions informing the public of this change. We will

provide an update for you once we have discussed this language more in depth internally.

Williams says she originally thought noon on the day of the hearing should be the cut off time. If staff could add language that any public comments received after noon on the day of hearing may or may not be reviewed by the commissioners and that it is encouraged to submit them before this deadline, she would be satisfied with that language.

STAFF COMMENTS

None is heard.

ITEMS TENTATIVELY SCHEDULED FOR THE MEETING ON SEPTEMBER 10, 2020

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

ADJOURN

Howe moves and **Moline** seconds a motion to adjourn the meeting. Meeting adjourns at 8:50 PM.

City Council Public Hearing

September 1, 2020

Parbois Place Planned Unit Development Third Amendment

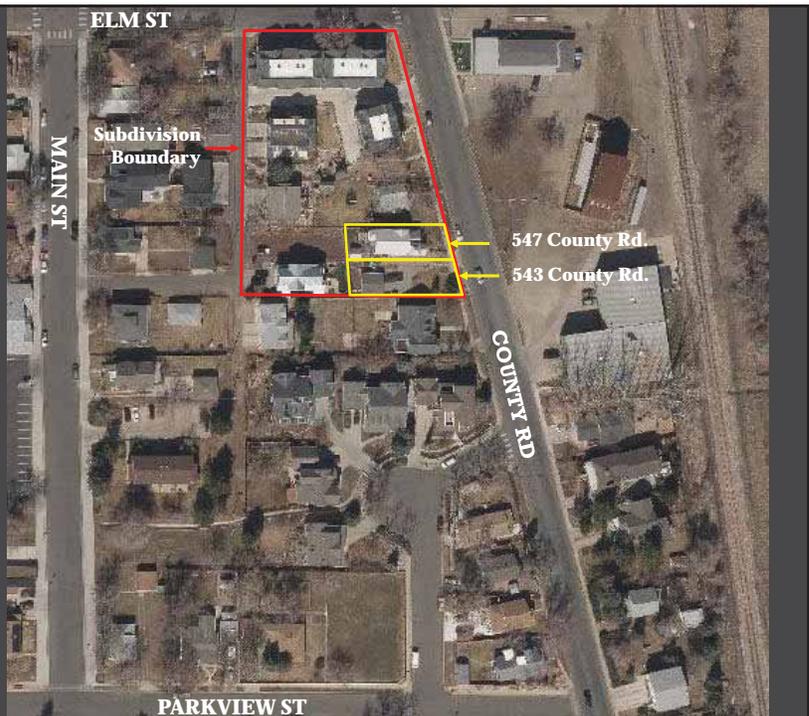
Resolution No. 71, Series 2020, a request for an amendment to the
Parbois Place Planned Unit Development.

Public Notice Certification:

Published in the Boulder Daily Camera – August 16, 2020

Posted in Required Locations, Property Posted and Mailing Notice – August 14, 2020

Parbois Place PUD Vicinity Aerial



Parbois Place PUD

Existing Conditions



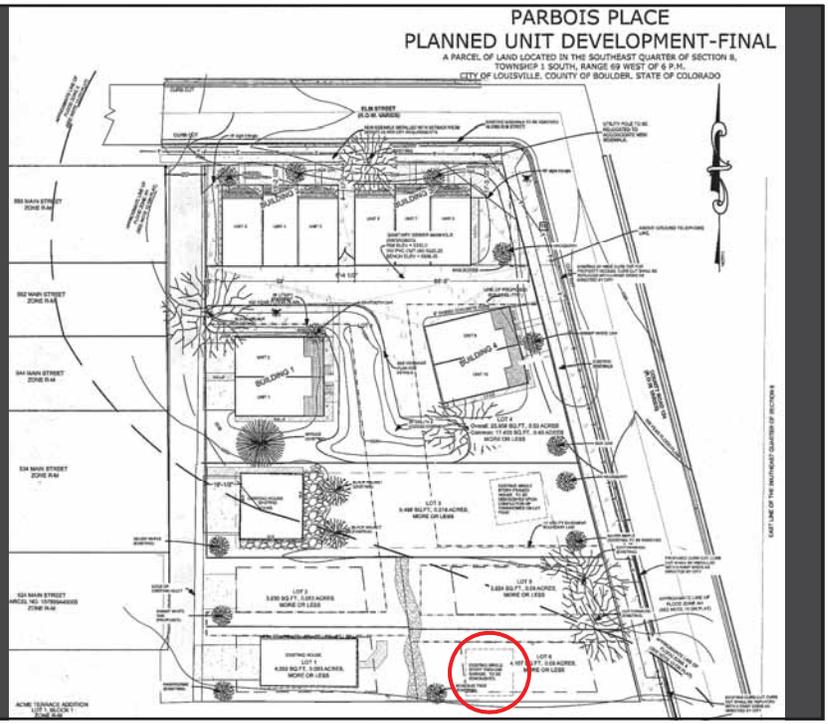
Parbois Place PUD

Background

- Parbois Place Subdivision and PUD – 2009
 - First Amendment – 2013
 - Second Amendment - 2013

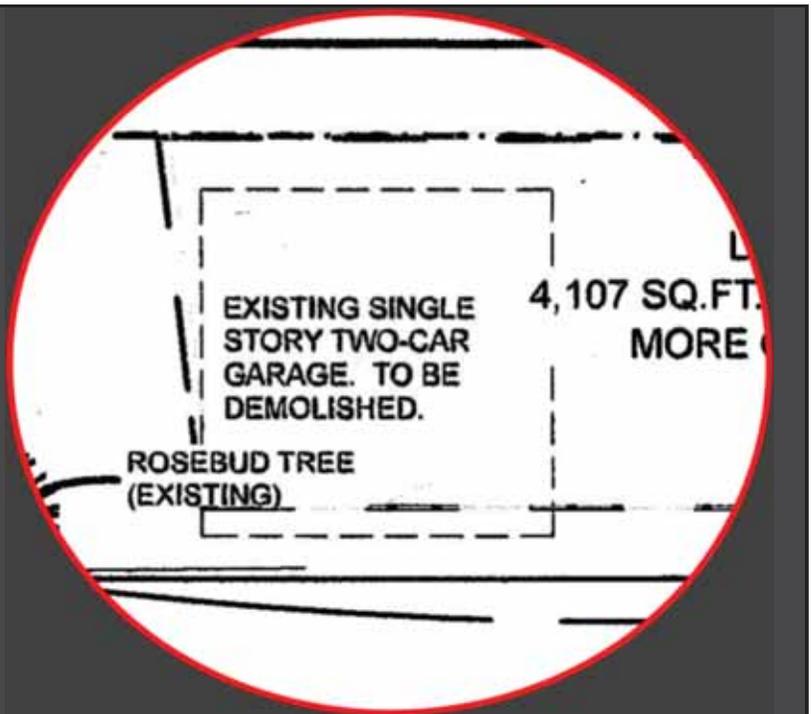
Parbois Place PUD

Background

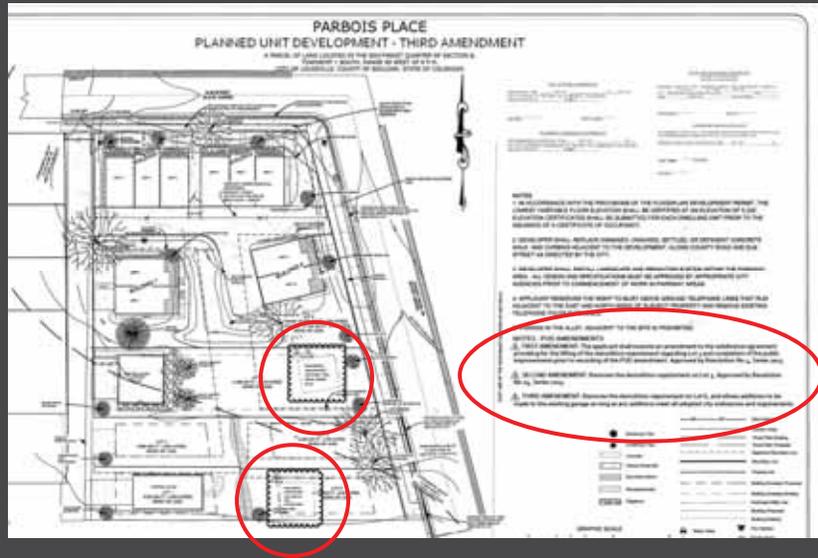


Parbois Place PUD

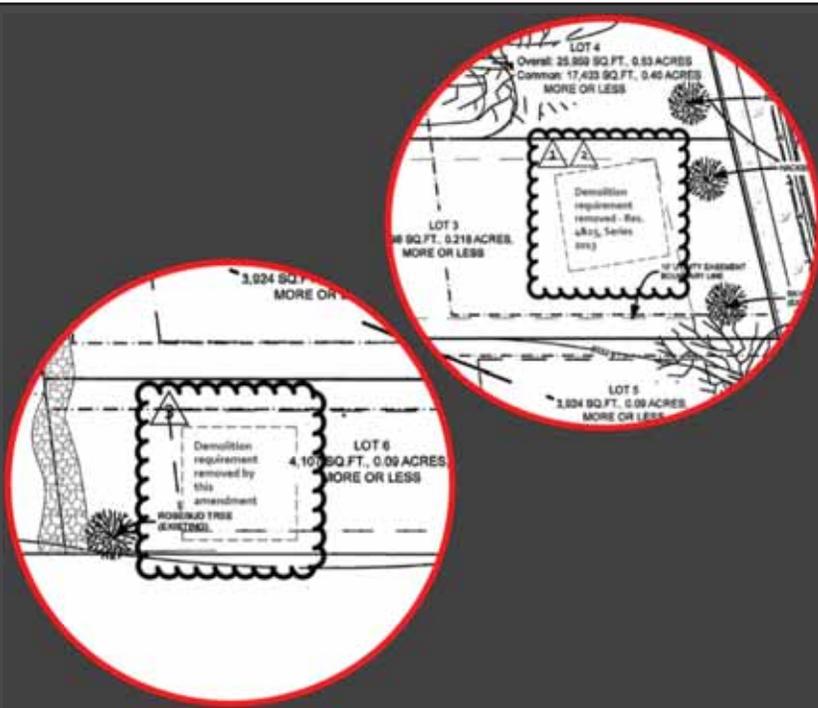
Background



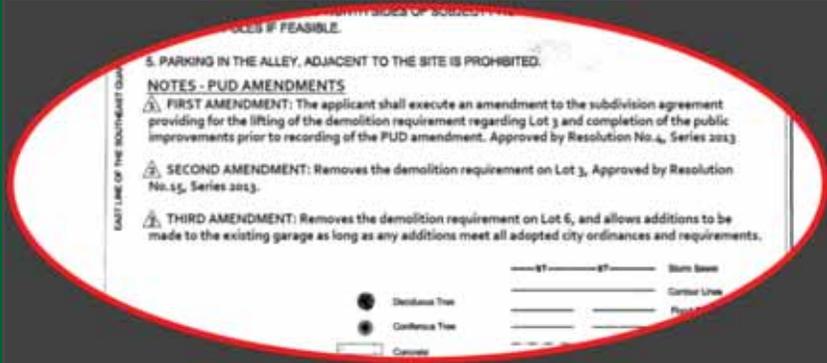
Parbois Place PUD Proposal



Parbois Place PUD Proposal



Parbois Place PUD



Parbois Place PUD

Staff Recommendation

- Staff finds that the proposal meets the PUD criteria outlined in Section 17.28.120 of the Louisville Municipal Code.
- No waivers are requested.

Parbois Place PUD

Staff Recommendation

- Staff recommends approval of **Resolution 71, Series 2020**, recommending approval of an amendment to the Parbois Place Planned Unit Development to remove the demolition requirement for the garage on Lot 6.

SUBJECT: CHERRY STREET RECONFIGURATION CONSIDERATION

DATE: SEPTEMBER 1, 2020

PRESENTED BY: KURT KOWAR, PUBLIC WORKS

SUMMARY:

Staff is seeking City Council consideration of a reconfiguration of Cherry Street striping from Dahlia to Coal Creek to a single lane in each direction and a buffered bike lane to support the Transportation Program Goals and the Transportation Master Plan.

On August 18th, 2020 the City Council discussed citywide Neighborhood Traffic Management. Many locations were reviewed for improvement or adjustment to improve or enhance safety and comfort for pedestrians, bicyclists and automobiles.

Cherry Street was one area reviewed. The 85th percentile speed measurement on Cherry indicated that traffic was traveling at speeds greater than desired.

Staff and Council discussed and agreed to change the speed limit on Cherry Street. The changes included modifying the speed limit from McCaslin to Dahlia to 35 mph and the speed limit from Dahlia to County Rd to 25 mph.

Parallel to this discussion a large portion of Cherry Street is being constructed from the Powerline Trail crossing to Coal Creek Lane. This construction presents an opportunity to further review Cherry Street configuration to support the goal of reducing traffic speed and improve multimodal aspects of the corridor. Staff debriefed and discussed the City Council Neighborhood Traffic Calming discussion, considered the overall goal of reducing speed on Cherry Street, and are presenting an additional proposal.

The City has data on Cherry that shows that motorists travel up to 10 mph over the posted speed limit. Posting the speed limit lower will change some behavior but could likely fall short in outcomes due to the physical nature of the road configuration of two lanes in each direction.

Staff is presenting an alternative striping plan that could be implemented from Dahlia to Coal Creek that reconfigures the roadway to provide for a buffered bike lane and single lane of traffic in each direction.

Traffic volumes are low enough on Cherry in this area to accommodate a single lane.

Benefits that could be provided by this change include:

- Single lane striping allows for narrowing the vehicle lane width which will likely have an impact on the reduction of speed.
- A buffered bike lane that provides a significant improvement to the existing unbuffered bike lane in accordance with the goals of the Transportation Master Plan.
- Safety and comfort of automobile left turn movements from neighborhoods would be greatly improved having only to cross one through lane.
- Distance of active roadway that pedestrians cross would be greatly reduced.
- Striping provides for a way to try this type of 2 lane configuration in lieu of the 4-lane configuration. In the event the change is wildly unpopular, striping can be removed/blacked out and the road can be restriped back to its original configuration.
- Reduces the need for enforcement to lower speeds on a wide-open road.

Impacts/Cons that could be provided by this change include:

- Not all residents of Louisville are excited about ongoing speed reductions.
- Slight decrease in overall vehicular traffic times with slower design speeds.
- A robust public process has not been completed for this consideration given the timing of improvements.
- If this change proves unpopular, an additional expenditure of funds would be needed to restripe the corridor back to its original configuration. In addition, there would be some asphalt scarring from removal and restriping.
- Little preparation for vehicles, pedestrians, bicyclists to adjust to the immediate change.

When prioritizing pedestrian safety, bicycle safety, and the desire to lower speeds on a roadway with known speeding, it is appropriate to consider a reconfiguration to a single lane with a buffered bike lane.

This possible change is in alignment with the goals of the Transportation Master Plan and the City's Transportation Program goals. This proposed reconfiguration reflects similar types of improvements being completed on Pine Street, and when considered with Pine Street essentially converts two major collector streets into multimodal bicycle and pedestrian friendly corridors while improving automobile safety at the same time.

Cherry carries a similar volume of traffic and will have a similar speed limit posted as Pine Street does in the section being proposed for restriping. Pine Street operates well as a 2-lane road. Maintaining Cherry Street in the 4-lane configuration may be out of alignment with the City's stated goals and adopted plans.

SUBJECT: CHERRY STREET RECONFIGURATION CONSIDERATION

DATE: SEPTEMBER 1, 2020

PAGE 3 OF 3

Staff understands this is a significant change to this area. The clear direction given recently to lower speeds on Cherry coinciding with construction activities led to a thought process to consider a further change to the configuration of Cherry in order to meet desired outcomes.

Cherry was added to the 2020 pavement program late in the process due to its deteriorating condition. The evolving desires of the community along with the active construction opportunity has led to an evolving and dynamic project thought process on this section of roadway.

FISCAL IMPACT:

Cost increases are expected to be minor and within the approved budgets of the awarded 2020 Pavement Management contracts.

Quantities and estimating has not yet been completed for this proposal versus the base bid due to the speed and timing at which things are progressing.

PROGRAM/SUB-PROGRAM IMPACT:

This discussion supports the Transportation Goals of the City by providing a safe, well maintained, effective and efficient multi-modal transportation system at a reasonable cost.

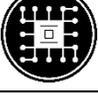
RECOMMENDATION:

Staff recommends consideration of a reconfiguration of Cherry Street from Dahlia to Coal Creek to support the City’s Transportation Master Plan and Transportation Program Goals.

ATTACHMENT(S):

- 1. Draft Cherry Street Restriping Plan

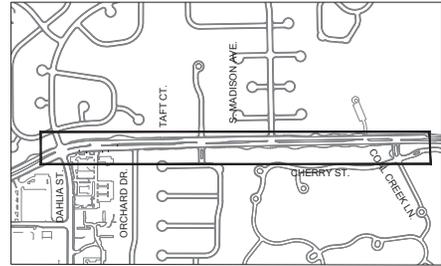
STRATEGIC PLAN IMPACT:

| | | | |
|-------------------------------------|---|-------------------------------------|---|
| <input checked="" type="checkbox"/> |  Financial Stewardship & Asset Management | <input type="checkbox"/> |  Reliable Core Services |
| <input type="checkbox"/> |  Vibrant Economic Climate | <input checked="" type="checkbox"/> |  Quality Programs & Amenities |
| <input type="checkbox"/> |  Engaged Community | <input type="checkbox"/> |  Healthy Workforce |
| <input type="checkbox"/> |  Supportive Technology | <input type="checkbox"/> |  Collaborative Regional Partner |

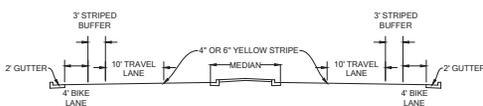
DRAFT
8/27/2020

ASSUMPTIONS:

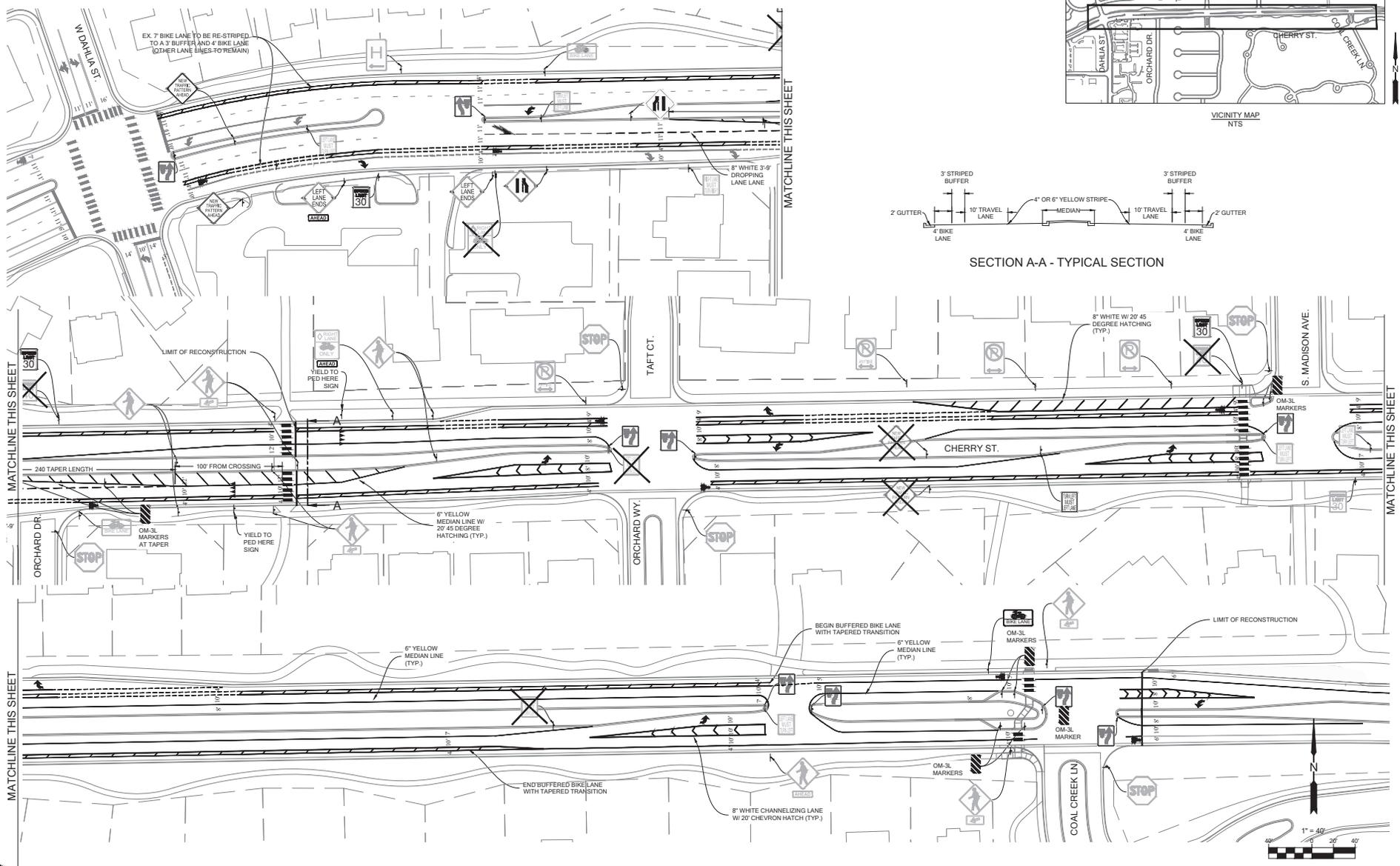
- TAPERS WERE DESIGNED AT SPEEDS OF 35 MPH
- HOLD SAME LANE WIDTH FOR THROUGH LANE POWER TRAIL CROSSING TO COAL CREEK LN.



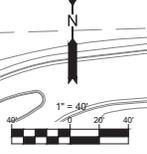
VICINITY MAP
NTS



SECTION A-A - TYPICAL SECTION



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|-----------------------|
| DESIGN BY: AF |
| DRAWN BY: AF |
| CHECKED BY: |
| APPROVED BY: |
| ISSUE DATE: 8/27/2020 |
| REVISIONS: |



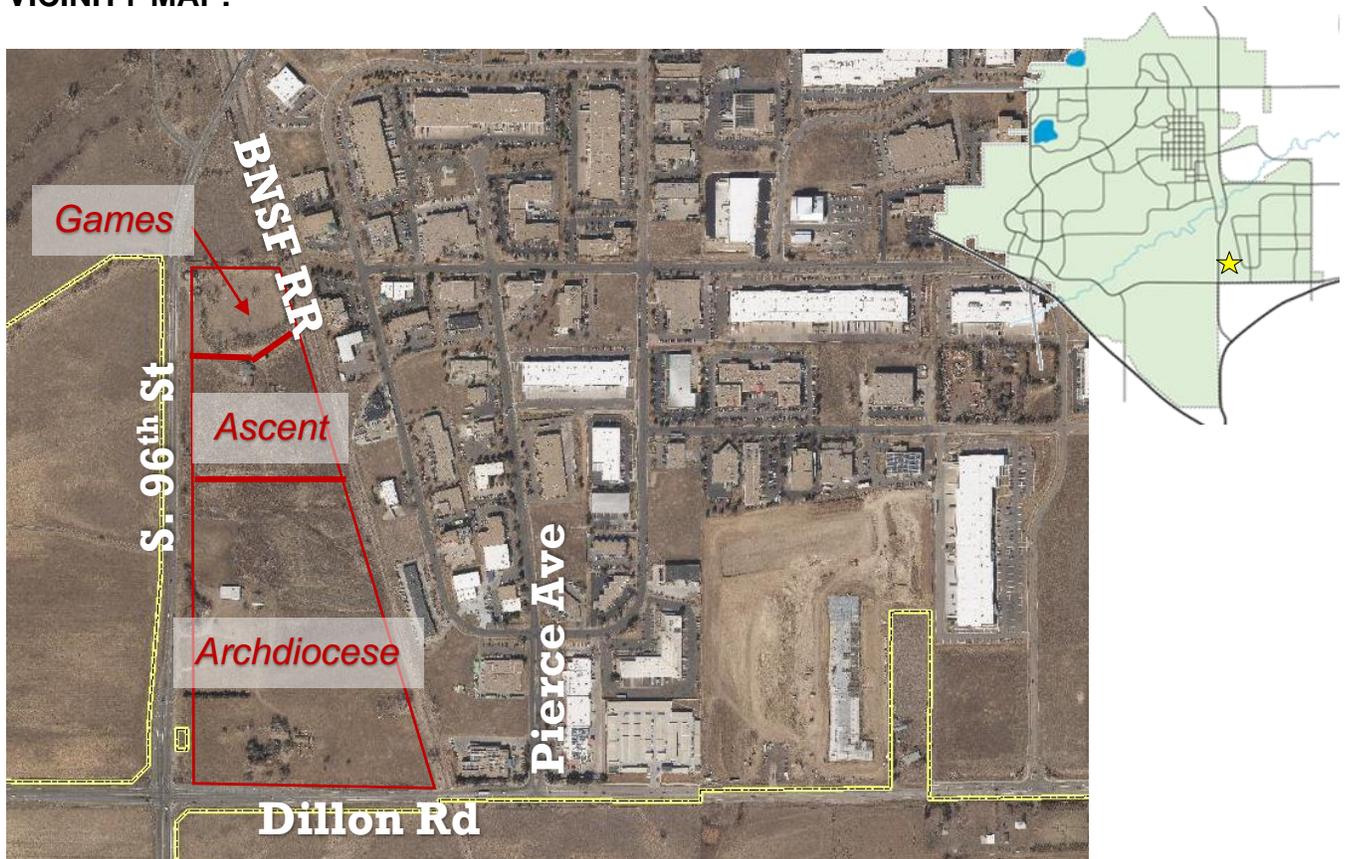
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SUBJECT: **ORDINANCE No. 1800, SERIES 2020 - AN ORDINANCE APPROVING A SECOND AMENDMENT TO THE ST LOUIS PARISH AND COMMERCIAL PARK GENERAL DEVELOPMENT PLAN TO AMEND ALLOWED USES AND DEVELOPMENT STANDARDS – 1ST READING, SET PUBLIC HEARING 9/15/2020**

DATE: **SEPTEMBER 1, 2020**

PRESENTED BY: **LISA RITCHIE, AICP, SENIOR PLANNER**

VICINITY MAP:



SUMMARY:

The applicant, United Properties, requests approval of an ordinance (Attachment 1) approving a second amendment to the St. Louis Parish and Commercial Park General Development Plan (GDP) (Attachments 2-4) 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 and allow a 30 foot parking setback

- 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, changing the areas subject to building height, floor area ratio maximums and allowed uses.
- 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 increasing total allowed development area from 306,531 sf to 369,479 sf and adjusts the FARs associated with the revised planning areas
- Allows private streets rather than public streets internal to the development and sets standards for the private streets

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 July 1996 and February 1997. Each property was zoned Agricultural when annexed. The City subsequently approved a rezoning to Planned Community Zone District (PZCD) and the St. Louis Parish and Commercial Park GDP (Attachment 5) 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 (Attachment 6). 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, one lot for Ascent and three commercial pad sites adjacent to 96th St.; and 2 parcels for future development, one each on the Games and Archdiocese properties. The PUD included the construction of a 52,000 sf building for Ascent Church. 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 Boulevard, 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](#) (Attachment 7) 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.

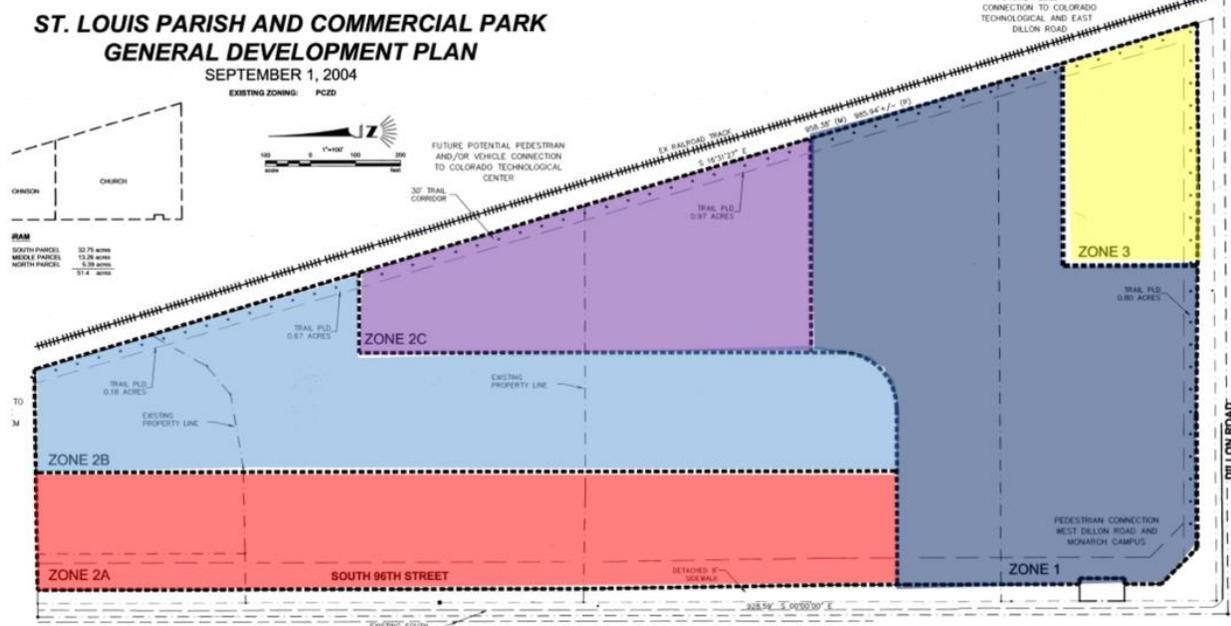
The parking and building setbacks are critical to maintaining the intended “gateway” and “transition” desired by the GDP policy. The parking setback was specifically set behind the buildings along 96th St., which had a 60-foot setback. If the parking was visible, the GDP required berms and/or landscaping to further buffer the parking. The parking was not seen as compatible with the intended rural gateway character.

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:

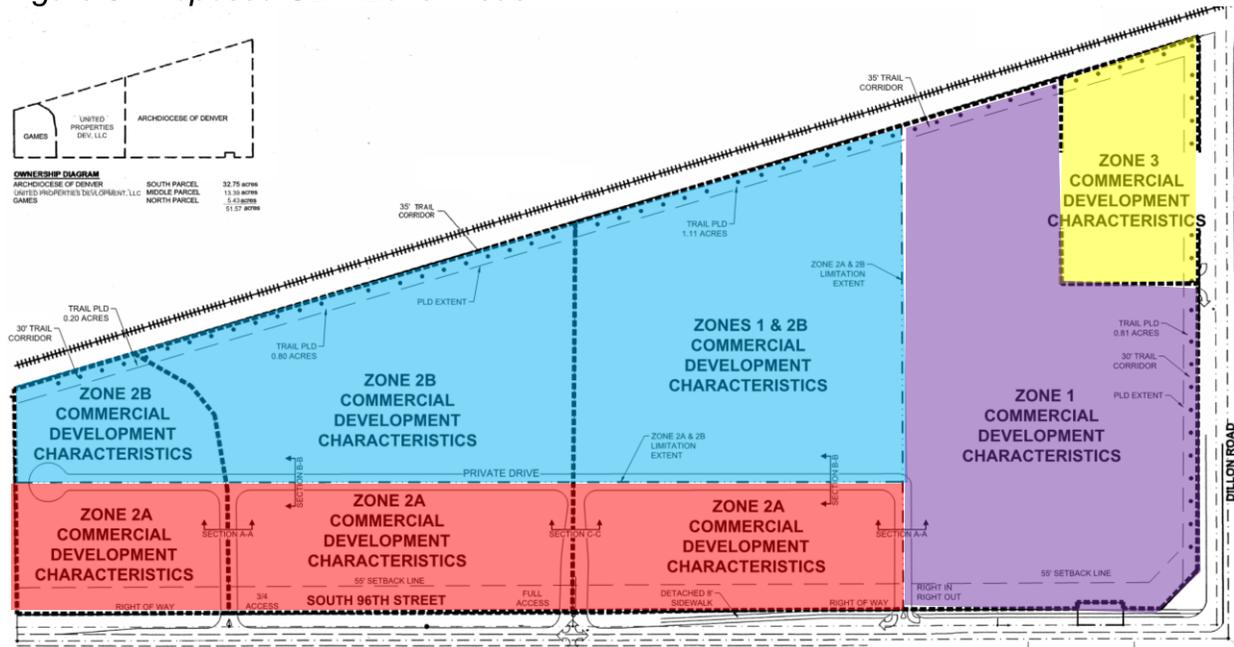
The applicant requests approval of the second amendment to the St Louis Parish and Commercial Park GDP. This following list summarizes the changes requested by the applicant for this second amendment:

- 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 a 30-foot parking setback 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 following table reflects the setback requests, compares the existing approval and standards, and staff's recommended condition of approval:

| Standard | CDDSG | Adopted GDP | Condition of Approval | Proposed |
|------------------|--------------|--|------------------------------|-----------------|
| Building Setback | 30 feet | 60 feet | NA | 55 feet |
| Parking Setback | 25 feet | 60 feet+, required to be behind building and screened with berms and/or landscaping if visible from 96 th St. | 55 feet | 30 feet |

The applicant prepared a new traffic study (Attachment 8) 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.

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 (Attachment 9).

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.*

Comprehensive Plan Policy

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, with additional stories allowed if buildings are 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 to separate and buffer the development from the open space 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 reduction of the setback buffer for buildings from 60-feet to 55-feet will not have a negative impact on the character of the area. For comparison, when CTC was established, a 55-foot conservation easement was platted along the north and east sides which are adjacent to open space that does not allow structures or parking lots.

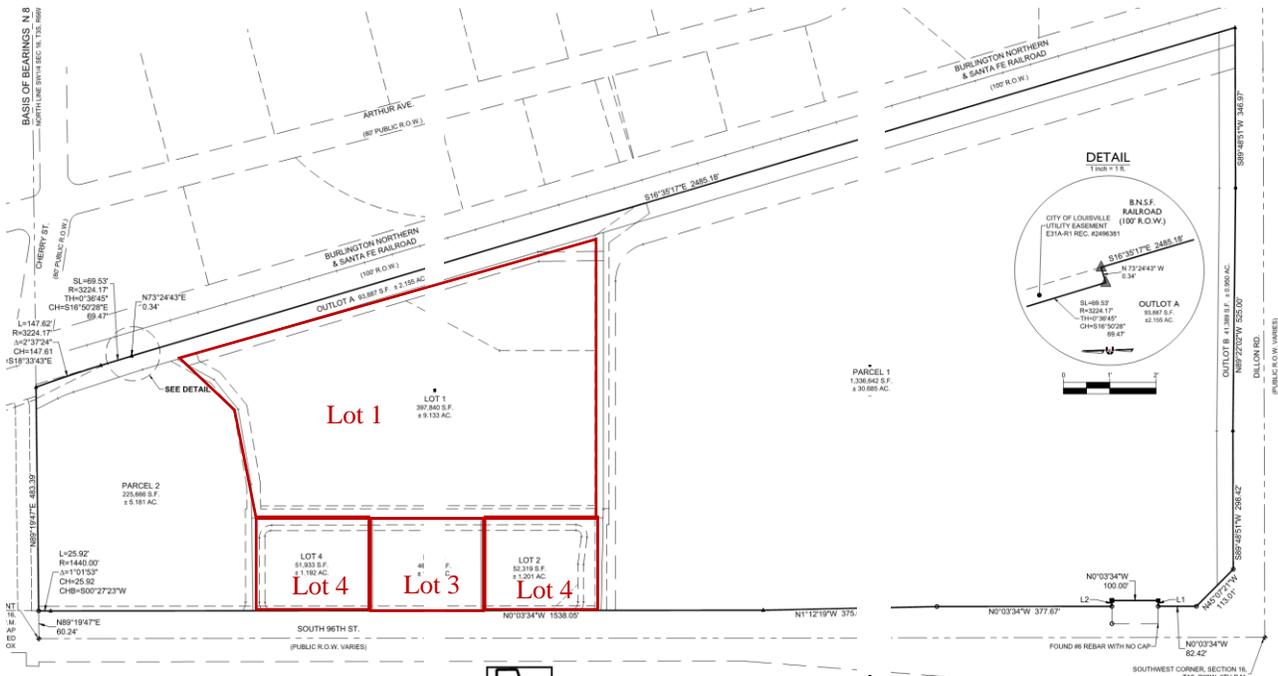
Staff finds that the request to allow a 30-foot parking setback in Zone 2A fronting S. 96th Street will detrimentally harm the character of the area and is not suitable for land adjacent to open space. The proposal already alters the requirement that parking be located behind the building and having a parking setback equal to the building setback provides more flexibility than in the original GDP approval. Staff includes a condition of approval for a 55-foot parking setback for lots fronting S. 96th Street.

The applicant suggests a combination of four reasons for their request to allow 30 feet (Attachment 10):

- The lot lines approved on the preliminary plat should not be revised to provide more depth on the front lots to accommodate the setback, rather the setback should be reduced.
- The 8-foot detached sidewalk and 8-foot treelawn required in the CDDSG should help meet the Comprehensive Plan policy for buffer and separation.
- The lots fronting S. 96th Street are not marketable with a deeper setback away from S. 96th Street.
- The intended development at the rear of the property will not have adequate depth if the internal lot line shifts to the east.

In 2018, a preliminary plat was approved for a portion of the area within the St Louis Parish GDP. The lot lines separating lots 2 - 4 and lot 1 were shown on the preliminary plat without consideration of the required 60-foot setback established with the GDP and constrain development on lots 2 - 4. Rather than amend the lot lines separating lots 2 - 4 and lot 1 to address the required buffer at final plat, the applicant desires to keep these lot lines as shown on the preliminary plat and instead pursue a reduction in the open space buffer. Staff finds that there is ample depth within the rear lot to accommodate a shift in this lot line and still allow for typical commercial and industrial development within the GDP area.

Figure 4: 2018 Preliminary Plat



Regarding the requirement for the 8-foot sidewalk and 8-foot tree lawn, these requirements were in place when the GDP was adopted and should not be counted toward the separation and buffer policy in the Comprehensive Plan. Generally, these are required of all commercial development fronting arterials. For 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, in addition to the 55-foot conservation easement. In this application, meeting staff's condition of approval results in parking development no closer than 71 feet from the back of curb (55-foot setback + 8-foot detached sidewalk + 8-foot tree lawn).

Regarding the market viability of the lots fronting S. 96th Street, staff provides the following examples of recent development in the northwest Denver metro area with buildings and parking lots setback at least as far as the condition of approval requires. Staff notes the right-of-way varies in width throughout these development, but the setback from curb edge in all the examples below meet or exceed what is required in the condition of approval. Staff finds these setbacks provide adequate visibility for similar projects along arterial roadways and will not detrimentally impact the success of future development.

Figure 4 & 5: Pad Site Development, Highway 287 and Exempla Cr, Lafayette, CO



Figure 6 & 7: Pad Site Development, Wadsworth Blvd and Metro Airport Ave, Broomfield,



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



Regarding the depth of the interior lot, staff finds there is adequate depth for reasonable development that will not be compromised by the provision of the 55-foot parking setback along S. 96th Street. The applicant states that in order for the light industrial development planned for the area, the building must have 180 feet of depth and the truck bays must be 130 feet deep to be a marketable project. Staff provides the following examples of recently approved large projects in the CTC development which demonstrate functionality and viability within the Louisville market with less building and truck bay depth:

| Project | Year Approved | Status | Truck Bay Depth | Building Depth | Difference |
|--------------------------|----------------------|--------------------|------------------------|-----------------------|-------------------|
| 1875 Taylor | 2019 | Approved | 104' | 161' | -45' |
| 2035 Taylor | 2017 | Constructed | 109' | 190' | -11' |
| 1900 Taylor | 2014 | Constructed | 111' | 170' | -29' |
| 2000 Taylor | 2015 | Constructed | 110' | 180' | -20' |
| 1772 Prairie | 2013 | Constructed | 112' | 153' | -45' |
| 1699 Cherry | 2017 | Constructed | 112' | 140' | -58' |
| 633 CTC | 2016 | Constructed | 110' | 180' | -20' |
| 700 Tech Ct | 2015 | Constructed | 110' | 165' | -35' |
| 725 Tech Ct | 2015 | Under Construction | 110' | 165' | -35' |
| 600 Tech Ct | 2015 | Constructed | 108' | 160' | -42' |
| 609 S. 104 th | 2018 | Under Construction | 129' | 230' | +49' |
| 682 CTC | 2018 | Under Construction | 129' | 230' | +49' |

As shown above, there are examples of recently approved projects which exceed what is requested by the applicant, however the large majority of recently approved large format light industrial projects do not have the depth that the applicant states is required.

Staff finds that the GDP should not allow for a reduction of the parking setback to the detriment of the character of the area. The rationale for the setback approved in the original GDP is still applicable and carried forth in the Comprehensive Plan policy. The applicant has reasonable alternatives that can accommodate development on the property. Staff recommends support of the request for the removal of the requirement to place parking behind the buildings and the reduction of the setback from 60 feet to 55 feet, both of which provide the applicant additional flexibility in site planning that is not afforded in the current approved GDP.

PUBLIC COMMENTS:

Public Comments received to date are included as an attachment (Attachment 11).

FISCAL ANALYSIS:

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

| Revenue by Fund | SCENARIO | |
|----------------------------------|----------------|-------------|
| | Proposed | % |
| General Fund | \$5,882 | 66% |
| Open Spaces & Parks Fund | \$692 | 8% |
| Lottery Fund | \$0 | 0% |
| Historic Preservation Fund | \$255 | 3% |
| Capital Projects Fund | \$2,114 | 24% |
| TOTAL REVENUE | \$8,943 | 100% |
| Expenditures by Fund | | |
| General Fund | \$1,999 | 78% |
| Open Spaces & Parks Fund | \$0 | 0% |
| Lottery Fund | \$0 | 0% |
| Historic Preservation Fund | \$0 | 0% |
| Capital Projects Fund | \$549 | 22% |
| TOTAL EXPENDITURES | \$2,548 | 100% |
| NET FISCAL RESULT BY FUND | | |
| General Fund | \$3,882 | |
| Open Spaces & Parks Fund | \$692 | |
| Lottery Fund | \$0 | |
| Historic Preservation Fund | \$255 | |
| Capital Projects Fund | \$1,565 | |
| NET FISCAL IMPACT | \$6,395 | |

Low Scenario

| Revenue by Fund | SCENARIO | |
|----------------------------------|----------------|-------------|
| | Proposed | % |
| General Fund | \$3,608 | 61% |
| Open Spaces & Parks Fund | \$498 | 8% |
| Lottery Fund | \$0 | 0% |
| Historic Preservation Fund | \$183 | 3% |
| Capital Projects Fund | \$1,598 | 27% |
| TOTAL REVENUE | \$5,887 | 100% |
| Expenditures by Fund | | |
| General Fund | \$1,358 | 71% |
| Open Spaces & Parks Fund | \$0 | 0% |
| Lottery Fund | \$0 | 0% |
| Historic Preservation Fund | \$0 | 0% |
| Capital Projects Fund | \$549 | 29% |
| TOTAL EXPENDITURES | \$1,907 | 100% |
| NET FISCAL RESULT BY FUND | | |
| General Fund | \$2,250 | |
| Open Spaces & Parks Fund | \$498 | |
| Lottery Fund | \$0 | |
| Historic Preservation Fund | \$183 | |
| Capital Projects Fund | \$1,049 | |
| NET FISCAL IMPACT | \$3,980 | |

PLANNING COMMISSION RECOMMENDATIONS:

The Planning Commission held a public hearing on the request on June 25, 2020 and voted 4-1 to recommend approval of the request with the following conditions:

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

Following this Planning Commission hearing, the applicant revised the application to include the second condition of approval for a 55-foot building setback, and proposed an alternative parking setback of 30 feet. Planning Commission held another public hearing on the application on August 13, 2020 to consider this request, and voted 5-1 to approve the application with the same condition as the previous meeting:

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

The application presented to City Council accommodates the 55-foot setback for buildings, but not for parking. The meeting from the June 25, 2020 and August 13, 2020 Planning Commission meetings are included (Attachments 12 and 13).

STAFF RECOMMENDATION:

Staff recommends approval of Ordinance 1800, Series 2020 approving a second amendment to the St Louis Parish General Development Plan with the following condition:

- The applicant shall revise the plan to allow a minimum 55-foot parking setback.

ATTACHMENTS:

1. Ordinance 1800, Series 2020
2. Application Materials
3. St Louis Parish and Commercial Park GDP, 2nd Amendment, Clean
4. St Louis Parish and Commercial Park GDP, 2nd Amendment, Redline
5. St Louis Parish and Commercial Park GDP – 2004
6. St Louis Parish and Commercial Park GDP, 1st Amendment - 2017
7. Link to [City Council Communication](#), September 21, 2004, see page 112
8. Traffic Study
9. PCZD Agreement
10. Applicant Exhibits
11. Public Comments
12. Planning Commission minutes, June 25, 2020
13. Planning Commission minutes, August 13, 2020

STRATEGIC PLAN IMPACT:

| | | | |
|-------------------------------------|---|--------------------------|---|
| <input type="checkbox"/> |  Financial Stewardship & Asset Management | <input type="checkbox"/> |  Reliable Core Services |
| <input checked="" type="checkbox"/> |  Vibrant Economic Climate | <input type="checkbox"/> |  Quality Programs & Amenities |
| <input type="checkbox"/> |  Engaged Community | <input type="checkbox"/> |  Healthy Workforce |
| <input type="checkbox"/> |  Supportive Technology | <input type="checkbox"/> |  Collaborative Regional Partner |

**ORDINANCE NO. 1800
SERIES 2020**

**AN ORDINANCE APPROVING A SECOND AMENDMENT TO THE ST. LOUIS
PARISH AND COMMERCIAL PARK GENERAL DEVELOPMENT PLAN TO AMEND
ALLOWED USES AND DEVELOPMENT STANDARDS**

WHEREAS, Ascent Community Church, the Archdiocese of Denver – St. Louis Parish, and Adrian Games are the owners of certain real properties totaling approximately 51.4 acres, which are comprised of three separate unplatted tracts located in the SW ¼ of Section 16, Township 1 South, Range 69 West and which are designated within the St. Louis Parish and Commercial Park General Development Plan (GDP) (the “Property”); and

WHEREAS, the Property is currently zoned Planned Community Zone District – Commercial (PCZD – C) and, permitted uses are set forth on the existing St. Louis Parish Commercial Park PCZD General Development Plan (GDP); and

WHEREAS, United Properties, on behalf of the owners, has submitted to the City a request for approval of an amended PCZD General Development Plan for the Property to amend allowed uses and development standards, which amended GDP is entitled St. Louis Parish and Commercial Park General Development Plan, 2nd Amendment and a copy of which is attached hereto as Exhibit A (the “St. Louis Parish and Commercial Park GDP 2nd Amendment”); and

WHEREAS, the St. Louis Parish and Commercial Park GDP, 2nd Amendment shall serve to identify the zoning, permitted uses and development for the Property and shall serve as the PCZD General Development Plan for the Property, in accordance with Title 17 of the Louisville Municipal Code; and

WHEREAS, the Louisville Planning Commission has held public hearings on the proposed St. Louis Parish GDP 1st Amendment for the Property on June 25, 2020 and August 13, 2020 and has forwarded a recommendation to the City Council to approve the St. Louis Parish GDP 1st Amendment with one condition:

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

WHEREAS, the City Council has duly considered the Commission’s recommendation; and

WHEREAS, the City Council has held a public hearing on the proposed St. Louis Parish GDP 2nd Amendment and has provided notice of the public hearing as provided by law; and

WHEREAS, no protests were received by the City pursuant to C.R.S. §31-23-305; and

WHEREAS, the St. Louis Parish and Commercial Park GDP 2nd Amendment, subject to the following condition herein, is consistent with the City of Louisville 2013 Citywide Comprehensive Plan:

1. Prior to City execution and recording, the applicant shall amend the application to allow a minimum 55-foot parking setback.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. The City Council of the City of Louisville hereby approves the St. Louis Parish and Commercial Park GDP 2nd Amendment for the property legally described in Exhibit A attached hereto (the “Property”) and, pursuant to the zoning ordinances of the City, such Property is zoned Planned Community Zone District Commercial (PCZD-C) for the uses permitted in the St. Louis Parish and Commercial Park GDP 2nd Amendment for the Property, a copy of which St. Louis Parish and Commercial Park GDP 2nd Amendment is attached hereto as Exhibit A, subject to Section 2 hereof.

Section 2. The St. Louis Parish GDP 2nd Amendment shall be recorded in the Offices of the Boulder County Clerk and Recorder and the City zoning map shall be amended accordingly.

INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED this 1st day of September, 2020.

Ashley Stolzmann, Mayor

ATTEST:

Meredyth Muth, City Clerk

APPROVED AS TO FORM:

Kelly, P.C.
City Attorney

PASSED AND ADOPTED ON SECOND AND FINAL READING, this 15^h day of September, 2020

Ashley Stolzmann, Mayor

ATTEST:

Meredyth Muth, City Clerk

Exhibit A

LAND USE APPLICATION

CASE NO. _____

APPLICANT INFORMATION

Firm: United Properties
 Contact: Alicia Rhymmer
 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 TR5 - 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: PC2D Proposed zoning: PC2D

SIGNATURES & DATE

Applicant: Alicia Rhymmer
 Print: Alicia Rhymmer
 Owner: Ascent Church
 Print: Jim Candy / Ascent Church
 Representative: _____
 Print: _____

CITY STAFF USE ONLY

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

Parcel # 15751600007 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

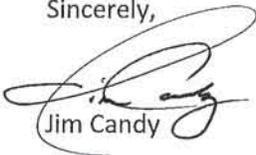
Dear Ms. Ritchie,

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

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

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

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

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.

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

SIGNATURES & DATE

Applicant: Alicia Rhymer

Print: Alicia Rhymer

Owner: Ascent Church

Print: Jim Condy / Ascent Church

Representative: _____

Print: _____

PROPERTY INFORMATION

Common Address: 1326 96th Ave.

Legal Description: Lot _____ Blk _____

Subdivision: TEJ - Grand NBR 74580

Area: 13.73 Sq. Ft.

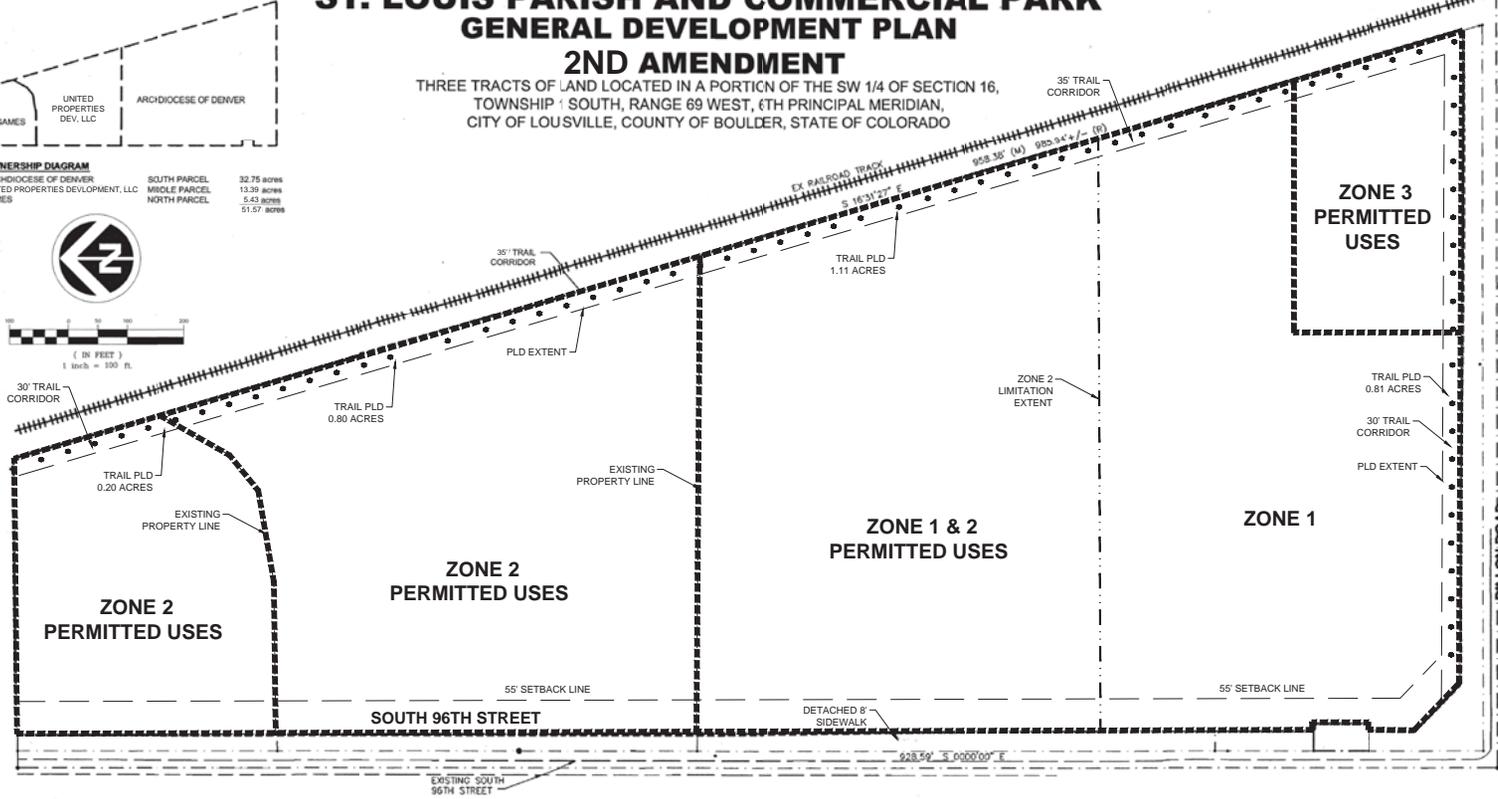
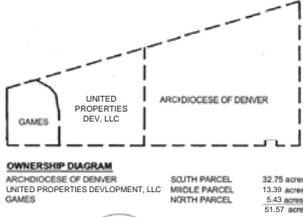
CITY STAFF USE ONLY

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

Parcel # 15751600007 Sect. 17 Township 15 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



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 OWNERS 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 PARCELS 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 (CDSDS).
- DEVELOPMENT SHALL BE COVERED BY A GENERAL DEVELOPMENT PLAN AGREEMENT, DECIDED 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.

- 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:
 - ELIMINATES LOCAL ROAD AND PROVIDES PRIVATE DRIVES WITH CROSS ACCESS BETWEEN ELEMENTS AND PROVIDED SECTION DETAILS.
 - ALIGNS ZONES WITH PROPERTY BOUNDARIES.
 - ADDITION OF INDUSTRIAL AND CAR WASH USES TO ZONE 2.
 - MODIFIED FAR TO PROPERTY BOUNDARIES AND IDENTIFIED WITHIN ZONES.
 - MODIFIED MAXIMUM BUILDING HEIGHT FROM 35' TO 45' IN ZONE 2B.

UNITED PROPERTIES
1331 17TH STREET, SUITE 604
DENVER, CO 80202
UNPROPERTIES.COM

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

EES
ENVIRONMENTAL AND ECONOMIC SERVICES
1011 E. 10TH AVE. SUITE 100
DENVER, CO 80202
303.733.7887

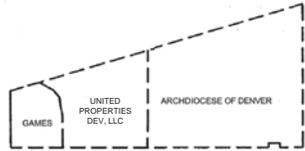
DOCUMENT AMENDMENTS

| | |
|------------|------------------------------------|
| 9/10/2020 | 1ST SUBMITTAL - 2ND GDP AMENDMENT |
| 10/14/2020 | 2ND SUBMITTAL - 2ND GDP AMENDMENT |
| 10/24/2020 | 3RD SUBMITTAL - 2ND GDP AMENDMENT |
| 11/13/2020 | 4TH SUBMITTAL - 2ND GDP AMENDMENT |
| 11/26/2020 | 5TH SUBMITTAL - 2ND GDP AMENDMENT |
| 1/18/2021 | 6TH SUBMITTAL - 2ND GDP AMENDMENT |
| 2/18/2021 | 7TH SUBMITTAL - 2ND GDP AMENDMENT |
| 3/18/2021 | 8TH SUBMITTAL - 2ND GDP AMENDMENT |
| 4/18/2021 | 9TH SUBMITTAL - 2ND GDP AMENDMENT |
| 5/18/2021 | 10TH SUBMITTAL - 2ND GDP AMENDMENT |

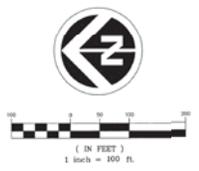
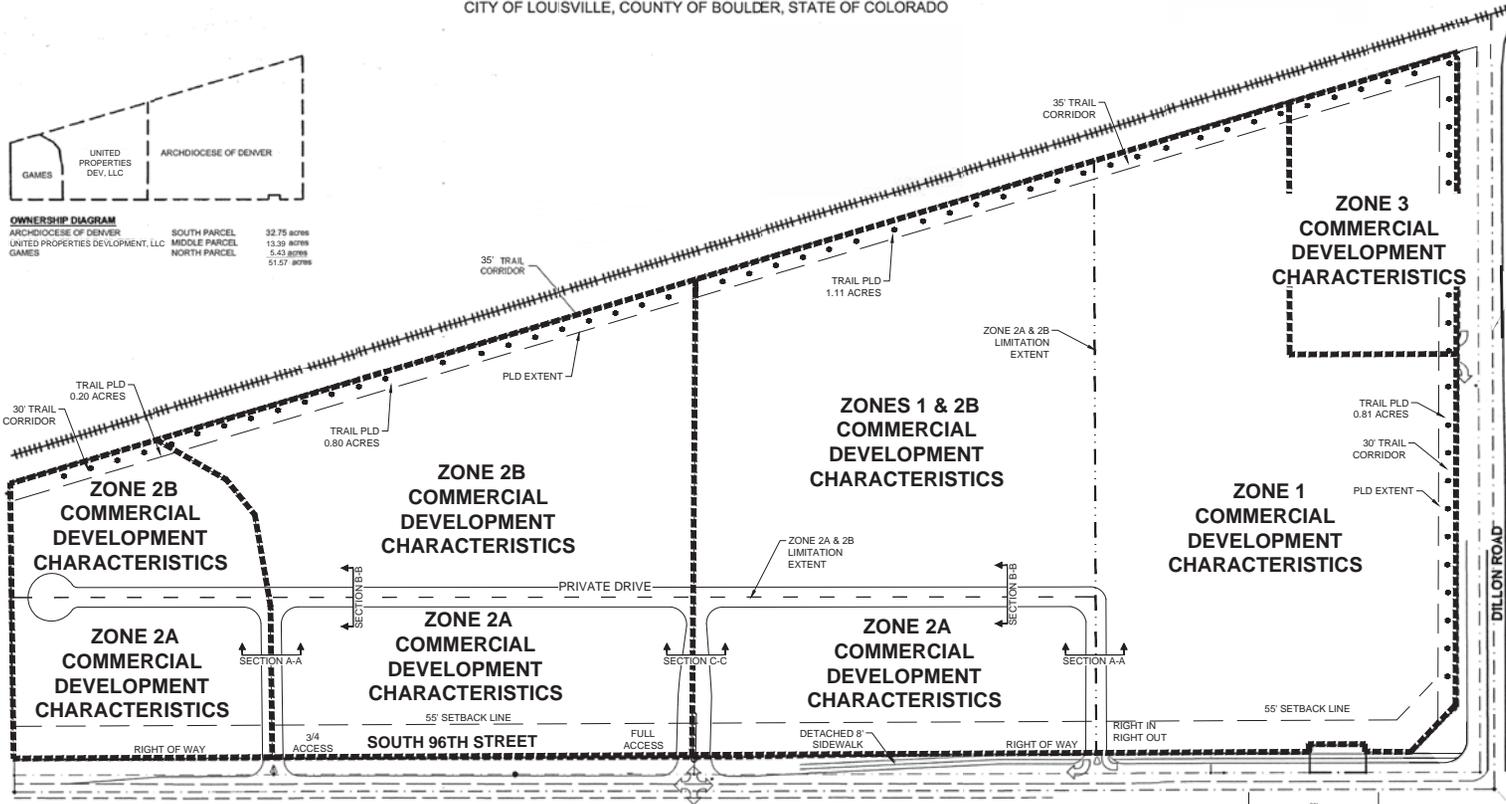
Project Number: 175001
Drawn By: JDM
Checked By: JDM
Sheet Number: 1 of 2

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

THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16,
TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



OWNERSHIP DIAGRAM
ARCHDIOCESE OF DENVER 32.75 ACRES
SOUTH PARCEL 13.20 ACRES
MIDDLE PARCEL 5-53 ACRES
UNITED PROPERTIES DEVELOPMENT, LLC 51.57 ACRES
NORTH PARCEL



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



DOCUMENT AMENDMENTS

| | | |
|-----|------------|-------------------------------------|
| 3 | 10/02/2019 | 1TH SUBMITTAL - 2ND GDP AMENDMENT |
| 4 | 10/02/2019 | 2TH SUBMITTAL - 2ND GDP AMENDMENT |
| 5 | 10/10/2019 | 3TH SUBMITTAL - 2ND GDP AMENDMENT |
| 6 | 11/02/2019 | 4TH SUBMITTAL - 2ND GDP AMENDMENT |
| 7 | 03/06/2020 | 5TH SUBMITTAL - 2ND GDP AMENDMENT |
| 8 | 03/06/2020 | 6TH SUBMITTAL - 2ND GDP AMENDMENT |
| 9 | 03/06/2020 | 7TH SUBMITTAL - 2ND GDP AMENDMENT |
| 10 | 03/06/2020 | 8TH SUBMITTAL - 2ND GDP AMENDMENT |
| 11 | 03/06/2020 | 9TH SUBMITTAL - 2ND GDP AMENDMENT |
| 12 | 03/06/2020 | 10TH SUBMITTAL - 2ND GDP AMENDMENT |
| 13 | 03/06/2020 | 11TH SUBMITTAL - 2ND GDP AMENDMENT |
| 14 | 03/06/2020 | 12TH SUBMITTAL - 2ND GDP AMENDMENT |
| 15 | 03/06/2020 | 13TH SUBMITTAL - 2ND GDP AMENDMENT |
| 16 | 03/06/2020 | 14TH SUBMITTAL - 2ND GDP AMENDMENT |
| 17 | 03/06/2020 | 15TH SUBMITTAL - 2ND GDP AMENDMENT |
| 18 | 03/06/2020 | 16TH SUBMITTAL - 2ND GDP AMENDMENT |
| 19 | 03/06/2020 | 17TH SUBMITTAL - 2ND GDP AMENDMENT |
| 20 | 03/06/2020 | 18TH SUBMITTAL - 2ND GDP AMENDMENT |
| 21 | 03/06/2020 | 19TH SUBMITTAL - 2ND GDP AMENDMENT |
| 22 | 03/06/2020 | 20TH SUBMITTAL - 2ND GDP AMENDMENT |
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| 25 | 03/06/2020 | 23TH SUBMITTAL - 2ND GDP AMENDMENT |
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| 27 | 03/06/2020 | 25TH SUBMITTAL - 2ND GDP AMENDMENT |
| 28 | 03/06/2020 | 26TH SUBMITTAL - 2ND GDP AMENDMENT |
| 29 | 03/06/2020 | 27TH SUBMITTAL - 2ND GDP AMENDMENT |
| 30 | 03/06/2020 | 28TH SUBMITTAL - 2ND GDP AMENDMENT |
| 31 | 03/06/2020 | 29TH SUBMITTAL - 2ND GDP AMENDMENT |
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| 35 | 03/06/2020 | 33TH SUBMITTAL - 2ND GDP AMENDMENT |
| 36 | 03/06/2020 | 34TH SUBMITTAL - 2ND GDP AMENDMENT |
| 37 | 03/06/2020 | 35TH SUBMITTAL - 2ND GDP AMENDMENT |
| 38 | 03/06/2020 | 36TH SUBMITTAL - 2ND GDP AMENDMENT |
| 39 | 03/06/2020 | 37TH SUBMITTAL - 2ND GDP AMENDMENT |
| 40 | 03/06/2020 | 38TH SUBMITTAL - 2ND GDP AMENDMENT |
| 41 | 03/06/2020 | 39TH SUBMITTAL - 2ND GDP AMENDMENT |
| 42 | 03/06/2020 | 40TH SUBMITTAL - 2ND GDP AMENDMENT |
| 43 | 03/06/2020 | 41TH SUBMITTAL - 2ND GDP AMENDMENT |
| 44 | 03/06/2020 | 42TH SUBMITTAL - 2ND GDP AMENDMENT |
| 45 | 03/06/2020 | 43TH SUBMITTAL - 2ND GDP AMENDMENT |
| 46 | 03/06/2020 | 44TH SUBMITTAL - 2ND GDP AMENDMENT |
| 47 | 03/06/2020 | 45TH SUBMITTAL - 2ND GDP AMENDMENT |
| 48 | 03/06/2020 | 46TH SUBMITTAL - 2ND GDP AMENDMENT |
| 49 | 03/06/2020 | 47TH SUBMITTAL - 2ND GDP AMENDMENT |
| 50 | 03/06/2020 | 48TH SUBMITTAL - 2ND GDP AMENDMENT |
| 51 | 03/06/2020 | 49TH SUBMITTAL - 2ND GDP AMENDMENT |
| 52 | 03/06/2020 | 50TH SUBMITTAL - 2ND GDP AMENDMENT |
| 53 | 03/06/2020 | 51TH SUBMITTAL - 2ND GDP AMENDMENT |
| 54 | 03/06/2020 | 52TH SUBMITTAL - 2ND GDP AMENDMENT |
| 55 | 03/06/2020 | 53TH SUBMITTAL - 2ND GDP AMENDMENT |
| 56 | 03/06/2020 | 54TH SUBMITTAL - 2ND GDP AMENDMENT |
| 57 | 03/06/2020 | 55TH SUBMITTAL - 2ND GDP AMENDMENT |
| 58 | 03/06/2020 | 56TH SUBMITTAL - 2ND GDP AMENDMENT |
| 59 | 03/06/2020 | 57TH SUBMITTAL - 2ND GDP AMENDMENT |
| 60 | 03/06/2020 | 58TH SUBMITTAL - 2ND GDP AMENDMENT |
| 61 | 03/06/2020 | 59TH SUBMITTAL - 2ND GDP AMENDMENT |
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| 64 | 03/06/2020 | 62TH SUBMITTAL - 2ND GDP AMENDMENT |
| 65 | 03/06/2020 | 63TH SUBMITTAL - 2ND GDP AMENDMENT |
| 66 | 03/06/2020 | 64TH SUBMITTAL - 2ND GDP AMENDMENT |
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| 69 | 03/06/2020 | 67TH SUBMITTAL - 2ND GDP AMENDMENT |
| 70 | 03/06/2020 | 68TH SUBMITTAL - 2ND GDP AMENDMENT |
| 71 | 03/06/2020 | 69TH SUBMITTAL - 2ND GDP AMENDMENT |
| 72 | 03/06/2020 | 70TH SUBMITTAL - 2ND GDP AMENDMENT |
| 73 | 03/06/2020 | 71TH SUBMITTAL - 2ND GDP AMENDMENT |
| 74 | 03/06/2020 | 72TH SUBMITTAL - 2ND GDP AMENDMENT |
| 75 | 03/06/2020 | 73TH SUBMITTAL - 2ND GDP AMENDMENT |
| 76 | 03/06/2020 | 74TH SUBMITTAL - 2ND GDP AMENDMENT |
| 77 | 03/06/2020 | 75TH SUBMITTAL - 2ND GDP AMENDMENT |
| 78 | 03/06/2020 | 76TH SUBMITTAL - 2ND GDP AMENDMENT |
| 79 | 03/06/2020 | 77TH SUBMITTAL - 2ND GDP AMENDMENT |
| 80 | 03/06/2020 | 78TH SUBMITTAL - 2ND GDP AMENDMENT |
| 81 | 03/06/2020 | 79TH SUBMITTAL - 2ND GDP AMENDMENT |
| 82 | 03/06/2020 | 80TH SUBMITTAL - 2ND GDP AMENDMENT |
| 83 | 03/06/2020 | 81TH SUBMITTAL - 2ND GDP AMENDMENT |
| 84 | 03/06/2020 | 82TH SUBMITTAL - 2ND GDP AMENDMENT |
| 85 | 03/06/2020 | 83TH SUBMITTAL - 2ND GDP AMENDMENT |
| 86 | 03/06/2020 | 84TH SUBMITTAL - 2ND GDP AMENDMENT |
| 87 | 03/06/2020 | 85TH SUBMITTAL - 2ND GDP AMENDMENT |
| 88 | 03/06/2020 | 86TH SUBMITTAL - 2ND GDP AMENDMENT |
| 89 | 03/06/2020 | 87TH SUBMITTAL - 2ND GDP AMENDMENT |
| 90 | 03/06/2020 | 88TH SUBMITTAL - 2ND GDP AMENDMENT |
| 91 | 03/06/2020 | 89TH SUBMITTAL - 2ND GDP AMENDMENT |
| 92 | 03/06/2020 | 90TH SUBMITTAL - 2ND GDP AMENDMENT |
| 93 | 03/06/2020 | 91TH SUBMITTAL - 2ND GDP AMENDMENT |
| 94 | 03/06/2020 | 92TH SUBMITTAL - 2ND GDP AMENDMENT |
| 95 | 03/06/2020 | 93TH SUBMITTAL - 2ND GDP AMENDMENT |
| 96 | 03/06/2020 | 94TH SUBMITTAL - 2ND GDP AMENDMENT |
| 97 | 03/06/2020 | 95TH SUBMITTAL - 2ND GDP AMENDMENT |
| 98 | 03/06/2020 | 96TH SUBMITTAL - 2ND GDP AMENDMENT |
| 99 | 03/06/2020 | 97TH SUBMITTAL - 2ND GDP AMENDMENT |
| 100 | 03/06/2020 | 98TH SUBMITTAL - 2ND GDP AMENDMENT |
| 101 | 03/06/2020 | 99TH SUBMITTAL - 2ND GDP AMENDMENT |
| 102 | 03/06/2020 | 100TH SUBMITTAL - 2ND GDP AMENDMENT |

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 |

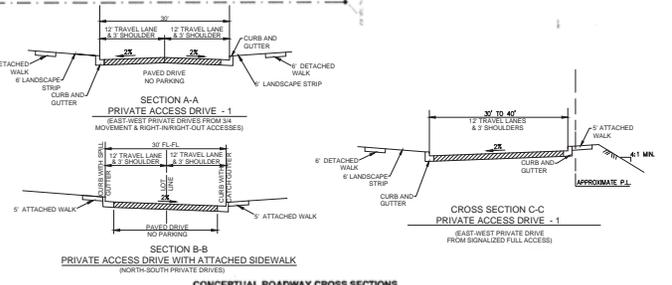
TABLES

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



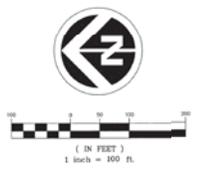
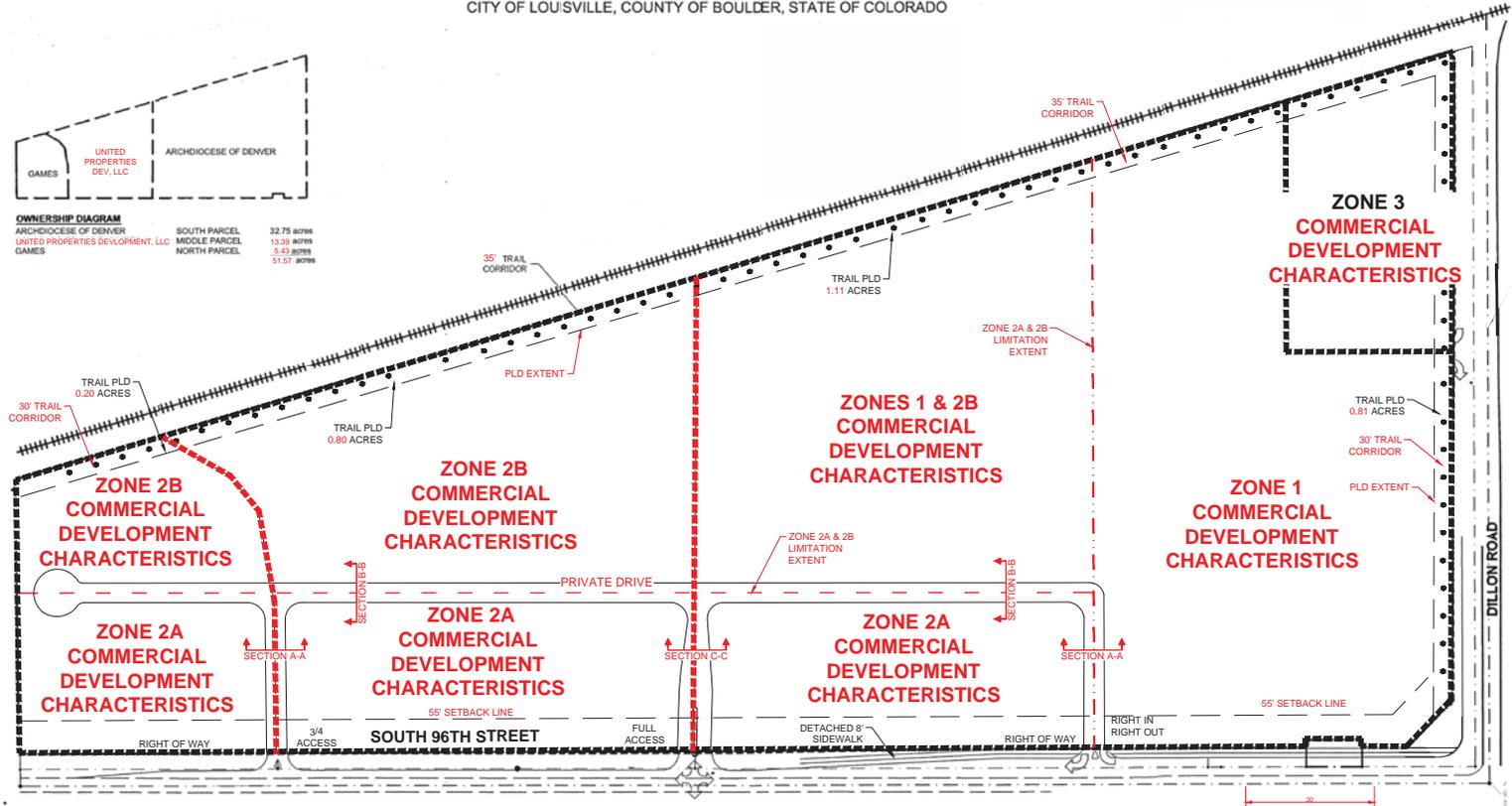
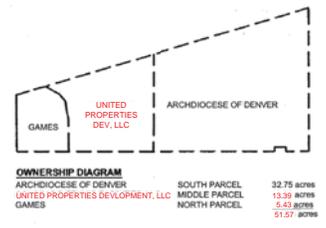
- AMENDMENTS:**
- THE FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.
 - THE SECOND AMENDMENT INCLUDES:
 - REDUCES THE BUILDING SETBACK DISTANCE FROM SOUTH 96TH STREET
 - CHANGES THE PARKING LOT CONFIGURATION STANDARDS IN ZONE 2 AND 3 WITH ADDITIONAL LANDSCAPING REQUIREMENT
 - ELIMINATES LOCAL ROAD AND PROVIDES PRIVATE DRIVES WITH CROSS ACCESS BETWEEN ELEMENTS AND PROVIDED SECTION DETAILS.
 - ALIGNS ZONES WITH PROPERTY BOUNDARY.
 - ADDITION OF INDUSTRIAL AND CAR WASH USES TO ZONE 2.
 - MODIFIED FAR TO PROPERTY BOUNDARIES AND DENSITIES WITHIN ZONES.
 - MODIFIED MAXIMUM BUILDING HEIGHT FROM 35' TO 40' IN ZONE 2B.

Project Number: 175001
 Designed By: JDM
 Drawn By: CETB
 Checked By: JDM
 Date: 03/06/2020

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



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



DOCUMENT AMENDMENTS

| No. | Date | Description |
|-----|------------|------------------------------------|
| 1 | 03/09/2010 | 1TH SUBMITTAL - 2ND ODP AMENDMENT |
| 2 | 03/09/2010 | 2TH SUBMITTAL |
| 3 | 03/09/2010 | 3TH SUBMITTAL - 2ND ODP AMENDMENT |
| 4 | 03/09/2010 | 4TH SUBMITTAL - 2ND ODP AMENDMENT |
| 5 | 03/09/2010 | 5TH SUBMITTAL - 2ND ODP AMENDMENT |
| 6 | 03/09/2010 | 6TH SUBMITTAL - 2ND ODP AMENDMENT |
| 7 | 03/09/2010 | 7TH SUBMITTAL - 2ND ODP AMENDMENT |
| 8 | 03/09/2010 | 8TH SUBMITTAL - 2ND ODP AMENDMENT |
| 9 | 03/09/2010 | 9TH SUBMITTAL - 2ND ODP AMENDMENT |
| 10 | 03/09/2010 | 10TH SUBMITTAL - 2ND ODP AMENDMENT |
| 11 | 03/09/2010 | 11TH SUBMITTAL - 2ND ODP AMENDMENT |
| 12 | 03/09/2010 | 12TH SUBMITTAL - 2ND ODP AMENDMENT |
| 13 | 03/09/2010 | 13TH SUBMITTAL - 2ND ODP AMENDMENT |
| 14 | 03/09/2010 | 14TH SUBMITTAL - 2ND ODP AMENDMENT |
| 15 | 03/09/2010 | 15TH SUBMITTAL - 2ND ODP AMENDMENT |
| 16 | 03/09/2010 | 16TH SUBMITTAL - 2ND ODP AMENDMENT |
| 17 | 03/09/2010 | 17TH SUBMITTAL - 2ND ODP AMENDMENT |
| 18 | 03/09/2010 | 18TH SUBMITTAL - 2ND ODP AMENDMENT |
| 19 | 03/09/2010 | 19TH SUBMITTAL - 2ND ODP AMENDMENT |
| 20 | 03/09/2010 | 20TH SUBMITTAL - 2ND ODP AMENDMENT |
| 21 | 03/09/2010 | 21TH SUBMITTAL - 2ND ODP AMENDMENT |
| 22 | 03/09/2010 | 22TH SUBMITTAL - 2ND ODP AMENDMENT |
| 23 | 03/09/2010 | 23TH SUBMITTAL - 2ND ODP AMENDMENT |
| 24 | 03/09/2010 | 24TH SUBMITTAL - 2ND ODP AMENDMENT |
| 25 | 03/09/2010 | 25TH SUBMITTAL - 2ND ODP AMENDMENT |
| 26 | 03/09/2010 | 26TH SUBMITTAL - 2ND ODP AMENDMENT |
| 27 | 03/09/2010 | 27TH SUBMITTAL - 2ND ODP AMENDMENT |
| 28 | 03/09/2010 | 28TH SUBMITTAL - 2ND ODP AMENDMENT |
| 29 | 03/09/2010 | 29TH SUBMITTAL - 2ND ODP AMENDMENT |
| 30 | 03/09/2010 | 30TH SUBMITTAL - 2ND ODP AMENDMENT |
| 31 | 03/09/2010 | 31TH SUBMITTAL - 2ND ODP AMENDMENT |
| 32 | 03/09/2010 | 32TH SUBMITTAL - 2ND ODP AMENDMENT |
| 33 | 03/09/2010 | 33TH SUBMITTAL - 2ND ODP AMENDMENT |
| 34 | 03/09/2010 | 34TH SUBMITTAL - 2ND ODP AMENDMENT |
| 35 | 03/09/2010 | 35TH SUBMITTAL - 2ND ODP AMENDMENT |
| 36 | 03/09/2010 | 36TH SUBMITTAL - 2ND ODP AMENDMENT |
| 37 | 03/09/2010 | 37TH SUBMITTAL - 2ND ODP AMENDMENT |
| 38 | 03/09/2010 | 38TH SUBMITTAL - 2ND ODP AMENDMENT |
| 39 | 03/09/2010 | 39TH SUBMITTAL - 2ND ODP AMENDMENT |
| 40 | 03/09/2010 | 40TH SUBMITTAL - 2ND ODP AMENDMENT |
| 41 | 03/09/2010 | 41TH SUBMITTAL - 2ND ODP AMENDMENT |
| 42 | 03/09/2010 | 42TH SUBMITTAL - 2ND ODP AMENDMENT |
| 43 | 03/09/2010 | 43TH SUBMITTAL - 2ND ODP AMENDMENT |
| 44 | 03/09/2010 | 44TH SUBMITTAL - 2ND ODP AMENDMENT |
| 45 | 03/09/2010 | 45TH SUBMITTAL - 2ND ODP AMENDMENT |
| 46 | 03/09/2010 | 46TH SUBMITTAL - 2ND ODP AMENDMENT |
| 47 | 03/09/2010 | 47TH SUBMITTAL - 2ND ODP AMENDMENT |
| 48 | 03/09/2010 | 48TH SUBMITTAL - 2ND ODP AMENDMENT |
| 49 | 03/09/2010 | 49TH SUBMITTAL - 2ND ODP AMENDMENT |
| 50 | 03/09/2010 | 50TH SUBMITTAL - 2ND ODP AMENDMENT |

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 ROOF LINE ARCHITECTURAL ELEMENTS

ZONE 2B
 SETBACKS: 55' FROM 96TH STREET, PER CODE OTHERWISE
 PARKING: PER MUNICIPAL CODE
 HEIGHT: 45' 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

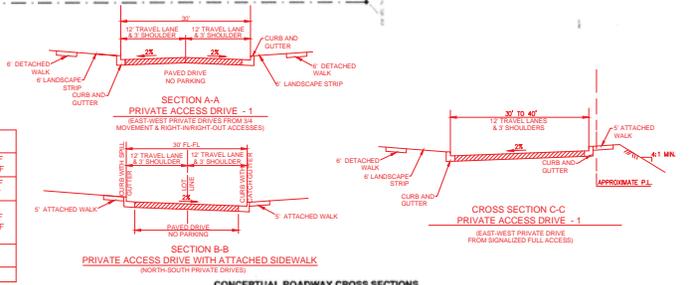
PUBLIC LAND DEDICATION REQUIRED (51.57 ACRES @ 12%)

| | |
|-----------------------------------|------------|
| REQUIRED | 6.19 acres |
| PROPOSED TRAIL DEDICATION DEFICIT | 2.92 acres |
| | 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



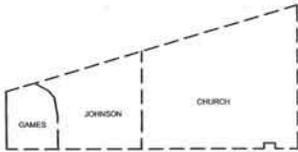
- AMENDMENTS:**
- THE FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.
 - THE SECOND AMENDMENT INCLUDES:
 - REDUCES THE BUILDING SETBACK DISTANCE FROM SOUTH 96TH STREET
 - CHANGES THE PARKING LOT CONFIGURATION STANDARDS IN ZONE 2 AND 3 WITH ADDITIONAL LANDSCAPING REQUIREMENT
 - ELIMINATES LOCAL ROAD AND PROVIDES PRIVATE DRIVES WITH CROSS ACCESS BETWEEN ELEMENTS AND PROVIDED SECTION DETAILS.
 - ALIGNS ZONES WITH PROPERTY BOUNDARY.
 - ADDITION OF INDUSTRIAL AND CAR WASH USES TO ZONE 2.
 - MODIFIED FAR TO PROPERTY BOUNDARIES AND DENSITIES WITHIN ZONES.
 - MODIFIED MAXIMUM BUILDING HEIGHT FROM 35' TO 40' IN ZONE 2B.

Project Number: 175001
 Designed By: JDM
 Drawn By: CETB
 Checked By: JDM
 Date: 11/20/2015

ST. LOUIS PARISH AND COMMERCIAL PARK GENERAL DEVELOPMENT PLAN

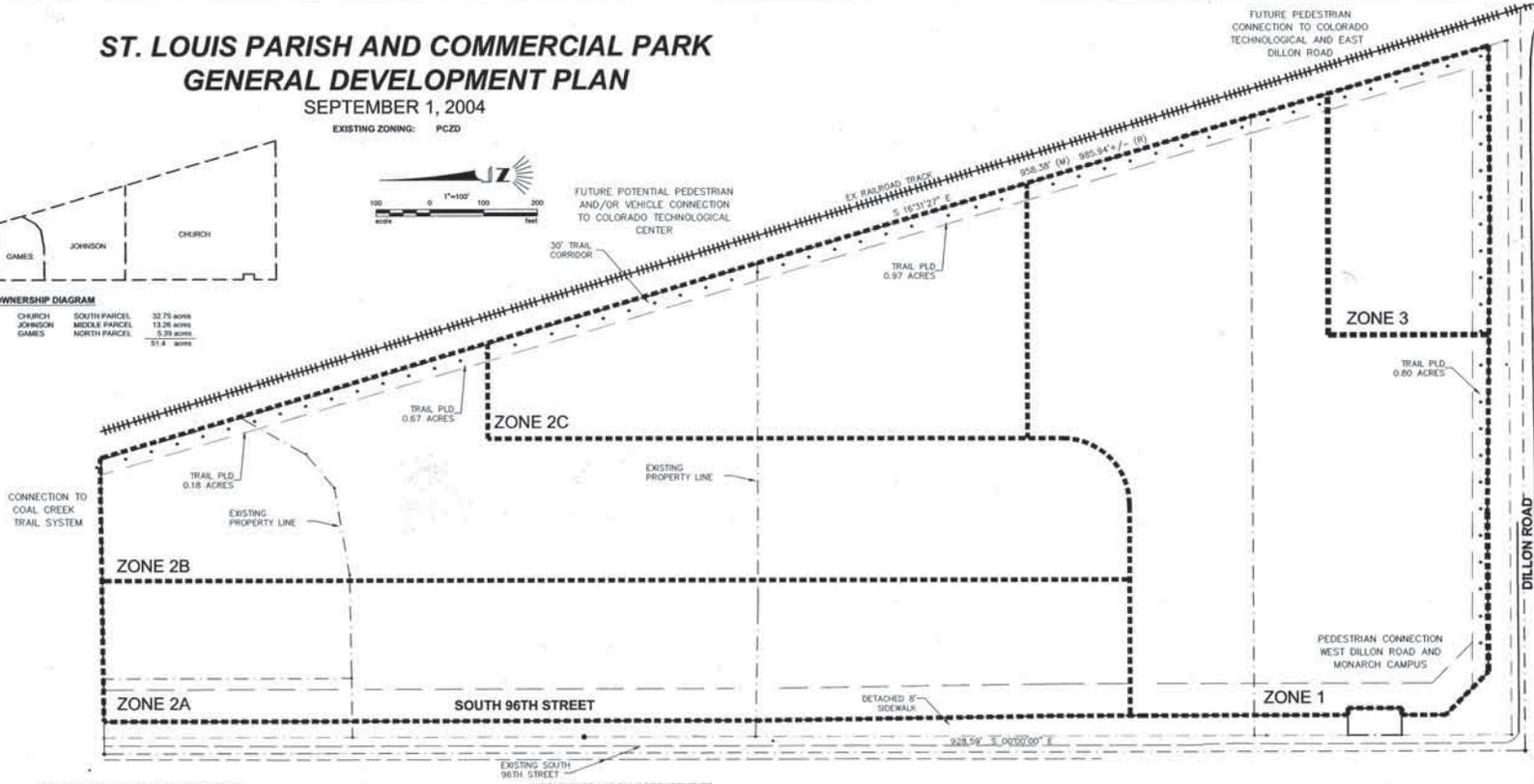
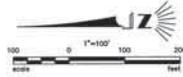
SEPTEMBER 1, 2004

EXISTING ZONING: PCZD



OWNERSHIP DIAGRAM

| | | |
|---------|---------------|-------------|
| CHURCH | SOUTH PARCEL | 32.75 acres |
| JOHNSON | MIDDLE PARCEL | 12.26 acres |
| GAMES | NORTH PARCEL | 5.39 acres |
| | | 51.4 acres |



DEVELOPMENT CONCEPT AND GENERAL NOTES

1. THE DEVELOPMENT CONCEPT IS TO DEVELOP A COMMERCIAL CENTER, COMPRISED BY THE INTERSECTION OF SOUTH 96TH STREET AND DILLON ROAD WITH THE REAR PORTION OF THE PARCELS USED FOR COMMERCIAL PURPOSES. THE DEVELOPMENT CONCEPT IS TO DEVELOP A COMMERCIAL CENTER, COMPRISED BY THE INTERSECTION OF SOUTH 96TH STREET AND DILLON ROAD WITH THE REAR PORTION OF THE PARCELS USED FOR COMMERCIAL PURPOSES. THE DEVELOPMENT CONCEPT IS TO DEVELOP A COMMERCIAL CENTER, COMPRISED BY THE INTERSECTION OF SOUTH 96TH STREET AND DILLON ROAD WITH THE REAR PORTION OF THE PARCELS USED FOR COMMERCIAL PURPOSES.

PERMITTED USES

- ZONE ONE (approx. 16.2 acres)**
 - 1. CHURCH
 - 2. SCHOOLS
 - 3. INCLUDES FACILITIES, PRIMARILY 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. 21.8 acres)**
 - 1. CONTINUATION OF THE EXISTING RESIDENTIAL USES ON THE PROPERTY.
 - 2. ALL USES IN ZONE ONE. **USE BY SPECIAL REVIEW USE.**
 - 3. PROFESSIONAL, MEDICAL, OFFICES AND CLINICS.
 - 4. PROFESSIONAL, MEDICAL, OFFICES AND CLINICS.
 - 5. FINANCIAL OFFICES AND BANKS.
 - 6. DAY CARE FACILITIES SUCH AS NURSING, DAYCARE, AND ART GALLERIES. **USE BY SPECIAL REVIEW USE.**
 - 7. PEDESTRIAN PLAZAS, PEDESTRIAN WALKS, INCLUDING OR OUTDOOR AMENITY AND OUTDOOR ART LIGHT FACILITIES AND PUBLIC ART.
 - 8. OUTDOOR RECREATION FACILITIES, INCLUDING OF COURSE COURSES AND OUTDOOR MARKET PLACES. OUTDOOR PLAZAS AND PARKS ARE PERMITTED USES IN ZONES 2 AND 3.
 - 9. INDOOR RECREATION FACILITIES, INCLUDING AND OUTDOOR TENNIS AND SOCCER FACILITIES SHALL BE A PERMITTED USE.
 - 10. OUTDOOR RECREATION FACILITIES, INCLUDING AND OUTDOOR TENNIS AND SOCCER FACILITIES SHALL BE A PERMITTED USE.
 - 11. OUTDOOR COMMERCIAL MANAGEMENT. **USE BY SPECIAL REVIEW USE.** LEASING AGREEMENTS WITH A DURATION OF TEN YEARS OR LESS IN ONE REGION SHALL BE PERMITTED UNDER THE APPLICABLE TEMPORARY USE REVIEW PROCEDURES AND COSTS.
 - 12. RECREATION USES INCLUDING RECREATION AND SENIOR LEASES ARE EXCLUDED.
 - 13. FAST FOOD SERVICE IN CONJUNCTION WITH DRIVE THROUGH SERVICE. **USE BY SPECIAL REVIEW USE.**
 - 14. HOSPITALS. **USE BY SPECIAL REVIEW USE.**
 - 15. ANIMAL HOSPITALS AND SMALL ANIMAL CLINIC. **USE BY SPECIAL REVIEW USE.**
 - 16. VETERINARY FOR THE TREATMENT OF BIRDS, REPTILES, FISH, AND AMPHIBIANS AND AN EXCLUSIVE USE IN ZONE 2.
 - 17. AUTO SERVICE AND TIRE AND OIL SERVICE. **USE BY SPECIAL REVIEW USE.**
 - 18. AUTO SALES AND AUTO BODY REPAIR ARE EXCLUDED IN ALL ZONES.
 - 19. ADDED DRIVE AND SHARED WALKING FACILITIES.
 - 20. RESIDENTIAL USES INCLUDING INDEPENDENT AND SENIOR HOMES ARE EXCLUDED.
 - 21. CHURCH CENTERS. **USE BY SPECIAL REVIEW USE.**
 - 22. RETAIL. **USE BY SPECIAL REVIEW USE.**
 - 23. RETAIL. RETAIL ESTABLISHMENTS LOCATED TO BE 30,000 SQUARE FEET OR GREATER TO A SINGLE UNIT OR AN EXCLUSIVE USE IN ZONE 2.
 - 24. RETAIL. RETAIL ESTABLISHMENTS LOCATED TO BE 30,000 SQUARE FEET OR GREATER TO A SINGLE UNIT OR A. **USE BY SPECIAL REVIEW USE IN ZONES 2 AND 3.**
- ZONE THREE (approx. 3.4 acres)**
 - 1. ALL USES PERMITTED IN ZONE ONE.
 - 2. ADDED DRIVE AND SHARED WALKING FACILITIES. **USE BY SPECIAL REVIEW USE.**
 - 3. RESIDENTIAL USES, INCLUDING INDEPENDENT AND SENIOR HOMES ARE EXCLUDED.

HEIGHT, YARD AND BULK REQUIREMENTS

- ZONE ONE**
 - *HEIGHT TO BE MEASURED FROM FINAL FINISH GRADE.
 - *ALL BE TRAIL PLD CORRIDOR TO CONFORM WITH CITY OF LOUISVILLE ZONING REGULATIONS.
 - *FLOORING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE ZONING REGULATIONS.
- ZONE TWO AND THREE**
 - *COMMERCIAL DEVELOPMENT SHALL NOT EXCEED A FLOOR AREA RATIO OF 2.5, WITH THE FLOOR DETERMINED ON THE WITHIN SUBDIVISION EXCEPTED IN PARAGRAPH 1.
 - *HEIGHT TO BE MEASURED FROM FINAL FINISH GRADE.
 - *FLOORING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE ZONING REGULATIONS.
 - *OTHER BUILDINGS SHALL CONFORM WITH THE CITY OF LOUISVILLE HEIGHT REGULATIONS.
 - *FLOORING AMOUNT TO CONFORM WITH THE CITY OF LOUISVILLE HEIGHT REGULATIONS.
 - *SETBACKS FROM SOUTH 96TH STREET SHALL BE LOCATED TO AS TO MINIMIZE PLACE THE BUILDING SETBACKS FROM SOUTH 96TH STREET AND THE PARKING LOT. PARKING LOTS LOCATED BEFORE THE SHADOW OF THE BUILDING SHALL BE UNLIMITED FROM SOUTH 96TH STREET USING LANDSCAPING AND BERRIES THAT ARE A MINIMUM OF 30' ABOVE THE PARKING LOT LEVEL.
 - *FLOORING AMOUNT TO CONFORM WITH CITY OF LOUISVILLE ZONING REGULATIONS.

SITE INFORMATION

OWNERSHIP
 *FUTURE AND/OR VEHICLE CONNECTION TO COLORADO TECHNOLOGICAL CENTER
 *FUTURE PEDESTRIAN CONNECTION TO COLORADO TECHNOLOGICAL CENTER
 *FUTURE PEDESTRIAN CONNECTION TO COLORADO TECHNOLOGICAL CENTER
 *FUTURE PEDESTRIAN CONNECTION TO COLORADO TECHNOLOGICAL CENTER

ACCESS MANAGEMENT

THE ACCESS MANAGEMENT SHOWN ON THE PUD IS SUBJECT TO CHANGE. IF AT ANYTIME IN THE FUTURE, IT IS DETERMINED BY THE CITY THAT CHANGE IS APPROPRIATE TO IMPROVE TRAFFIC FLOW OR FOR OTHER SUBSEQUENT REASONS, OR TO MITIGATE AN UNLAWFUL SITUATION, UPON NOTIFICATION FROM THE CITY, THE PROPERTY OWNER SHALL MAKE SUCH PHYSICAL CHANGES, AT THEIR COST, AS MAY BE REQUIRED BY THE CITY. SUCH PRESENT AND FUTURE PROPERTY OWNER SHALL ACKNOWLEDGE IN WRITING THE FORTHCOMING AUTHORITY OF THE CITY.

CITY COUNCIL
 APPROVED THIS 21 DAY OF SEPTEMBER, 2004 BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, CO. RESOLUTION NO. 14 SERIES 2004
 Signed on Copy of Boulder County
 MAYOR CITY CLERK

PLANNING COMMISSION CERTIFICATE
 APPROVED THIS 13 DAY OF JULY, 2004 BY THE PLANNING COMMISSION 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, 2004 AND IS RECORDED IN PLAN FILE # _____ PLAN NO. _____ RECEPTION FEE \$ _____ PAID \$ _____
 306204

OWNERSHIP SIGNATURE BLOCK
 BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GDP. WITNESS OUR HANDS AND SEALS
 Notary Public for the State of Colorado
 Notary Public for the State of Colorado

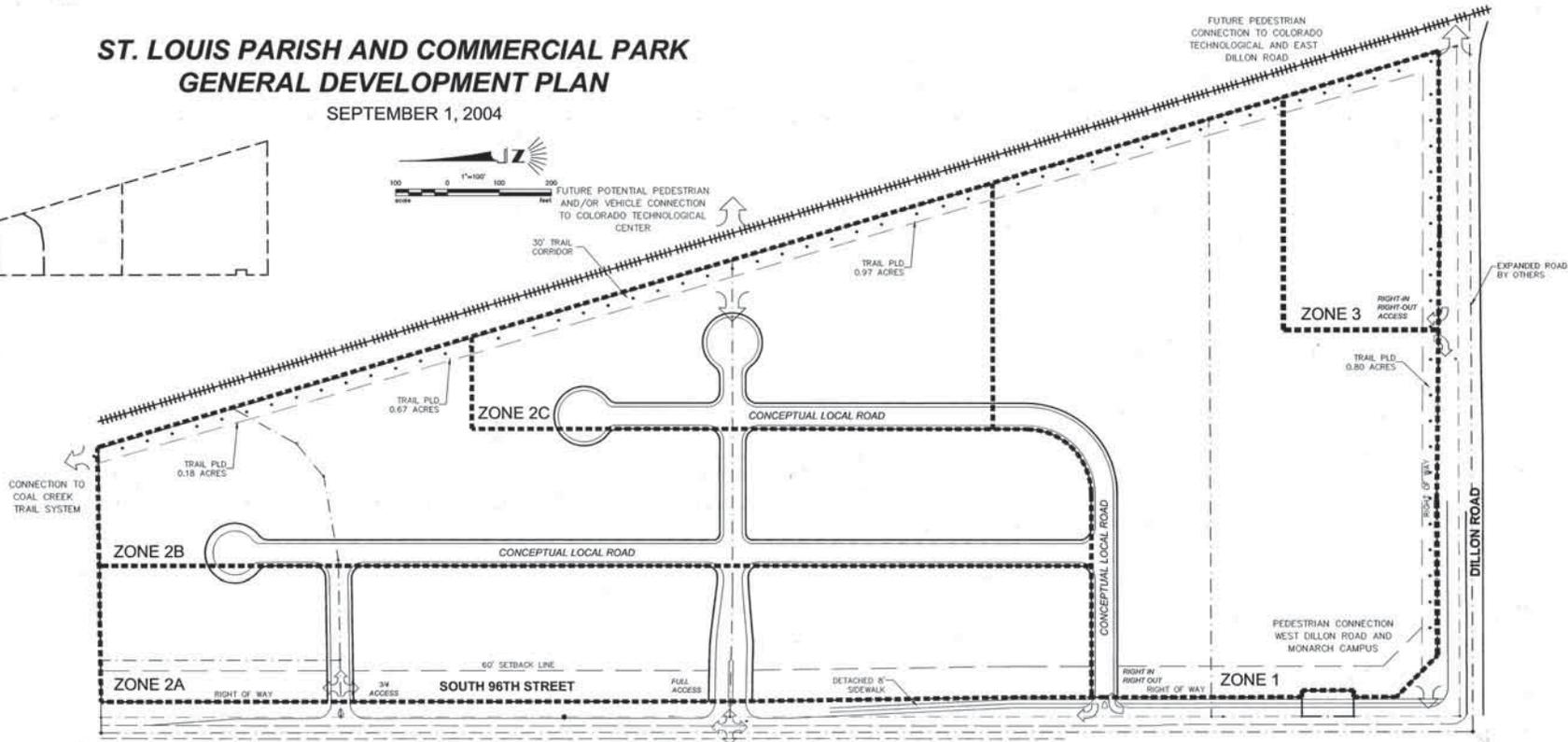
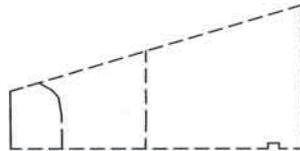
PREPARED BY:
JLB
 743 PEAR COURT
 LOUISVILLE, COLORADO 80027
 303.564.1534

GDP-1
 SHEET 1 OF 2

JLB Project No. 1137
 Title: St. Louis Parish and Commercial Park

ST. LOUIS PARISH AND COMMERCIAL PARK GENERAL DEVELOPMENT PLAN

SEPTEMBER 1, 2004



COMMERCIAL DEVELOPMENT CHARACTERISTICS

| ZONE | FLOOR AREA RATIO: | SETBACKS: | PARKING: | HEIGHT: | ARCHITECTURE: | COVERAGE: |
|----------------|-------------------|--|--------------------|-------------------------------------|---------------------------|---------------------|
| ZONE 2A | 0.17 | 60' FROM 96TH STREET, PER CODE OTHERWISE BEHIND BUILDINGS, BERM AND/OR LANDSCAPE WHERE VISIBLE FROM 96TH | PER MUNICIPAL CODE | 25' MAXIMUM FROM FINAL FINISH GRADE | SINGLE STORY PITCHED ROOF | 84,640 square feet |
| ZONE 2B | 0.20 | PER MUNICIPAL CODE | PER MUNICIPAL CODE | 35' MAXIMUM FROM FINAL FINISH GRADE | SUBJECT TO PUD GUIDELINES | 111,252 square feet |
| ZONE 2C | 0.245 | PER MUNICIPAL CODE | PER MUNICIPAL CODE | 35' MAXIMUM FROM FINAL FINISH GRADE | SUBJECT TO PUD GUIDELINES | 80,801 square feet |
| ZONE 3 | 0.20 | PER MUNICIPAL CODE | PER MUNICIPAL CODE | SUBJECT TO PUD GUIDELINES | SUBJECT TO PUD GUIDELINES | 29,838 square feet |

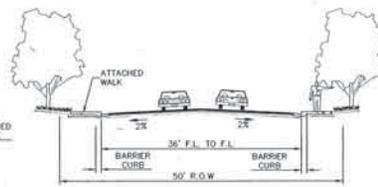
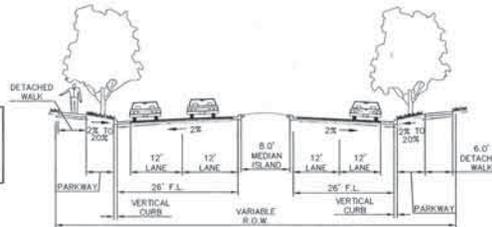
TABLES

| PUBLIC LAND DEDICATION | |
|-----------------------------|------------|
| REQUIRED (51.4 ACRES @ 12%) | 6.17 acres |
| PROPOSED TRAIL DEDICATION | 2.82 acres |
| DEFICIT | 3.35 acres |

SUMMARY OF POTENTIAL DEVELOPMENT

| SITE | ZONE 2A: | ZONE 2B: | ZONE 2C: | ZONE 3: | TOTAL: |
|------|--------------------|---------------------|--------------------|--------------------|---------------------|
| | 84,640 square feet | 111,252 square feet | 80,801 square feet | 29,838 square feet | 306,531 square feet |

ZONE 1 (CHURCH) NOT INCLUDED



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
303.664.1434

DC-1
SHEET 2 OF 2

48 Project No. 1137
File: Recdev1137development plan.dwg

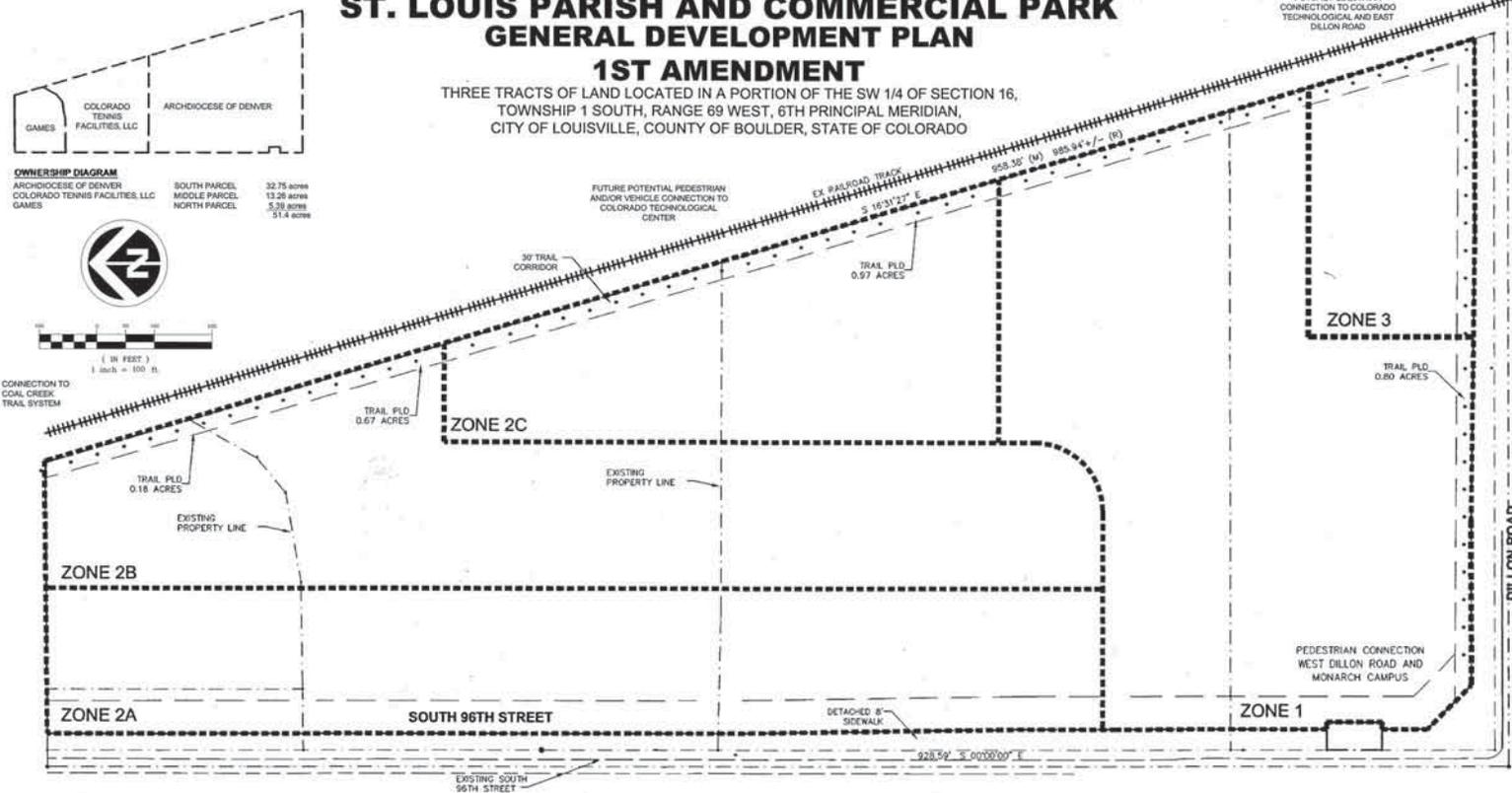
DRAWING NUMBER
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St. Louis Parish & Commercial Park
2 of 2

03837827
 Page 1 of 3
 07/11/2018
 Boulder County Clerk

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 89 WEST, 6TH PRINCIPAL MERIDIAN,
 CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



OWNERSHIP DIAGRAM

| | |
|---------------------------------|-------------------|
| ARCHDIOCESE OF DENVER | 32.75 acres |
| COLORADO TENNIS FACILITIES, LLC | 13.28 acres |
| GAMES | 5.39 acres |
| TOTAL | 51.4 acres |



- 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 WITH 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 30 AS TO PRIMARILY PLACE BUILDING BETWEEN SOUTH 96TH STREET AND THE PARKING LOT. PARKING LOTS EXTENDING BEYOND THE SHADOW OF THE BUILDING SHALL BE SHELDED 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 OWNERS 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 PARCELS 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 DIVISION 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.

PERMITTED USES

- ZONE ONE (approx. 16.2 acres)**
- RELIGIOUS INSTITUTIONS
 - SCHOOLS
 - 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)**
- CONTINUAL OF THE EXISTING RESIDENTIAL USES ON THE PROPERTY.
 - RELIGIOUS INSTITUTIONS USE BY RIGHT.
 - ALL USES IN ZONE ONE - USE BY SPECIAL REVIEW USE.
 - PROFESSIONAL AND ADMINISTRATIVE OFFICES.
 - PROFESSIONAL MEDICAL OFFICES AND CLINICS.
 - FINANCIAL OFFICES AND BANKS.
 - CULTURAL FACILITIES SUCH AS MUSEUMS, THEATERS, AND ART GALLERIES - USE BY SPECIAL REVIEW USE.
 - PEDESTRIAN PLAZAS, PEDESTRIAN WAYS, INCLUSIVE OF OUTDOOR AMENITIES AS OUTDOOR ART EXHIBITS FACILITIES AND PUBLIC ART.
 - OUTDOOR SPECIALTY USES, INCLUSIVE OF SIDEWALK CAFES AND OUTDOOR MARKET PLACES. OUTDOOR FLEA MARKETS ARE AN EXCLUDED USE IN ZONES 2 AND 3.
 - INDOOR RECREATIONAL/FITNESS FACILITIES, INDOOR AND OUTDOOR TENNIS AND SOCCER FACILITIES SHALL BE A PERMITTED USE.
 - OUTDOOR RECREATIONAL/FITNESS FACILITIES - USE BY SPECIAL REVIEW USE.
 - 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.
 - RESTAURANTS AND CAFES.
 - FAST FOOD SERVICES IN CONJUNCTION WITH DRIVE THROUGH SERVICE SERVICE FACILITIES - USE BY SPECIAL REVIEW USE.
 - HOSPITALS - USE BY SPECIAL REVIEW USE.
 - ANIMAL HOSPITALS AND SMALL ANIMAL CLINICS - USE BY SPECIAL REVIEW USE.
 - KENNELS FOR THE HOarding OR BREEDING OF DOMESTIC ANIMALS/LIVESTOCK ARE AN EXCLUDED USE IN ALL ZONES.
 - AUTO SERVICE AND FUELING STATIONS - USE BY SPECIAL REVIEW USE.
 - AUTO SALES AND AUTO BODY SHOPS ARE EXCLUDED IN ALL ZONES.
 - ASSISTED LIVING AND SKILLED NURSING FACILITIES.
 - RESIDENTIAL USES INCLUDING INDEPENDENT AND SENIOR LIVING ARE EXCLUDED.
 - CHILD CARE CENTERS - USE BY SPECIAL REVIEW USE.
 - RETAIL - PERSONAL SERVICE SHOPS.
 - RETAIL - RETAIL ESTABLISHMENTS DEDICATING 30,000 SQUARE FEET OR GREATER TO A SINGLE USER IS AN EXCLUDED USE IN ZONE 2A.
 - RETAIL - RETAIL ESTABLISHMENTS DEDICATING 30,000 SQUARE FEET OR GREATER TO A SINGLE USER IS AN EXCLUDED USE IN ZONES 2B AND 2C.
 - USE BY SPECIAL REVIEW USE IN ZONES 2B AND 2C.
- ZONE THREE**
- CHILD CARE CENTERS - USE BY SPECIAL REVIEW USE.
 - ALL USES PERMITTED IN ZONE ONE.
 - ASSISTED LIVING AND SKILLED NURSING FACILITIES - USE BY SPECIAL REVIEW USE.
 - RESIDENTIAL USES, INCLUDING INDEPENDENT AND SENIOR LIVING ARE EXCLUDED.

OWNERSHIP CERTIFICATE
 BY SIGNING THIS GOP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GOP. WITNESS OUR HANDS AND SEALS THIS 22ND DAY OF JANUARY 2018.
 2018 OWNER: COLORADO TENNIS FACILITIES, LLC

By Duke Alan Paluch, General Manager
 DUKA ALAN PALUCH, GENERAL MANAGER

OWNERSHIP CERTIFICATE
 BY SIGNING THIS GOP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GOP. WITNESS OUR HANDS AND SEALS THIS 29TH DAY OF JANUARY 2018.

By Kurt Brannhage, Attorney-in-Fact for Adrian D. Games
 OWNER - ADRIAN D. GAMES BY KURT BRANNHAGE, AS ATTORNEY-IN-FACT FOR ADRIAN D. GAMES

OWNERSHIP CERTIFICATE
 BY SIGNING THIS GOP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS GOP. WITNESS OUR HANDS AND SEALS THIS 17TH DAY OF SEPTEMBER 2017.

By Theresa Whitley, Notary Public
 OWNER - THE ARCHDIOCESE OF DENVER, A COLORADO CORPORATION, HAS AS PARTNER AND FOR THE BENEFIT OF ST. LOUIS CATHOLIC PARISH FOR VERY REVEREND RUDY BULLUS, V.G. M. ATTORNEY-IN-FACT FOR SAMUEL JOSEPH ADRIAN, ARCHBISHOP

STATE OF COLORADO
 COUNTY OF Boulder
 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 22ND DAY OF JANUARY 2018 BY (NAME AND TITLE OF POSITION) DUKE PALUCH, AS GENERAL MANAGER OF COLORADO TENNIS FACILITIES, LLC.
By Duke Alan Paluch
 (NOTARY'S OFFICIAL SIGNATURE)
 August 29, 2020
 (COMMISSION EXPIRATION)

ERICA HORNBERG
 Notary Public
 My Comm. Expires 08/21/2020

STATE OF COLORADO
 COUNTY OF Boulder
 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 29TH DAY OF JANUARY 2018 BY (NAME AND TITLE OF POSITION) KURT BRANNHAGE, AS ATTORNEY-IN-FACT FOR ADRIAN D. GAMES.
By Kurt Brannhage
 (NOTARY'S OFFICIAL SIGNATURE)
 JANUARY 12, 2020
 (COMMISSION EXPIRATION)

MICHELLE GARDNER
 Notary Public
 My Comm. Expires 04/11/2020

STATE OF COLORADO
 COUNTY OF Denver
 THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 17TH DAY OF SEPTEMBER 2017 BY (NAME AND TITLE OF POSITION) REVEREND RUDY BULLUS, V.G. AS ATTORNEY-IN-FACT FOR SAMUEL JOSEPH ADRIAN, ARCHBISHOP.
By Theresa Whitley
 (NOTARY'S OFFICIAL SIGNATURE)
 12-17-2017
 (COMMISSION EXPIRATION)

TERESA WHITLEY
 Notary Public
 My Comm. Expires 08/28/2018

AMENDMENTS
 • THIS FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.

CITY COUNCIL CERTIFICATE
 APPROVED THIS 1ST DAY OF October 2017 BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.
 RESOLUTION NO. 1746, SERIES 2017
 MAYOR *By P. Havelle* CITY CLERK *Michelle Moore*



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 217

BOULDER COUNTY CLERK AND RECORDER'S CERTIFICATE
 THIS GOP WAS RECORDED IN THE OFFICE OF THE BOULDER COUNTY CLERK AND RECORDER ON ___ DAY OF ___ 2017 UNDER RECEPTION NO. _____

ENGINEERING CONSULTANTS
 Contact: Jason D. Margraf, PE
 6025 S. Parkmead Blvd - Suite 1000 - Louisville, CO 80110-6000
 Email: jdmargraf@bpc-engineers.com

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

ASCENT COMMUNITY CHURCH
 550 S MacQuinn Blvd
 Louisville, CO 80110
 Tel: 303-516-8064

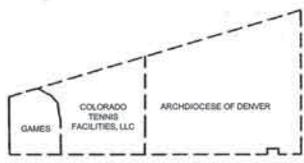
| | | |
|---|------------|---------------------|
| 1 | 10/11/2017 | 3RD SUBMITTAL |
| 2 | 10/11/2017 | 2ND SUBMITTAL |
| 3 | 10/11/2017 | 1ST SUBMITTAL |
| 4 | 10/11/2017 | ORIGINAL ISSUE DATE |

Project Number: **175001**
 Pre-Review By: **JDM**
 Checked By: **JDM**
 Sheet Number: **1 of 2**

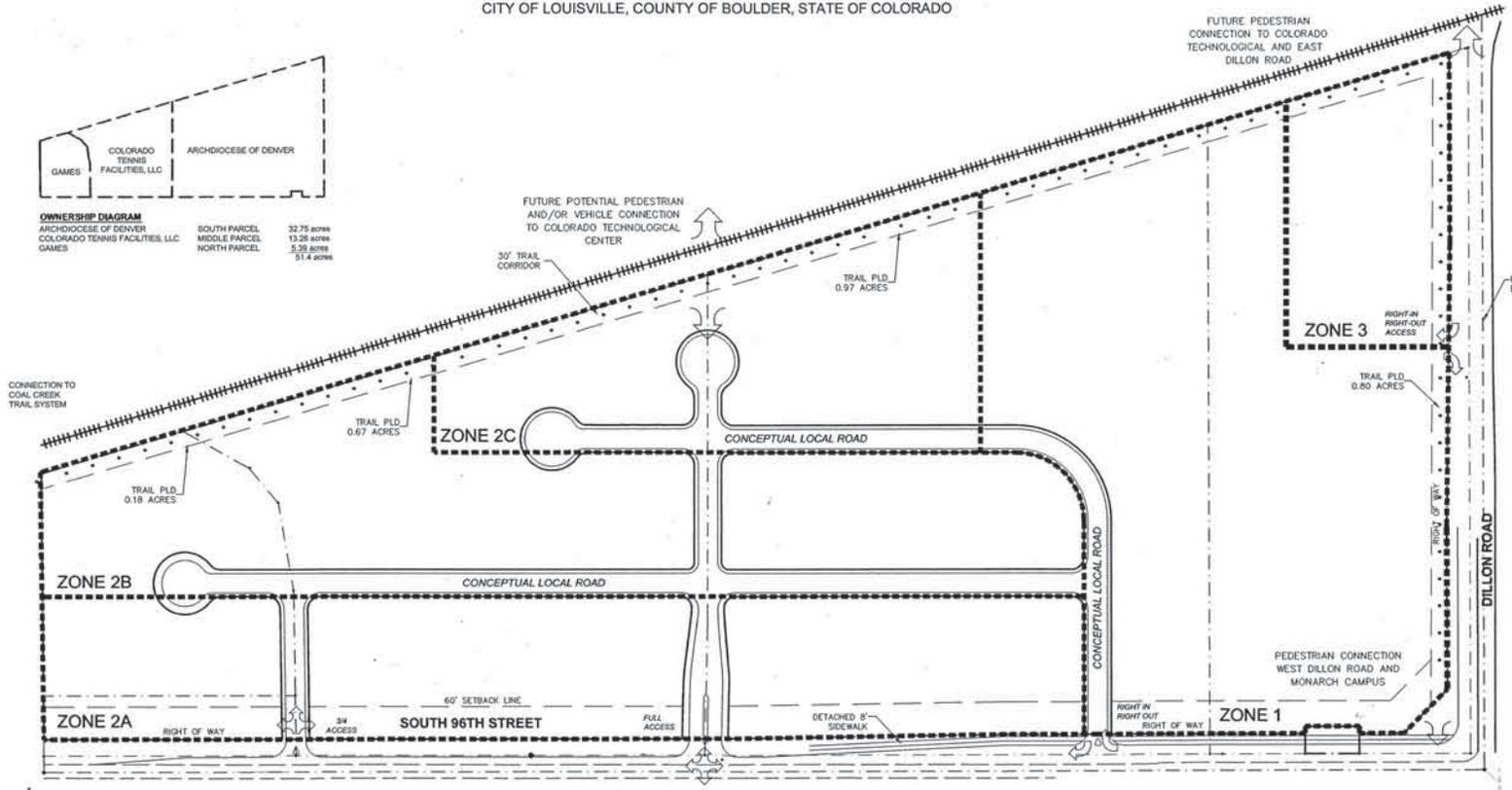
ST. LOUIS PARISH AND COMMERCIAL PARK GENERAL DEVELOPMENT PLAN

1ST AMENDMENT

THREE TRACTS OF LAND LOCATED IN A PORTION OF THE SW 1/4 OF SECTION 16,
TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN,
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO



| | | |
|---------------------------------|---------------|-------------------|
| ARCHDIOCESE OF DENVER | SOUTH PARCEL | 32.75 acres |
| COLORADO TENNIS FACILITIES, LLC | MIDDLE PARCEL | 13.28 acres |
| GAMES | NORTH PARCEL | 5.30 acres |
| | TOTAL | 51.4 acres |



COMMERCIAL DEVELOPMENT CHARACTERISTICS

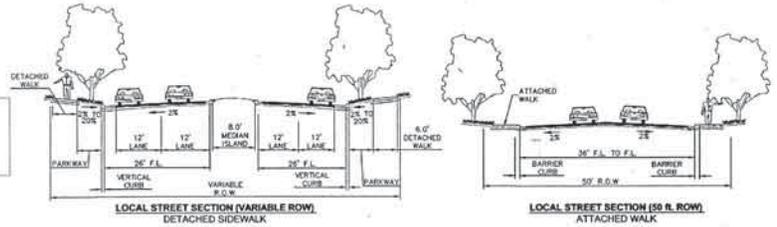
| | | |
|----------------|---|--|
| ZONE 2A | FLOOR AREA RATIO: 0.17 | SETBACKS: 60' FROM 96TH STREET, PER CODE OTHERWISE |
| | PARKING: PER MUNICIPAL CODE | HEIGHT: 35' MAXIMUM FROM FINAL FINISH GRADE |
| | ARCHITECTURE: SINGLE STORY PITCHED ROOF | COVERAGE: 84,640 square feet |
| ZONE 2B | FLOOR AREA RATIO: 0.20 | SETBACKS: PER MUNICIPAL CODE |
| | PARKING: PER MUNICIPAL CODE | HEIGHT: 35' MAXIMUM FROM FINAL FINISH GRADE |
| | ARCHITECTURE: SUBJECT TO PLD 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 PLD 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 PLD GUIDELINES | COVERAGE: 20,838 square feet |

TABLES

| | |
|--|------------|
| PUBLIC LAND DEDICATION REQUIRED (11.4 ACRES @ 12%) | 6.17 acres |
| PROPOSED TRAIL DEDICATION DEFICIT | 2.62 acres |
| | 3.55 acres |

SUMMARY OF POTENTIAL DEVELOPMENT

| | | |
|---------------|-------------------------------------|-------------------------------------|
| SITE | ZONE 2A: 84,640 square feet | ZONE 1 (CHURCH) NOT INCLUDED |
| | ZONE 2B: 111,252 square feet | |
| | ZONE 2C: 80,801 square feet | |
| | ZONE 3: 20,838 square feet | |
| TOTAL: | 306,531 square feet | |



CONCEPTUAL ROADWAY CROSS SECTIONS

AMENDMENTS
 • THIS FIRST AMENDMENT ALLOWS RELIGIOUS INSTITUTIONS IN ZONE 2 AS A USE BY RIGHT.

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

ASCENT COMMUNITY CHURCH
 500 S. Maccahan Blvd
 Louisville, CO 80501
 Tel: 303-519-8084

| | |
|-----------------|-----------------|
| NO. SUBMITTAL | NO. SUBMITTAL |
| 1. PRELIMINARY | 1. PRELIMINARY |
| 2. PRELIMINARY | 2. PRELIMINARY |
| 3. PRELIMINARY | 3. PRELIMINARY |
| 4. PRELIMINARY | 4. PRELIMINARY |
| 5. PRELIMINARY | 5. PRELIMINARY |
| 6. PRELIMINARY | 6. PRELIMINARY |
| 7. PRELIMINARY | 7. PRELIMINARY |
| 8. PRELIMINARY | 8. PRELIMINARY |
| 9. PRELIMINARY | 9. PRELIMINARY |
| 10. PRELIMINARY | 10. PRELIMINARY |

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

ENGINEERING CONSULTANTS
 Contact: Jason D. Margraf, PE
 600 S. Maccahan Blvd
 Louisville, CO 80501
 Tel: 303-519-8084
 Fax: 303-519-8084
 Email: jdmargraf@engineeringcs.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 2040 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

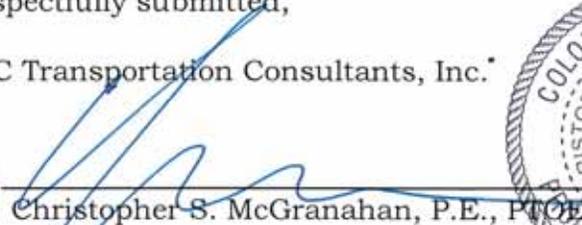
- 7. A second left-turn lane on each approach to the S. 96th Street/W. Dillon intersection is expected to be completed by the time the site reaches buildout in 2024 per the 2022 background traffic recommendations of the *Nawatny TIA* by Fox, Tuttle, Hernandez.
- 8. The recommend turn lanes at the site 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.

By: 
Christopher S. McGranahan, P.E., PTOE



CSM/wc

1-31-20

- Enclosure:
- Tables 1 and 2
 - Figures 1 - 10b
 - Existing Traffic Counts
 - Level of Service Definitions
 - Level of Service Printouts

Table 1
Intersection Levels of Service Analysis
Louisville Industrial Park
Louisville, CO
LSC #180012; January, 2020

| Intersection Location | Traffic Control | Existing Traffic | | | 2024 Background Traffic | | | 2024 Total Traffic | | | 2040 Background Traffic | | | 2040 Total Traffic | | |
|---------------------------------------|-----------------|---------------------|---------------------|-------------------------|-------------------------|---------------------|-------------------------|---------------------|---------------------|-------------------------|-------------------------|---------------------|-------------------------|---------------------|---------------------|-------------------------|
| | | 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 |
| <u>S. 96th Street/W. Dillon Road</u> | 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 |
| <u>S. 96th Street/South Access</u> | 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 |
| <u>S. 96th Street/North Access</u> | TWSC | | | | | | | | | | | | | | | |
| WB Right | Three-Quarter | -- | -- | -- | -- | -- | -- | 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 |
| <u>S. 96th Street/Middle Access</u> | 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 |
| <u>W. Dillon Road/East Access</u> | 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**

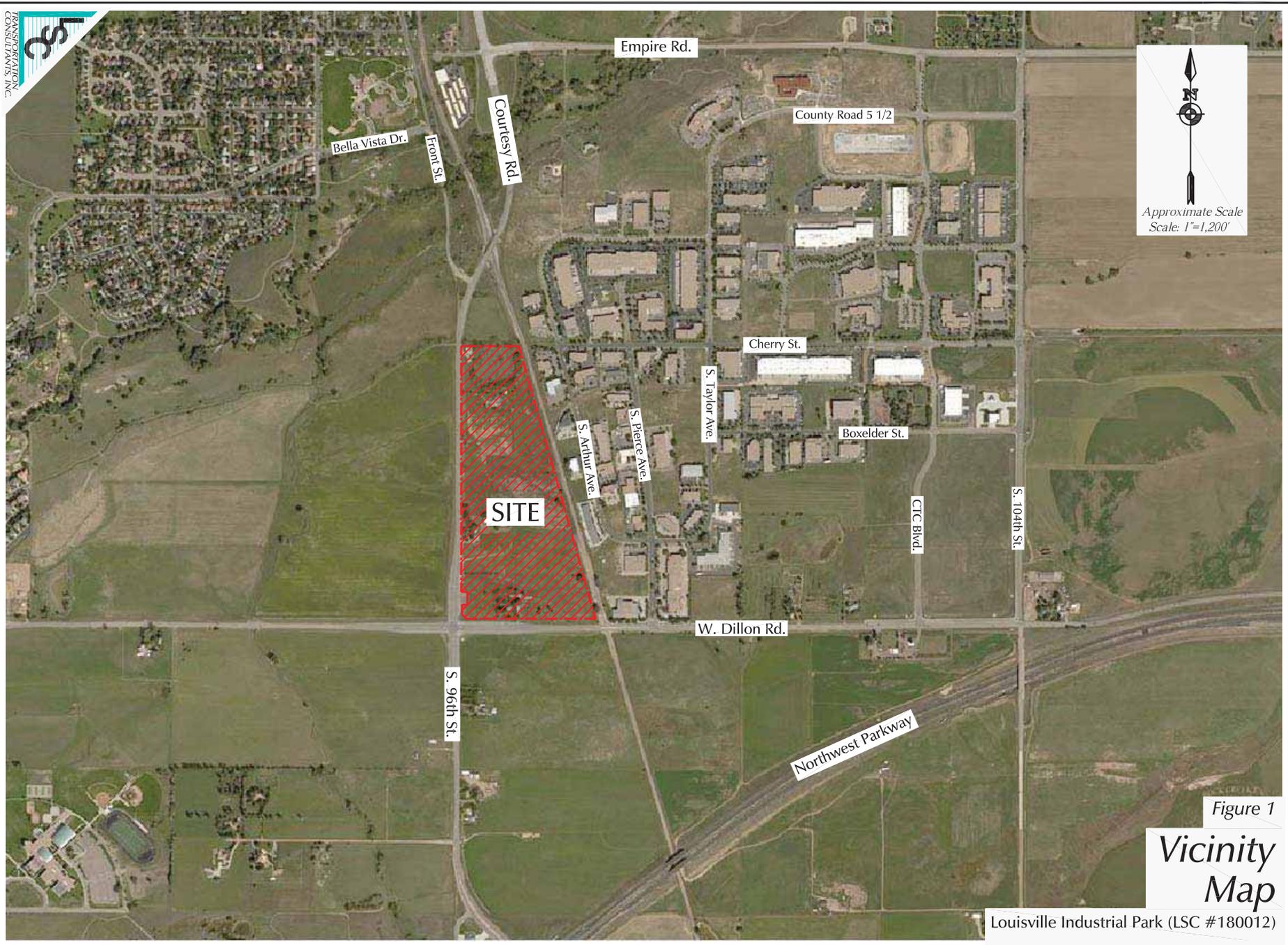
| Land Use | Gross Floor Area | Generation Rates per Unit ⁽¹⁾ | | | | | Vehicle-Trips Generated | | | | |
|---|--------------------------|--|-------------------|--------|-------------------|--------|-------------------------|-------------------|------------|-------------------|------------|
| | | Average Daily Traffic | Morning Peak-Hour | | Evening Peak-Hour | | Average Weekday Traffic | Morning Peak-Hour | | Evening Peak-Hour | |
| | | | AM In | AM Out | PM In | PM Out | | AM In | AM Out | PM In | 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 |
| <i>Passby Trip Reduction ⁽¹⁰⁾ =</i> | | | | | | | <i>1,557</i> | <i>80</i> | <i>80</i> | <i>75</i> | <i>75</i> |
| Weekday Net Trip Generation Potential = | | | | | | | 6,248 | 600 | 358 | 211 | 389 |

| Land Use | Gross Floor Area | Generation Rates per Unit ⁽¹⁾ | | | Vehicle-Trips Generated | | |
|---|--------------------------|--|-------------------|--------|-------------------------|------------------|------------|
| | | Average Sunday Traffic | Morning Peak-Hour | | Average Sunday Traffic | Sunday Peak-Hour | |
| | | | AM In | AM Out | | AM In | 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 |
| <i>Passby Trip Reduction ⁽¹⁰⁾ =</i> | | | | | <i>1,343</i> | <i>55</i> | <i>55</i> |
| Sunday Net Trip Generation Potential = | | | | | 2,036 | 180 | 189 |

Notes:

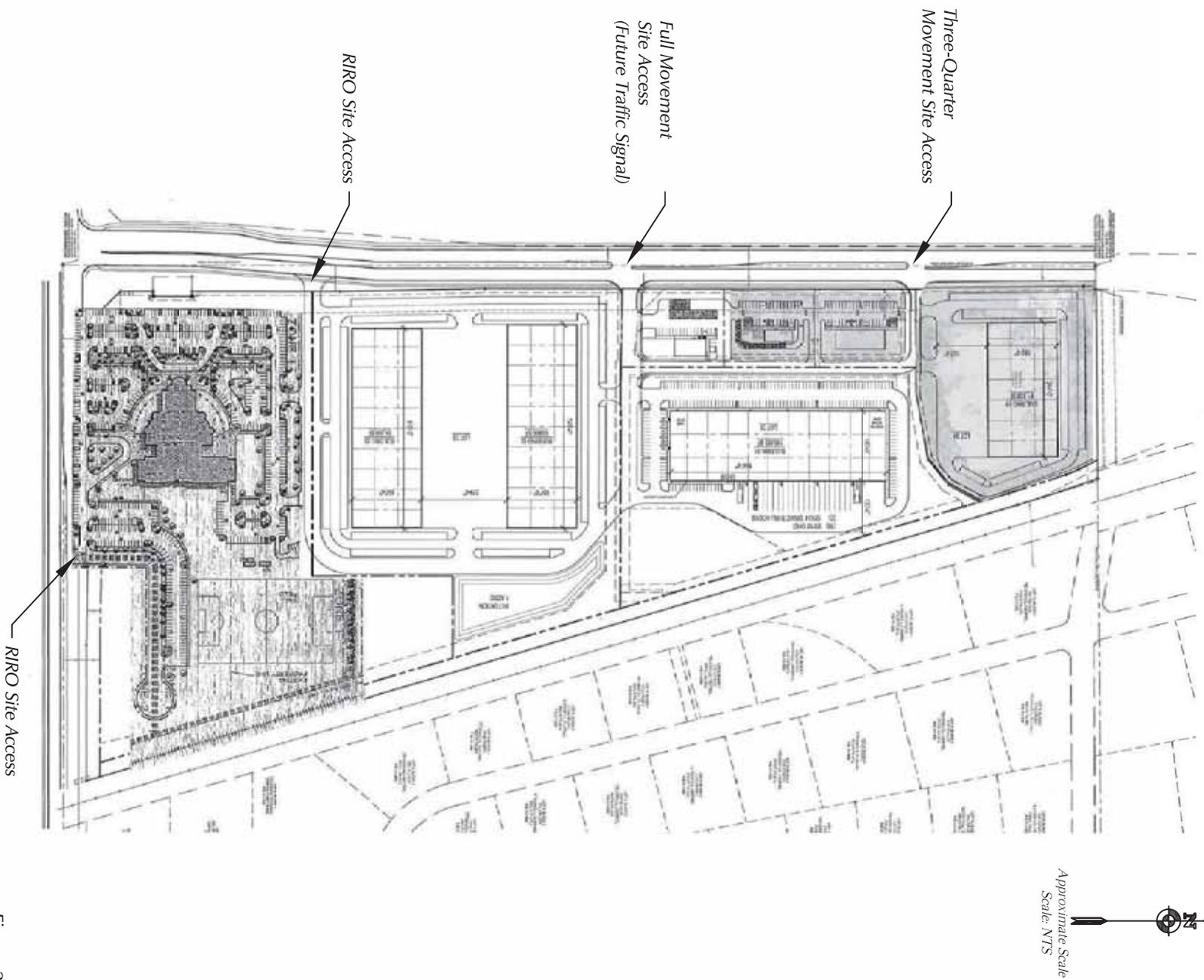
- (1) Source: *Trip Generation*, Institute of Transportation Engineers, 10th Edition, 2017.
- (2) ITE Land Use No. 560 - Church
- (3) KSF = 1,000 square feet
- (4) ITE Land Use No. 534 - Private School (K-8)
- (5) ITE Land Use No. 110 - General Light Industrial; average rates
- (6) ITE Land Use No. 960 - 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.



North Arrow
Approximate Scale
Scale: 1"=1,200'

Figure 1
**Vicinity
Map**
Louisville Industrial Park (LSC #180012)



Approximate Scale
Scale: NTS

RIRO Site Access

Full Movement
Site Access
(Future Traffic Signal)

Three-Quarter
Movement Site Access

RIRO Site Access

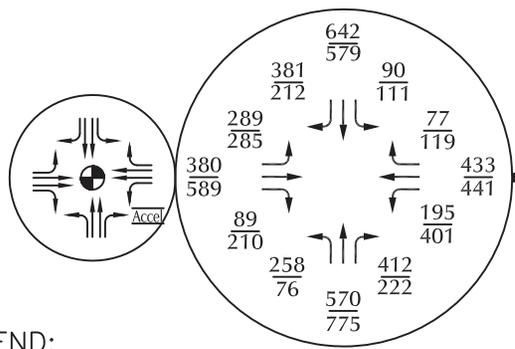
Site Plan
Louisville Industrial Park (LSC #180012)

Figure 2





Approximate Scale
Scale: 1"=1,200'



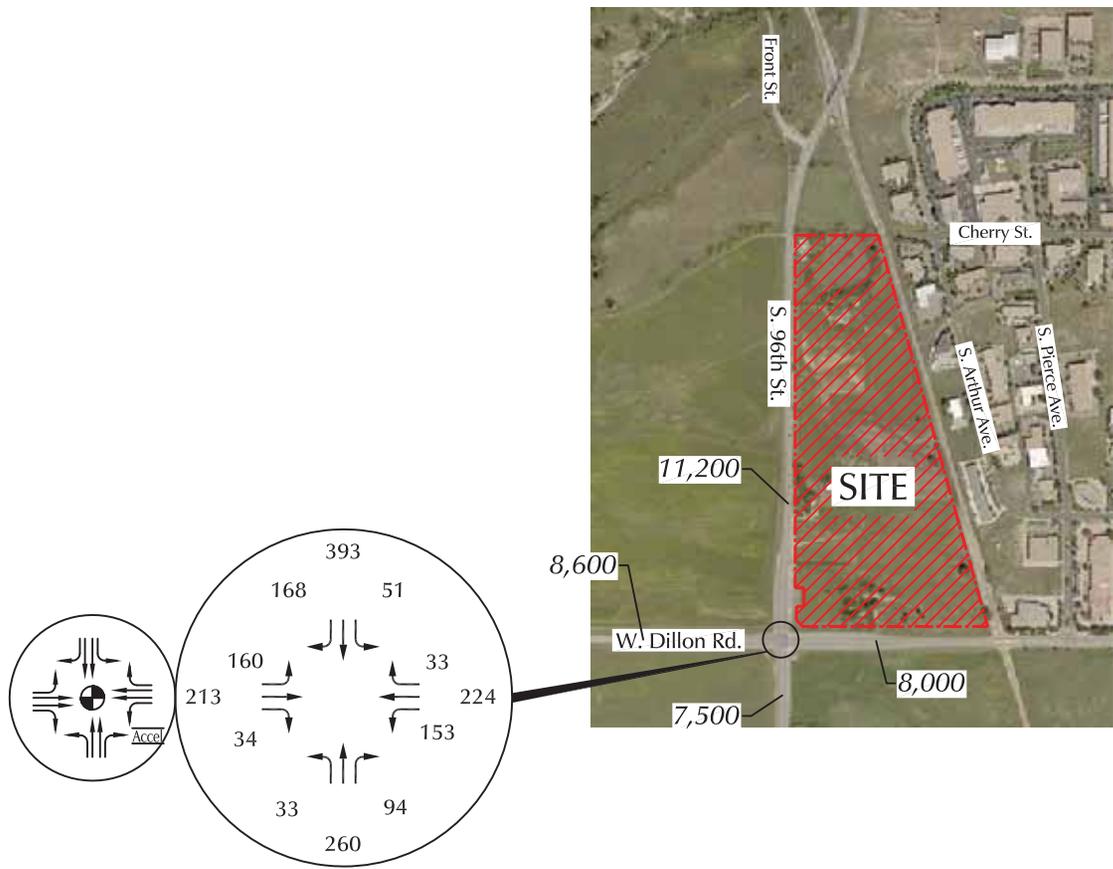
LEGEND:

- T = Stop Sign
- = Traffic Signal
- 40 = Posted Speed Limit
- $\frac{26}{35}$ = 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:

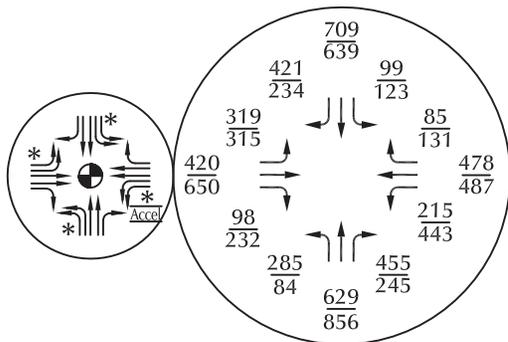
- ⊥ = Stop Sign
- ⊕ = Traffic Signal
- 26 = Sunday AM Peak Hour Traffic
- 500 = Sunday Daily Traffic

Figure 3b
*Existing Sunday Traffic, Lane
Geometry and Traffic Control*
Louisville Industrial Park (LSC #180012)



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 Hernandez.



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

Figure 4a

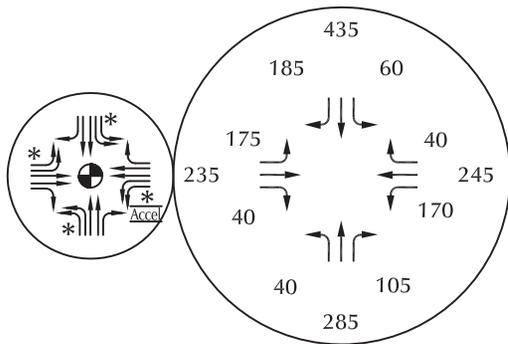
Year 2024 Weekday Background Traffic, Lane Geometry and Traffic Control

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

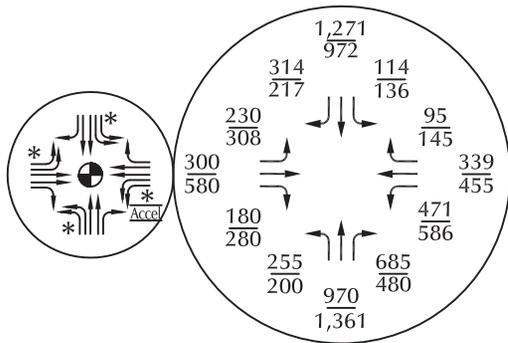
Figure 4b
*Year 2024 Sunday Background Traffic,
Lane Geometry and Traffic Control*

Louisville Industrial Park (LSC #180012)



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 Hernandez.



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

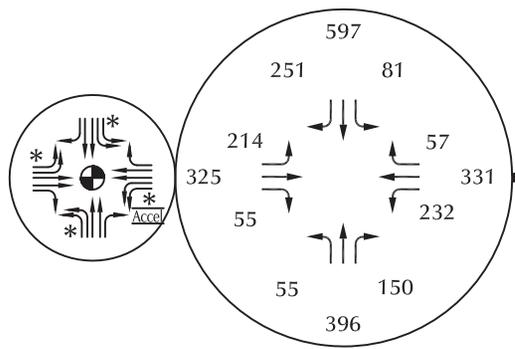
Year 2040 Weekday Background Traffic, Lane Geometry and Traffic Control

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.

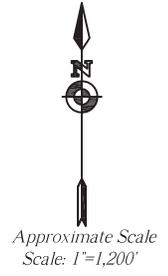


Note: Growth rates are assumed to be similar to the weekday scenario.

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)

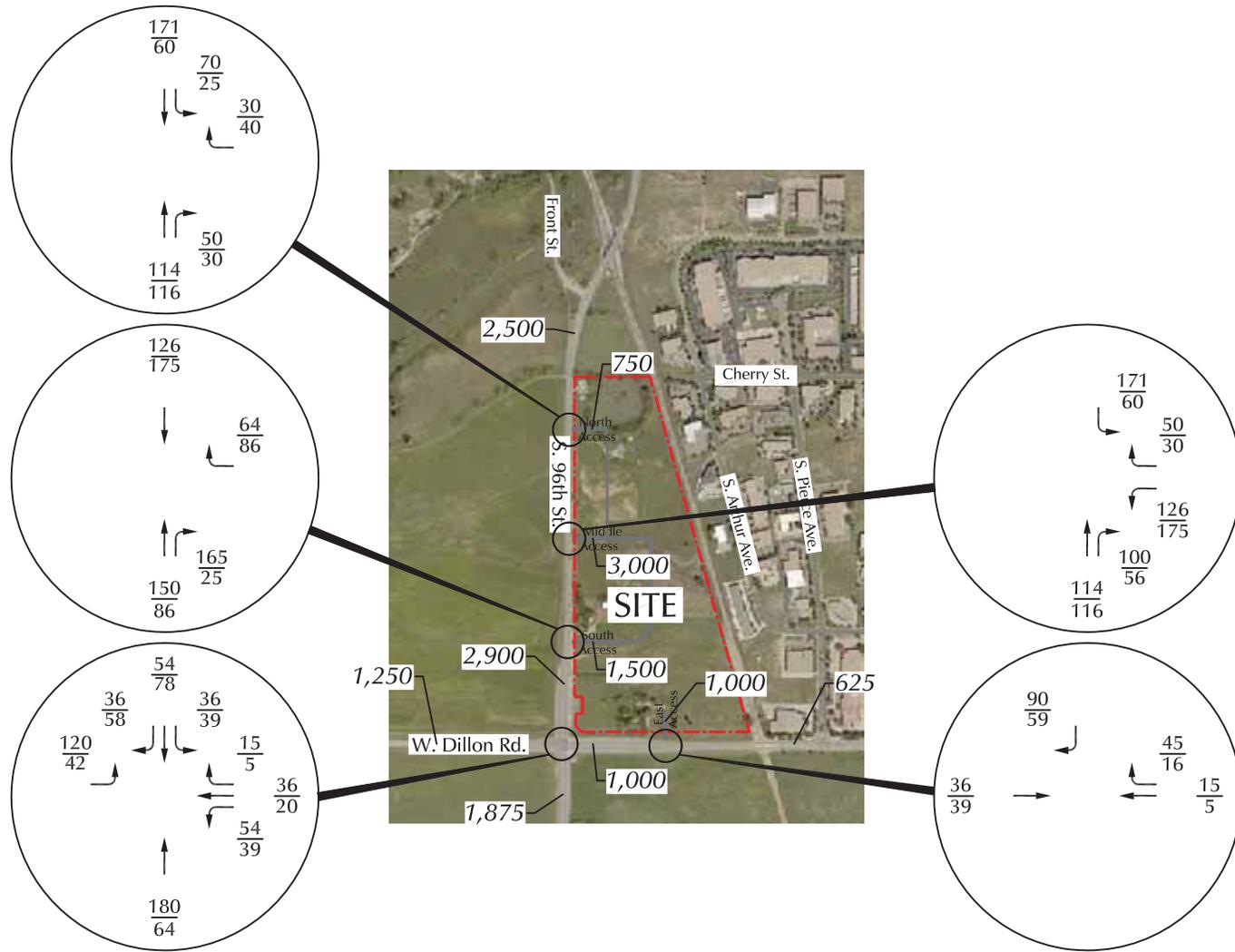


LEGEND:



 20% = Percent Directional Distribution

Figure 6
*Directional Distribution
 of Site-Generated Traffic*
 Louisville Industrial Park (LSC #180012)



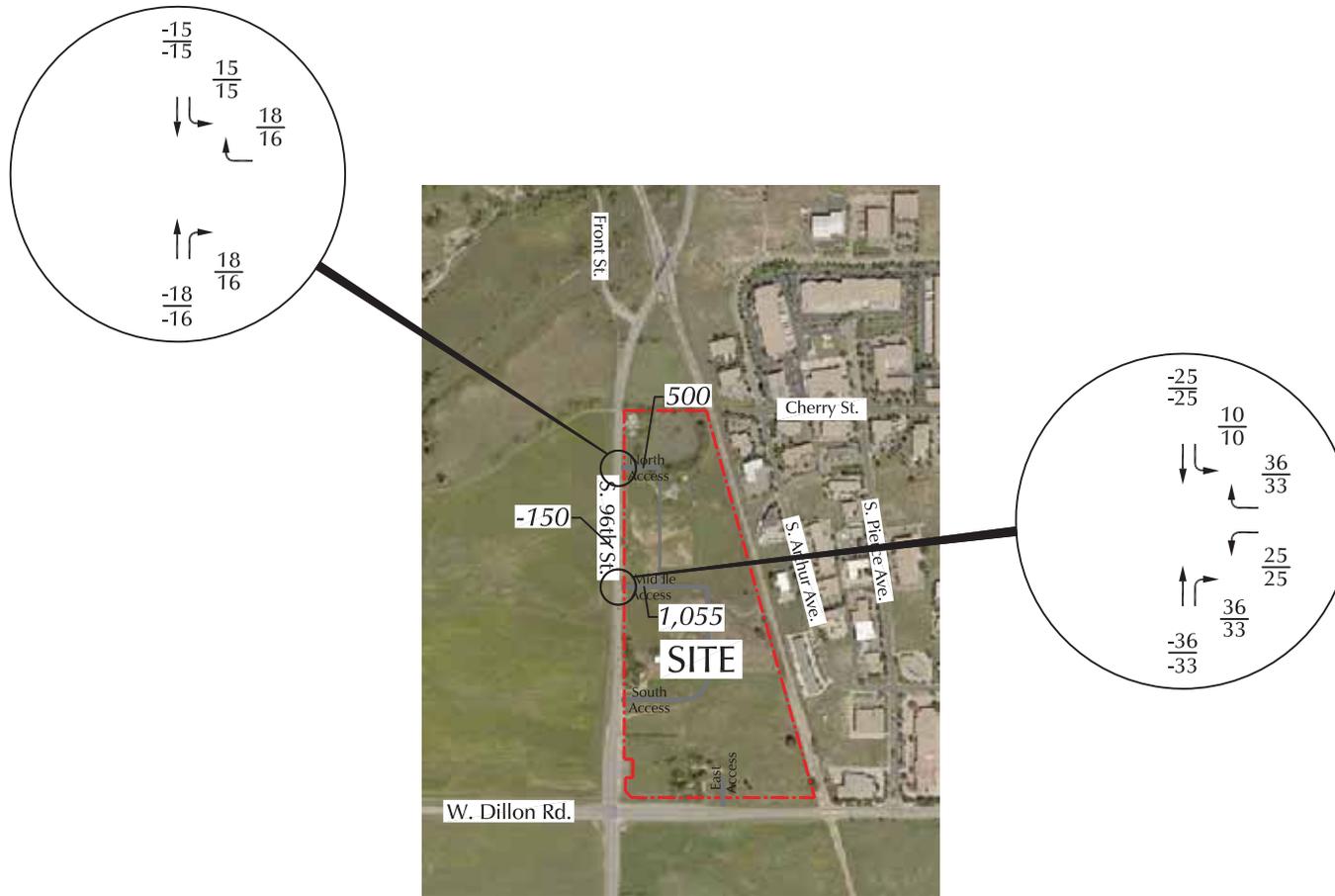
LEGEND:

- $\frac{26}{35}$ = Weekday AM Peak Hour Traffic
- $\frac{35}{26}$ = Weekday PM Peak Hour Traffic
- 500 = Weekday Daily Traffic

Figure 7a

Assignment of Weekday Primary Site-Generated Traffic

Louisville Industrial Park (LSC #180012)

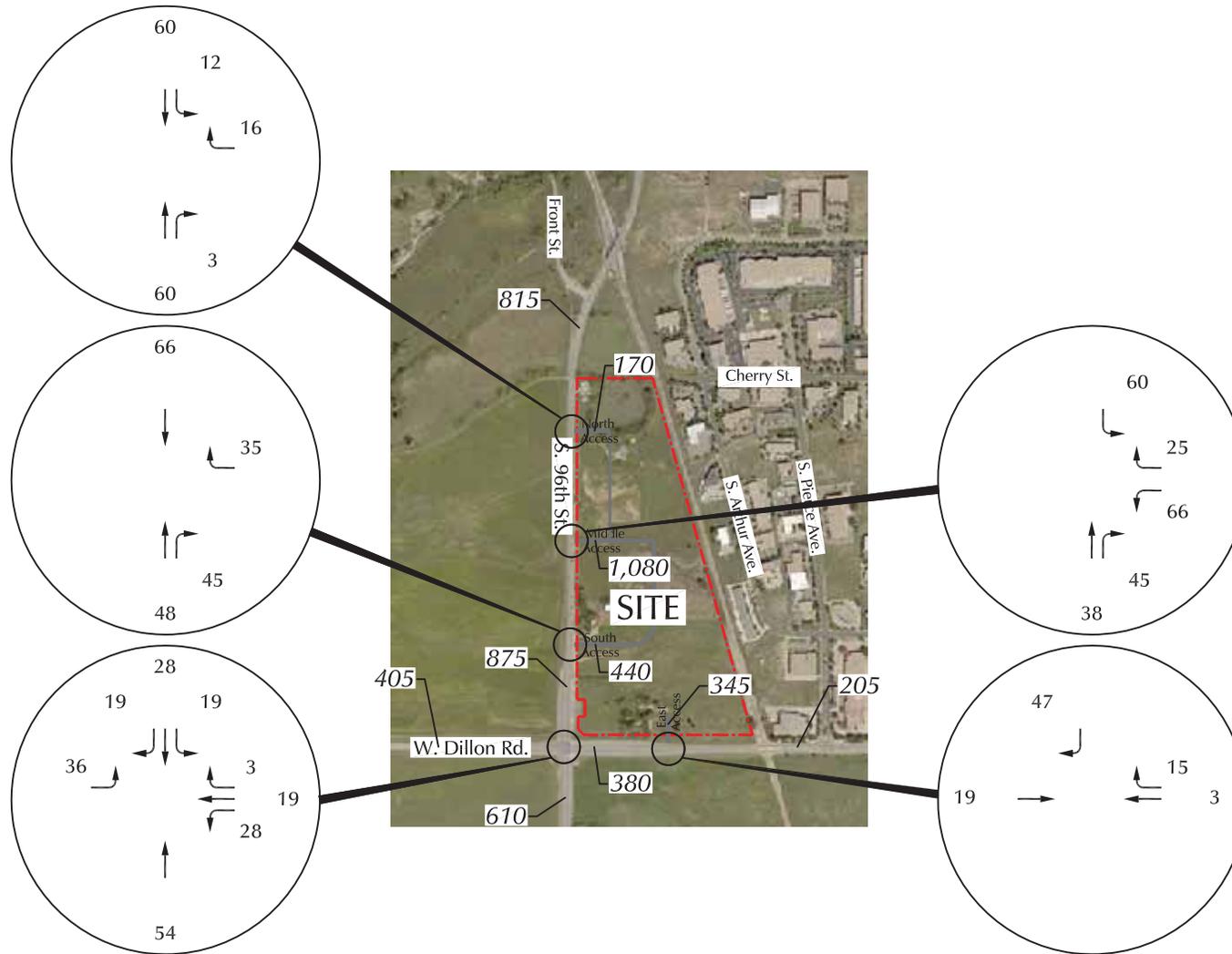


LEGEND:

- 26 = Weekday AM Peak Hour Traffic
- 35 = 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)



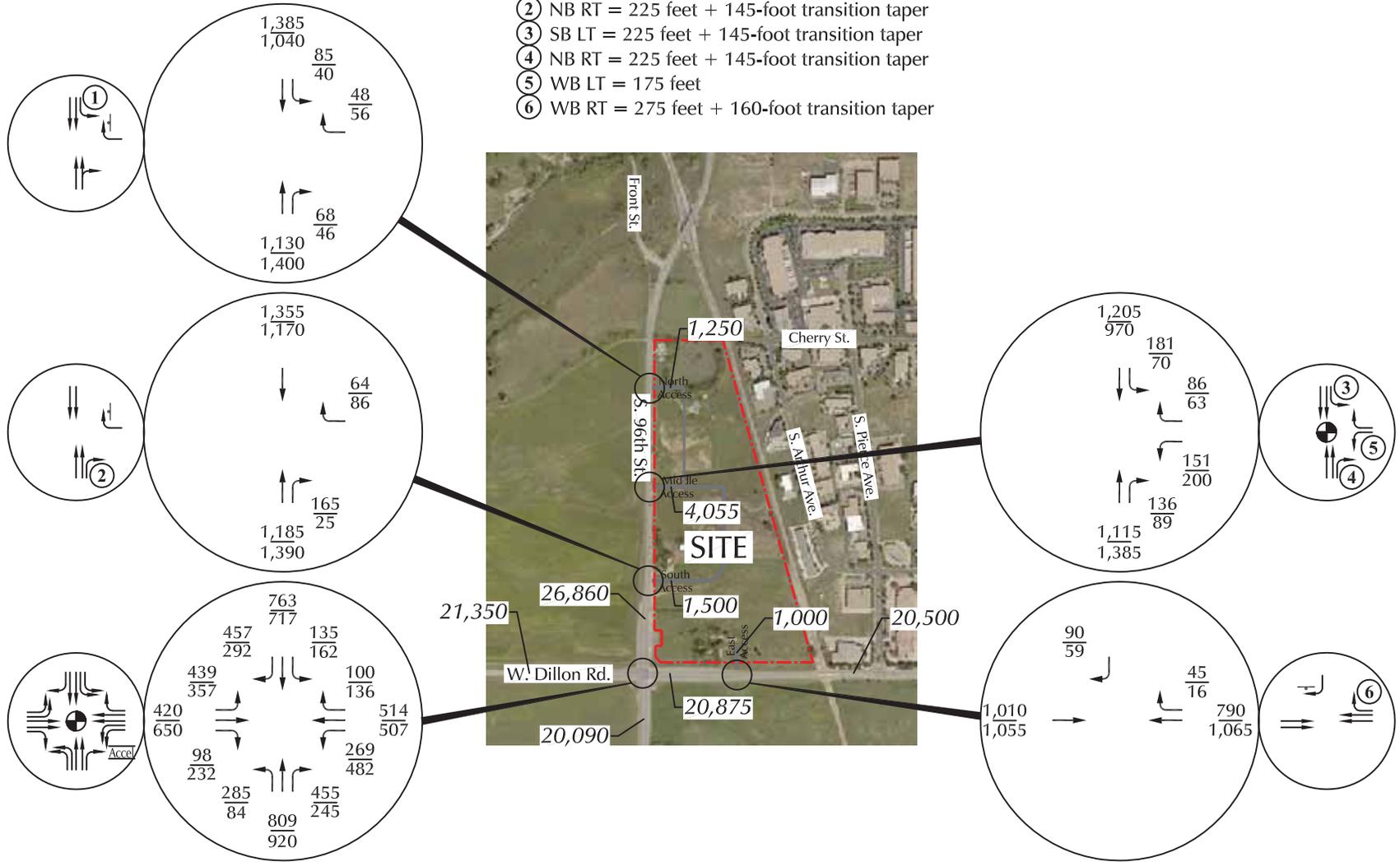
LEGEND:

- 26 = Sunday AM Peak Hour Traffic
- 500 = Sunday Daily Traffic

Figure 8b
*Assignment of Sunday
Passby Site-Generated Traffic*

Louisville Industrial Park (LSC #180012)

- 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



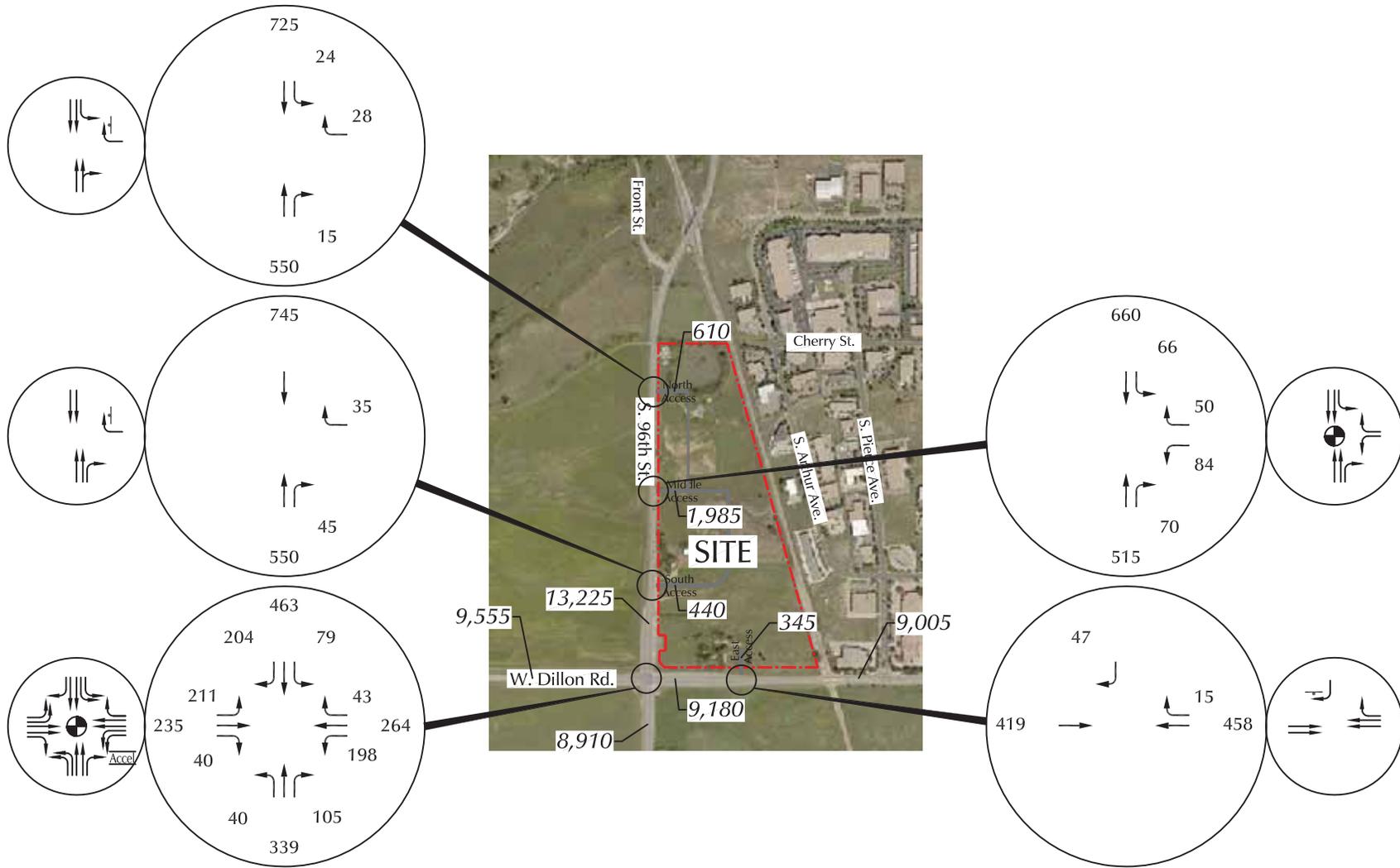
LEGEND:

- ⊥ = Stop Sign
- ⊙ = Traffic Signal
- $\frac{26}{35}$ = 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)

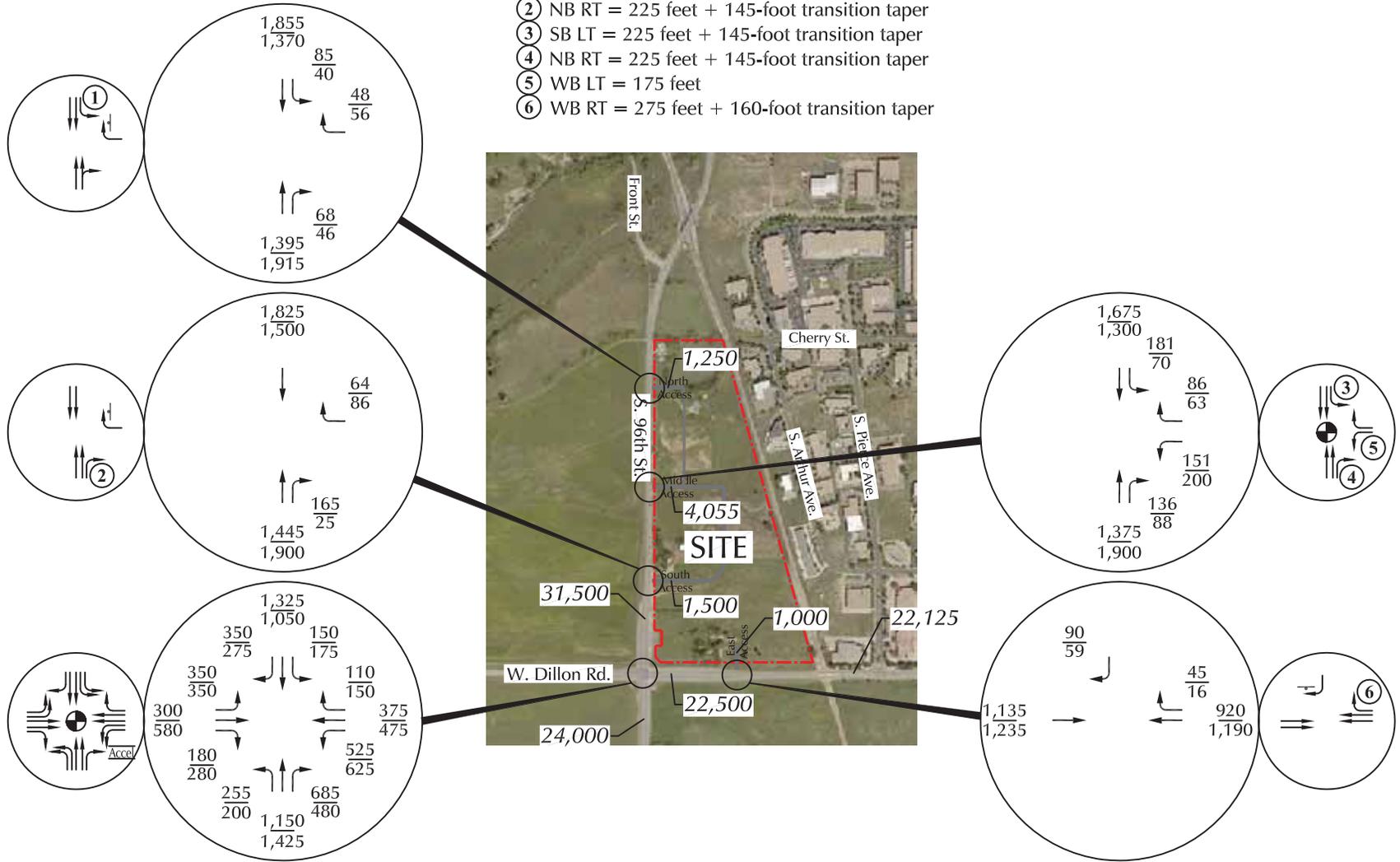


LEGEND:

- ⊥ = 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)

- 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
- $\frac{26}{35}$ = $\frac{\text{Weekday AM Peak Hour Traffic}}{\text{Weekday PM Peak Hour Traffic}}$
- 500 = Weekday Daily Traffic

Figure 10a

Year 2040 Weekday Total Traffic, Lane Geometry and Traffic Control

Louisville Industrial Park (LSC #180012)

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

| Start Time | 96TH ST Southbound | | | | DILLON RD Westbound | | | | 96TH ST Northbound | | | | DILLON RD Eastbound | | | | Int. Total |
|-------------|--------------------|------|-------|------|---------------------|------|-------|------|--------------------|------|-------|------|---------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 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.

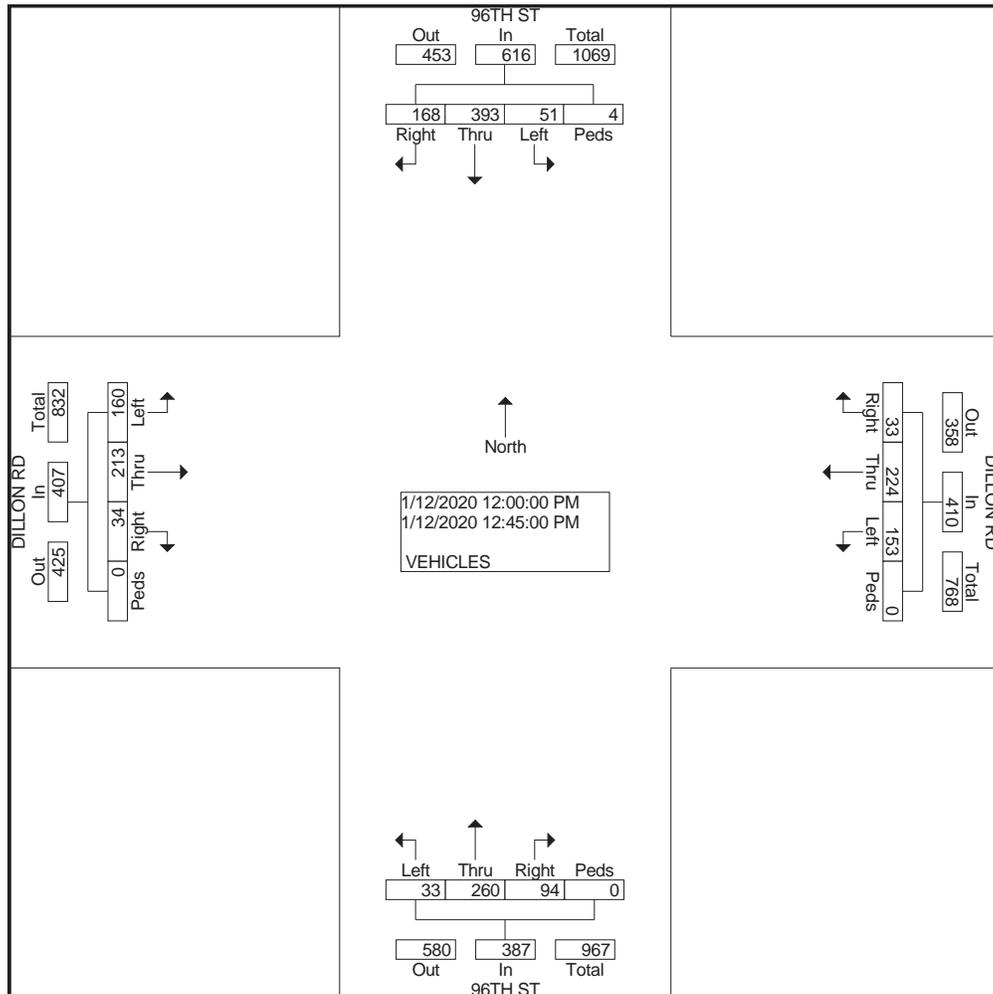
1889 YORK STREET
DENVER.COLORADO
303-333-7409

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

| Start Time | 96TH ST Southbound | | | | | DILLON RD Westbound | | | | | 96TH ST Northbound | | | | | DILLON RD Eastbound | | | | | Int. Total |
|-----------------------|--------------------|------|------|------|------------|---------------------|------|------|------|------------|--------------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
| | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | |
| Intersecti on | 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 Peak Factor | 12:15 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 10 | 112 | 64 | 1 | 187 | 44 | 68 | 8 | 0 | 120 | 8 | 62 | 24 | 0 | 94 | 46 | 48 | 9 | 0 | 103 | 504 |
| High Int. Peak Factor | 12:15 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 10 | 112 | 64 | 1 | 187 | 44 | 68 | 8 | 0 | 120 | 11 | 67 | 23 | 0 | 101 | 49 | 71 | 7 | 0 | 127 | 504 |
| Peak Factor | 0.82 | | | | | 0.85 | | | | | 0.95 | | | | | 0.80 | | | | | 1 |

Peak Hour From 10:00 AM to 12:45 PM - Peak 1 of 1



LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

| <u>LOS</u> | <u>Average Vehicle Delay</u> sec/vehicle | <u>Operational Characteristics</u> |
|------------|---|--|
| 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 | <u>Operational Characteristics</u> |
|-----|-------------------------------|---|
| 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. <u>The delay could be up to 15 seconds.</u> 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. <u>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.</u> |
| D | 25 to 35 seconds | <u>This is the point at which a traffic signal may be warranted for this intersection.</u> 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. <u>There is a high probability that this intersection will meet traffic signal warrants.</u> 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. <u>The only remedy for these long delays is installing a traffic signal or restricting the accesses.</u> 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. |

Timings
3: S. 96th Street & W. Dillon Road

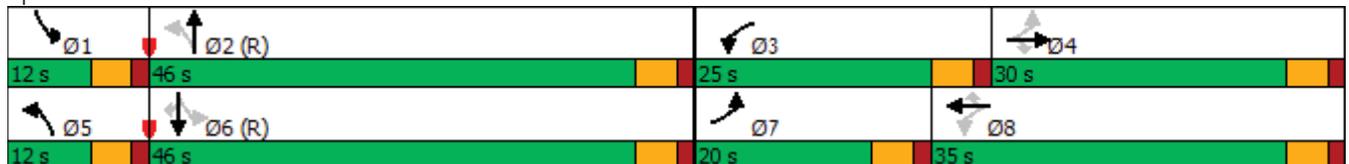
Existing
PM Peak

| 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 |
| Recall Mode | 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



Timings
3: S. 96th Street & W. Dillon Road

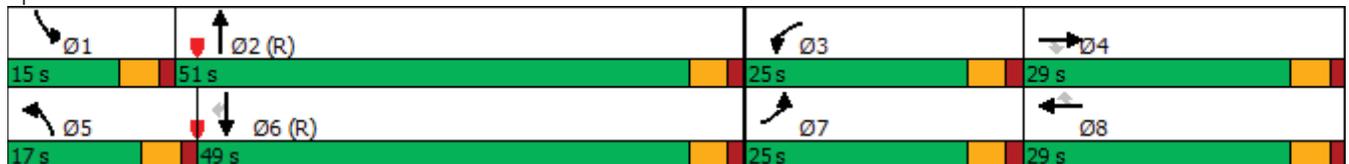
2024 Background
AM Peak

| 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 |
| Recall Mode | 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



Timings
3: S. 96th Street & W. Dillon Road

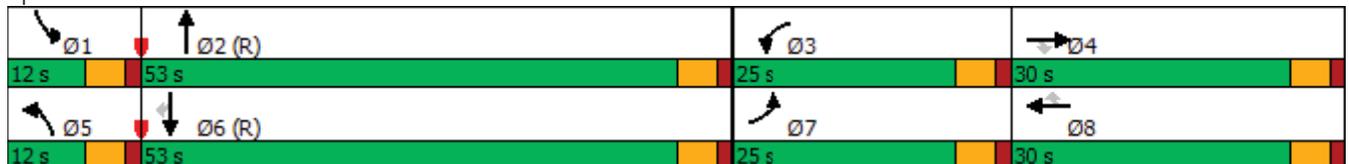
2024 Background
Sunday Peak

| 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 |
| Recall Mode | 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



HCM 6th TWSC
6: S. 96th Street & South Access

2024 Total
AM Peak

| 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 | NBRWBLn1 | 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 |

HCM 6th TWSC
8: S. 96th Street & North Access

2024 Total
AM Peak

| 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 |
| 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 | NBRWBLn1 | 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

Timings
12: S. 96th Street & Middle Access

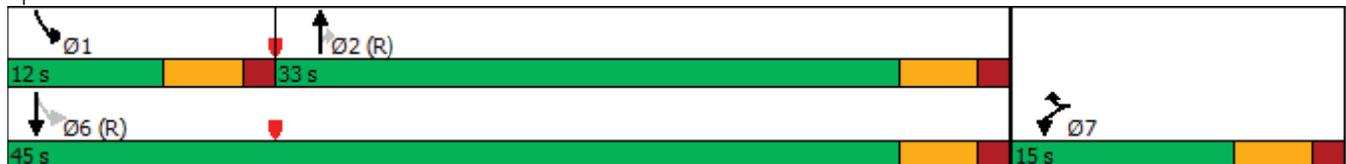
2024 Total
AM Peak

| 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 Effect 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



HCM 6th TWSC
14: W. Dillon Road & East Access

2024 Total
AM Peak

| 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 | - | - | - | 573 |
| Stage 1 | 0 | - | - | - | - |
| Stage 2 | 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 |

HCM 6th TWSC
6: S. 96th Street & South Access

2024 Total
PM Peak

| 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 | NBRWBLn1 | 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 |

HCM 6th TWSC
8: S. 96th Street & North Access

2024 Total
PM Peak

| 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 |
| 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 | NBRWBLn1 | 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

Timings
12: S. 96th Street & Middle Access

2024 Total
PM Peak

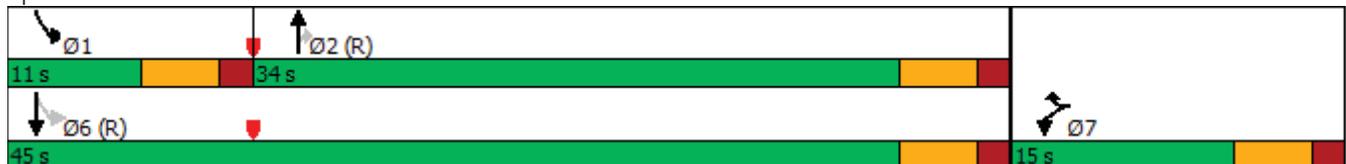
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 200 | 63 | 1385 | 89 | 70 | 970 |
| Future Volume (vph) | 200 | 63 | 1385 | 89 | 70 | 970 |
| Turn Type | Prot | Prot | 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 Effect 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 Capacity Utilization 66.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

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 | - | - | - | 458 |
| Stage 1 | 0 | - | - | - | - |
| Stage 2 | 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 |

Timings
3: S. 96th Street & W. Dillon Road

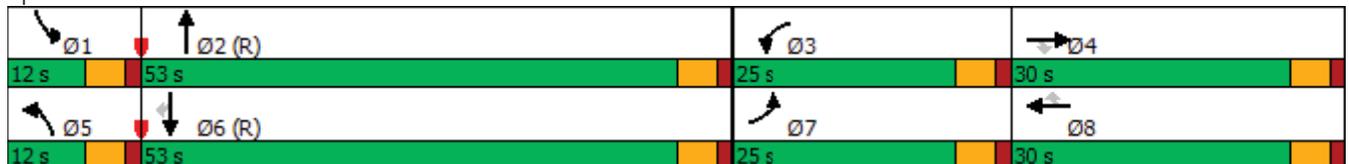
2024 Total
Sunday Peak

| 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 |
| Recall Mode | None | C-Max | | None | C-Max | C-Max |
| Act Effect 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 | NBRWBLn1 | 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 |

HCM 6th TWSC
8: S. 96th Street & North Access

2024 Total
Sunday Peak

| 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 |
| 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 | NBRWBLn1 | 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

Timings
12: S. 96th Street & Middle Access

2024 Total
Sunday Peak

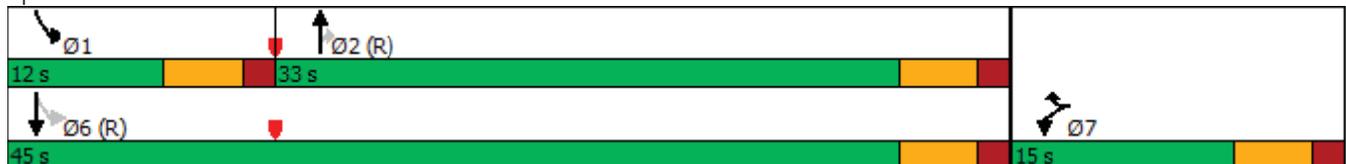
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 84 | 50 | 515 | 70 | 66 | 660 |
| Future Volume (vph) | 84 | 50 | 515 | 70 | 66 | 660 |
| Turn Type | Prot | Prot | 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 Effect 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 Capacity Utilization 35.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 12: S. 96th Street & Middle Access



HCM 6th TWSC
14: W. Dillon Road & East Access

2024 Total
Sunday Peak

| 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 | - | - | - | 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 |

Timings
3: S. 96th Street & W. Dillon Road

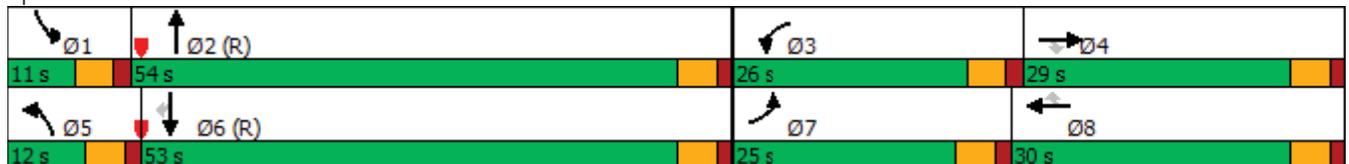
2040 Background
PM Peak

| 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 |
| Recall Mode | None | C-Max | | None | C-Max | C-Max |
| Act Effect 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



Timings
3: S. 96th Street & W. Dillon Road

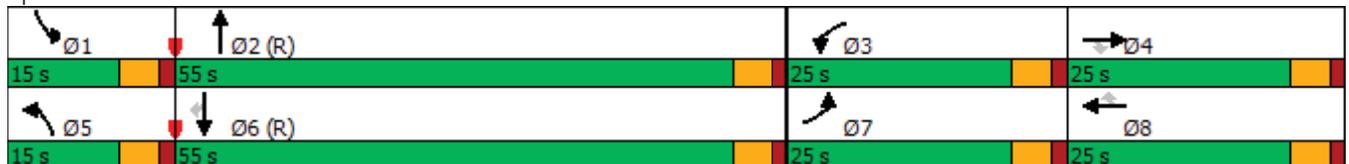
2040 Background
Sunday Peak

| 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 |
| Recall Mode | None | C-Max | | None | C-Max | C-Max |
| Act Effect 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 Capacity Utilization 49.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

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



Timings
3: S. 96th Street & W. Dillon Road

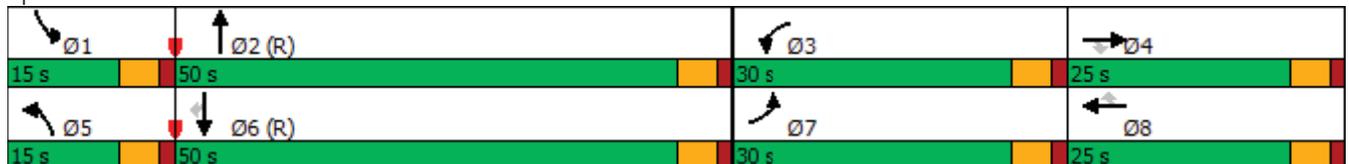
2040 Total
AM Peak

| 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 |
| Recall Mode | 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



HCM 6th TWSC
6: S. 96th Street & South Access

2040 Total
AM Peak

| 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 | NBRWBLn1 | 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 |

HCM 6th TWSC
8: S. 96th Street & North Access

2040 Total
AM Peak

| 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 |
| 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 | NBRWBLn1 | 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

Timings
12: S. 96th Street & Middle Access

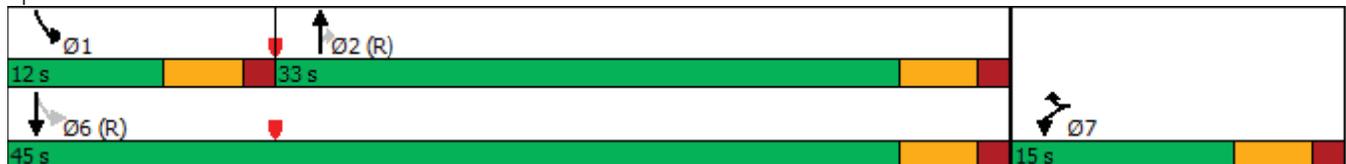
2040 Total
AM Peak

| 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 Effect 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 Capacity Utilization 68.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 12: S. 96th Street & Middle Access



HCM 6th TWSC
14: W. Dillon Road & East Access

2040 Total
AM Peak

| 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 | - | - | - | 516 |
| Stage 1 | 0 | - | - | - | - |
| Stage 2 | 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 |

Timings
3: S. 96th Street & W. Dillon Road

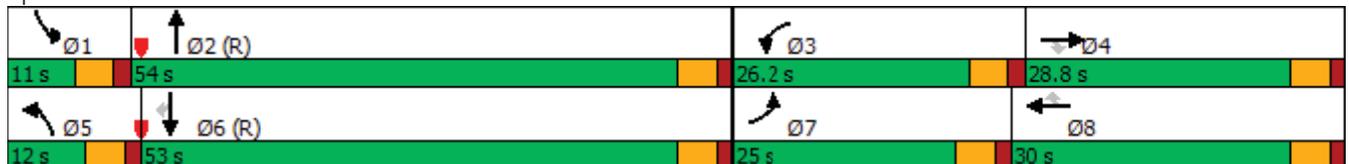
2040 Total
PM Peak

| 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 |
| Recall Mode | None | C-Max | | None | C-Max | C-Max |
| Act Effect 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 | NBRWBLn1 | 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 |

HCM 6th TWSC
8: S. 96th Street & North Access

2040 Total
PM Peak

| 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 |
| 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 | NBRWBLn1 | 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

Timings
12: S. 96th Street & Middle Access

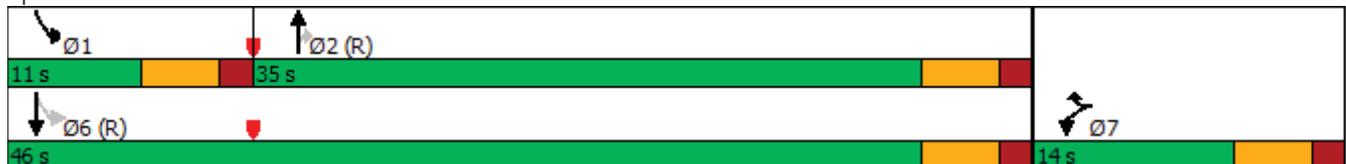
2040 Total
PM Peak

| 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 Effect 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 Capacity Utilization 77.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 12: S. 96th Street & Middle Access



HCM 6th TWSC
14: W. Dillon Road & East Access

2040 Total
PM Peak

| 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 | - | - | - | 414 |
| Stage 1 | 0 | - | - | - | - |
| Stage 2 | 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 |

Timings
3: S. 96th Street & W. Dillon Road

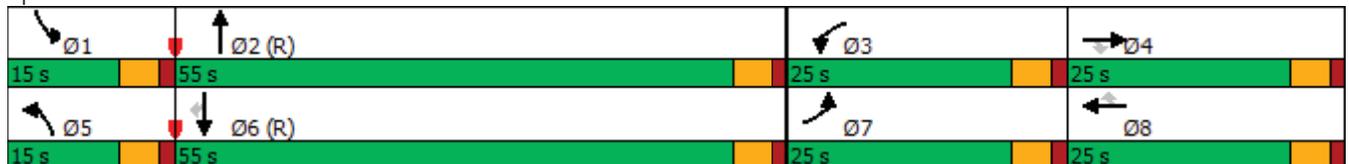
2040 Total
Sunday Peak

| 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 |
| Recall Mode | None | C-Max | | None | C-Max | C-Max |
| Act Effect 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 Capacity Utilization 51.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

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 | NBRWBLn1 | 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 |

HCM 6th TWSC
8: S. 96th Street & North Access

2040 Total
Sunday Peak

| 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 |
| 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 | NBRWBLn1 | 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

Timings
12: S. 96th Street & Middle Access

2040 Total
Sunday Peak

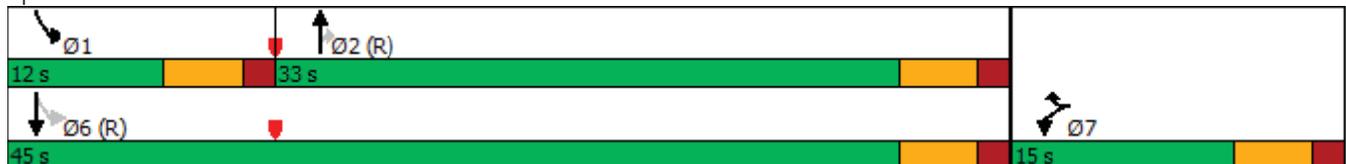
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 84 | 50 | 680 | 70 | 66 | 910 |
| Future Volume (vph) | 84 | 50 | 680 | 70 | 66 | 910 |
| Turn Type | Prot | Prot | 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 Effect 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 Capacity Utilization 40.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 12: S. 96th Street & Middle Access



HCM 6th TWSC
14: W. Dillon Road & East Access

2040 Total
Sunday Peak

| 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 | - | - | - | 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 |

**SECOND AMENDED AND RESTATED
PLANNED COMMUNITY ZONE DISTRICT AGREEMENT
St. Louis Parish and Commercial Park General Development Plan**

THIS SECOND AMENDED AND RESTATED PLANNED COMMUNITY ZONE DISTRICT AGREEMENT is made and entered into this ___ of _____, 2020, by and between the ARCHDIOCESE OF DENVER, a Colorado corporation sole, as Trustee and for the benefit of St. Louis Catholic Parish, a separate public juridic person under the 1983 Code of Canon Law for the Roman Catholic Church (the “**Archdiocese**”), ASCENT COMMUNITY CHURCH, a Colorado nonprofit corporation (“**Ascent**”), and ADRIAN D. GAMES (“**Games**” and together with the Archdiocese and Ascent, collectively, the “**Owners**”), and the CITY OF LOUISVILLE, a Colorado home rule municipal corporation (sometimes hereinafter referred to as the “**City**”).

WITNESSETH:

WHEREAS, the Archdiocese, Richard K. Johnson and Mary K. Johnson (prior owners of the parcel of land now owned by Ascent), and Games collectively previously entered into a Planned Community Zoned District Zoning Agreement, dated September 21, 2004, and recorded in the office of the Clerk and Recorder of Boulder County, Colorado, on March 5, 2010, at Reception No. 03062045, for that land more particularly described on Exhibit A, which is attached hereto, incorporated herein, and made a part hereof (such property is hereinafter referred to as the “**Property**” and the presently subdivided portions thereof are each sometimes referred to herein as a “**Parcel**”, designated as the “**Archdiocese Parcel**” which is owned by the Archdiocese, the “**Ascent Parcel**”, which is owned by Ascent, and the “**Games Parcel**”, which is owned by Games); and

WHEREAS, the Archdiocese, Colorado Tennis Facilities, LLC, a Colorado limited liability company (prior owner of the parcel of land now owned by Ascent), and Games collectively previously entered into an Amended and Restated Planned Community Zoned District Zoning Agreement, dated January 24, 2018, and recorded in the office of the Clerk and Recorder of Boulder County, Colorado, on January 24, 2018, at Reception No. 036376295, for the Property; and

WHEREAS, the Owners collectively desire to enter into a revised Planned Community Zoned District Zoning Agreement for the Property and to amend and restate it in its entirety; and

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

WHEREAS, Owners acknowledge that the need for conveyances and dedication of certain property, including but not limited to property for rights-of-way and easements to the City of Louisville as contemplated in this Agreement, are directly related to and generated by development

intended to occur within the Property and that no taking thereby will occur requiring any compensation; and

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

WHEREAS, Ascent is under contract to sell the Ascent Parcel to United Properties Development, LLC, a Minnesota limited liability company (“**United**”) and United intends to acquire and develop the Ascent Parcel upon receipt of approvals from the City, but the Archdiocese and Games do not have immediate plans for the development of the Archdiocese Parcel and the Games Parcel, respectively; and

WHEREAS, this Agreement is intended to set forth mutual understandings of the parties regarding the Planned Community Zone District for the Property, including uses for the Property, the phasing of public and private infrastructure improvements to serve the Property, the manner in which those improvements will be guaranteed and installed by the Owners, and related matters; and

WHEREAS, the Owners and the City acknowledge that Planned Community Zoned District (PCZD) zoning provides the mechanism by which the Owners may assemble their respective properties into the framework of an overall General Development Plan (GDP), in order to coordinate development, design, access, circulation, and infrastructure requirements into a unified plan;

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

1. GENERAL CONDITIONS

1.1 PCZD General Development Plan. Development of the Property shall be in accordance with the St. Louis Parish and Commercial Park General Development Plan, as approved by City Council and in effect from time to time, which current General Development Plan is recorded in the office of the Clerk and Recorder of Boulder County, Colorado at Reception No. 03062044, as amended by First Amendment to General Development Plan recorded in the office of the Clerk and Recorder of Boulder County, Colorado at Reception No. 03637627, and as further amended by Second Amendment to General Development Plan recorded in the office of the Clerk and Recorder of Boulder County, Colorado at Reception No. _____ (collectively, the “**General Development Plan**”). The General Development Plan shall be binding upon the Owners and shall limit and control the issuance and validity of all building permits for the Property. The General Development Plan shall further serve to restrict and limit the construction, location, use and operation of all land and structures included within Property to all conditions and limitations set forth in the General Development Plan. All development within the General Development Plan shall occur in accordance with the provisions of the Louisville Municipal Code (the “**LMC**”).

1.2 Responsibility to Subdivide. The first of the Owners who intends to participate in the division of the Property for the purposes of sale or development, or who desires to construct a structure upon any portion of the Property, shall be required to plat the entire Property under the subdivision requirements of the LMC. The scope of the subdivision request shall be for the entire Property and shall be processed both as a preliminary and final subdivision process. The Owners agree that no portion of the Property shall be divided for purposes of sale or development, and no building permits shall be issued for any structure, until the entire Property has been platted, and that this requirement applies irrespective of the Owners' Parcels' existing boundaries. All Owners shall execute the initial plat of the Property.

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

1.4 Subdivision Agreement. Prior to the presentation and acceptance of a final subdivision plat by the City Council, the Owners shall execute a subdivision agreement with the City that guarantees the construction of all required public improvements. The subdivision agreement may provide for phasing of public improvements; however, any phasing plan shall be acceptable to and approved by the City. Further, building permits will be issued for only that phase of the subdivision for which the required financial guarantee has been provided. The required guarantee shall be cash escrow or an irrevocable letter of credit in form and substance acceptable to the City. The subdivision agreement shall detail the amount duration and terms of release of such guarantee.

1.5 Public Improvements. The Owners agree to design, improve, and provide signage, lighting, and signalization for, all public streets and other public ways within or adjacent to the Property in accordance with City ordinances, resolutions and other applicable standards, subject to any reimbursement which may be provided for in such ordinances, resolutions, and standards; to make such other improvements as required by City ordinances, resolutions and standards; to guarantee construction of all required improvements, and, if requested by the City, to dedicate to the City any or all other required improvements. In addition to those improvements which may be described in Exhibit B of the required subdivision agreement, the Owners shall also be responsible for coordination of and payment for installation of on-site and off-site electric, streetlights, natural gas, telephone and utilities. All utilities shall be placed underground to the extent required by the LMC or applicable City standards.

1.6 Development Phasing. Owners agree that no development of Zone 3, as shown on the General Development Plan, shall commence prior to the development of Zone 2A, as shown on such Plan. Subject to the foregoing requirement, development of the Property may be phased in accordance with an approved phasing plan as established in an executed and recorded subdivision agreement. Such approved phasing plan shall be reflected in Exhibit B of a final subdivision agreement. The completion of each phase of the development, including public and

private improvements, shall be in accordance with the General Development Plan and the completion schedules set forth in the approved phasing plan, or City approved modifications thereof. All modifications shall be in writing and signed by the City Manager or the Manager's designee.

1.7 Plan Submission and Approval. Prior to development and in accordance with subdivision requirements of the LMC, the Owners shall furnish to the City complete plans for each phase of the public improvements. The Owners shall obtain approval of each phase prior to commencing any construction work thereon. No work shall commence on any phase of improvements until the City has approved the plans therefor and the Owners have posted the required improvement guarantee for such phase of improvements. The improvement guarantee shall include, but not by way of limitation, street construction, landscaping, fencing, streetlights, water, sewer, storm sewer and drainage improvements. Building permits shall be issued for only that phase of the development for which said guarantee has been furnished.

2. PUBLIC USE DEDICATION

2.1 Public Use Dedication. Owners shall comply with the public use dedication requirements within the LMC for the entire Property at or prior to the recording of the first subdivision plat for the Property. It is intended that all or some portion of the required public use dedication will be to establish and enhance regional trail connectivity in or through the City. Conveyance of public use land shall be by Special Warranty Deed in form and substance satisfactory to the City Manager or the Manager's designee. The Owners shall, at Owners expense, furnish a commitment for title insurance on any property proposed to be dedicated to the City. The property shall be free and clear of liens, taxes and encumbrances, except for ad valorem real property taxes for the year of conveyance (which shall be prorated and paid by Owners) and thereafter, but subject to all easements, rights-of-way, reservations, restrictions, or other title burdens of record which are acceptable to the City, or those easements and rights-of-way which would be readily apparent from a physical inspection. The Owners shall, at their expense, cause a title policy in conformance herewith to be delivered to the City at the time of the conveyance. Nothing herein is intended to or shall be construed to affect the discretion of the Louisville Planning Commission or City Council to evaluate and approve or reject any proposed public use dedication under the criteria set forth in the LMC.

3. DEVELOPMENT STANDARDS

3.1 Development Standards. Development of the property shall be controlled by the requirements of the General Development Plan and the Commercial Development Design Standards and Guidelines (CDDSG) as amended from time to time. Where there may be a conflict between the GDP and the CDDSG, the more restrictive standard shall apply. Additionally, all of the Property shall be developed as a Planned Unit Development (PUD) overlay district. The PUD overlay requires that a preliminary and final PUD development plan be submitted for development within the Property, and that such development occur in accordance with currently adopted PUD standards and criteria in the LMC.

3.2 Development Density. Commercial development for the Property shall be allocated within Zones 2 and 3 in accordance with density allocations reflected on the General Development Plan. The allocation of density and bulk restrictions applicable to each respective zone and subzone shall be governed by the requirements of the General Development Plan. Transfer of density from one zone to another shall require an amendment to the General Development Plan in the same manner as the current General Development Plan.

3.3 Permitted and Special Review Uses. Development of the Property is limited to the permitted and special review uses set forth below. No permitted or special review use may be commenced unless the City has approved a preliminary and final PUD development plan for such use pursuant to the PUD procedures, standards and criteria set forth in the LMC, as in effect from time to time. Further, no special review use may be commenced unless approved pursuant to the special review use procedures, standards and criteria set forth in the LMC as in effect from time to time. Uses not expressly listed are prohibited. Such applications may be processed concurrently to the extent permitted by the LMC, as in effect from time to time. It is acknowledged that application of the foregoing standards and criteria may serve to limit or prevent development of particular uses. The permitted and special review uses for the Property are as follows:

3.3.1 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.

3.3.2 Zone Two (approx. 31.8 acres)

1. Continuation of the existing residential uses on the property.
2. Religious Institutions
3. All other 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 Zones 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 a 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 service in conjunction with drive through 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.

3.3.3 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.

4. Agreement to Cooperate. The parties agree that they will cooperate with one another in accomplishing the terms, conditions, and provisions of the Agreement, and will execute such additional documents as necessary to effectuate the same.

5. Reference to Amendment. As used in this Agreement, unless otherwise specifically provided herein, any reference to any provision of any City ordinance, resolution, rule, regulation, standard or policy is intended to refer to any subsequent amendments or revisions to such ordinance, resolution, or policy, and the parties agree that such amendments or revisions shall be binding upon Owners.

6. Binding Agreement. As used in this Agreement, the term "Owners" includes each of the undersigned landowners, who shall be jointly and severally liable for performance of the Owners' obligations under this Agreement. The term "Owners" shall include any of the heirs, transferees, successors, or assigns of each of the undersigned persons constituting Owners, and all such parties shall have the right to enforce this Agreement, and shall be subject to the terms of this Agreement, as if they were the original parties thereto. This Agreement shall be binding upon and inure to the benefit of the heirs, transferees, successors, and assigns hereof, and shall constitute covenants running with the land. This Agreement shall be recorded with the County Clerk of Boulder County, Colorado, at Owners' expense. Subject to the conditions precedent herein, this Agreement may be enforced in any court of competent jurisdiction.

7. Remedies and Vested Rights. Owners agree that their sole and exclusive remedy for any breach of this Agreement shall be an action for injunctive relief to require specific performance of the obligations herein. Owners expressly waive any remedy of damages for any breach of this Agreement. Owners further acknowledge that certain actions, such as the review of site-specific development plans and special review uses, are matters of legislative and/or quasi-judicial discretion, and no promises or assurances of favorable exercise of such discretion have been made to or relied upon by Owners. Owners further acknowledge that this Agreement is not intended to and shall not be construed to create vested rights pursuant to C.R.S. 24-68-101 et seq.

8. Construction. This Agreement may be amended only by written instrument signed by the City and all Owners of the Property. In the event of express conflict between any provision of this

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

9. Title and Authority. Each party constituting the Owners warrants to the City that it is the record owner of its respective property within the Property as described on Exhibit A, and that its undersigned signatory has full power and authority to execute this Agreement.

[Signature Pages Follow]

Adrian D. Games

ACKNOWLEDGEMENT

STATE OF COLORADO)

) SS

COUNTY OF _____)

The forgoing instrument was acknowledged before me this ____ day of _____, 2020, by Adrian D. Games.

Witness my hand and official seal.

My commission expires on: _____

(SEAL)

**CITY OF LOUISVILLE,
a Colorado home rule municipal corporation**

By: _____

Name: _____

Title: _____

ATTEST:

Name: _____

Title: _____

ACKNOWLEDGEMENT

STATE OF COLORADO)

) SS

COUNTY OF _____)

The forgoing instrument was acknowledged before me this ____ day of _____, 2020, by _____, as _____, and _____, as _____ of City of Louisville, a Colorado home rule municipal corporation.

Witness my hand and official seal.

My commission expires on: _____

(SEAL)

EXHIBIT A
to
SECOND AMENDED AND RESTATED
PLANNED COMMUNITY ZONE DISTRICT AGREEMENT
Legal Descriptions of Archdiocese, Ascent and Games Parcels

Archdiocese Parcel

Parcel A:

All that portion of the Southwest quarter of Section 16, Township 1 South, Range 69 West of the 6th p.m., described as follows:

Beginning at a point on the West line of said Section 16, which is 504.30 feet North of the Southwest corner of said Section; thence Northerly along said West line 929.36 feet;
Thence South 88° 42' 20" East, 278.00 feet;
Thence South 89° 55'30" East, 635.00 feet to the Westerly right-of-way line of the Colorado and Southern Railway Company;
Thence Southerly along said right-of-way 985.94 feet, more or less, to a point from which the point of beginning bears South 89° 50' West;
Thence South 89° 50' West, 1186.30 feet, more or less, to the point of beginning.

Parcel B:

All that part of the SW 1/4 of Section 16, Township 1 South, Range 69 West of the 6th p.m., more particularly described as:

Commencing at the SW corner of said Section 16;
Thence running East a distance of 1339 feet to the West line of the Colorado and Southern Railroad right of way;
Thence running North 15° West, parallel with and along the West line of said Colorado & Southern Railroad right of way, a distance of 502 feet;
Thence running West a distance of 1193 feet to the West line of said Section 16;
Thence South along the West line of said Section 16 a distance of 481.5 feet to the point of beginning,

Except that portion described by deed recorded August 16, 1961 in Book 1194 at Page 569 and except any portion lying within Dillon Road or South 96th Street as shown on the Boulder County Assessors maps of record.

Parcel C:

A tract of land located in the Southwest quarter of Section 16, Township 1 South, Range 69 West of the 6th principal meridian, County of Boulder, State of Colorado, described as follows:

Commencing at the Southwest corner of Section 16, Township 1 South, Range 69 West;

Thence North 00° 00'00" East, 481.96 feet along the West line of the Southwest quarter of said Section 16 to the Northwest corner of a tract of land described on Film No. 551 at Reception No. 799250 of the records of Boulder County, Colorado;

Thence North 89° 52'25" East, 30.00 feet to the true point of beginning;

Thence North 00° 00'00" East, 22.36 feet to the South line of a tract of land described on Film 881 at Reception No. 132224 of the records of Boulder County, Colorado;

Thence along the said South line of a tract of land described on Film 881 at Reception No. 132224 to the Southwesterly right of way line of the Colorado and Southern Railroad; Thence South 17° 38'28" East, 24.42 feet along the Southwesterly right of way line of said Colorado and Southern Railroad to the Northeast corner of a tract of land described on Film 551 at Reception No. 799250 of the records of Boulder County, Colorado;

Thence South 89° 52'25" West, 1163.16 feet along the Northerly line of said tract of land described on Film 551 at Reception No. 799250 of the records of Boulder County, Colorado to the True Point of Beginning,

Except those portions of Parcels A, B and C conveyed to the City of Louisville in Deed recorded June 30, 2003 under Reception No. 2463734,

County of Boulder, State of Colorado

Ascent Parcel

A tract of land located in the SW1/4 of Section 16, T1S, R69W of the 6th P.M., City of Louisville, County of Boulder, State of Colorado, being more particularly described as follows:

Commencing at the WI /4 Comer of said Section 16 from which the Southwest Comer of said Section 16 bears S 00°03'34" E (Basis of Bearing), thence S 00°03'34" E, 462.46 feet along the West Line of the SW1/4 of said Section 16 to the Southeast corner of that tract of land conveyed to Adrian D. Games in that Warranty Deed recorded on Film 2183, as Reception Number 1674783, thence N 89°21'36" E, 60.00 feet along the South line of said Reception Number 1674783 to the Easterly right-of-way line of 96th Street and the True Point of Beginning;

Thence the following courses and distances along the South line of said Reception Number 1674783;

N 89°21 '36" E, 80.50 feet;

N 89°06'56" E, 192.62 feet;

N 80°12'46" E, 164.71 feet;

N 50°56'26" E, 82.48 feet

N 28°46'26" E, 140.25 feet to the Westerly right-of-way line of Burlington Northern & Santa Fe Railroad;

Thence S 16°35'17" E, 1005.32 feet along the Westerly right-of-way line of said Burlington Northern & Santa Fe Railroad to the Northeast corner of that tract of land conveyed to the Archdiocese of Denver in that Warranty Deed recorded as Reception No. 1987288;

Thence the following courses and distances along the North line of said Reception Number 1987288:

N 89°59'04" W, 635.25 feet;

N 88°45'54" W, 217.98 feet to the Easterly right-of-way line of 96th Street;

Thence N 00°03'34" W, 751.83 feet along the Easterly right-of-way line of 96th Street to the South line of said Reception Number 1674783 and the True Point of Beginning.

EXCEPT any portion thereof conveyed to the City of Louisville by the General Warranty Deed recorded on August 25, 2003, at Reception No. 2492954,

AND EXCEPT any portion thereof lying outside the boundaries of the tract of land conveyed to Richard K. Johnson and Mary K. Johnson by the Warranty Deed recorded on November 4, 1991, on Film 1700 as Reception No. 1140250.

Games Parcel

Parcel A:

Beginning at the Southwest corner of said Section 16, thence Northerly along the Westerly line of said Section, a distance of 2,183.53 feet; thence North 89°25'10" East, 140.50 feet to the point of beginning; thence North 89°10'30" East, 192.62 feet; thence North 80°16'20" East, 164.71 feet; thence North 51° East, 82.48 feet; thence North 26°50' East, 139.54 feet to a point on the Westerly right-of-way of the Colorado and Southern railway company; thence North 16°33'30" West, 273.23 feet along the Westerly right-of-way to a point on the East-West centerline of said Section 16; thence South 89°24'30" West, 408.49 feet along said East-West centerline to a point which bears North 89°24'30" East, 140.50 feet from the West 1/4 corner of said Section 16; thence South parallel with the West line of said Section, 462.44 feet to the Point of Beginning. County of Boulder, State of Colorado.

Parcel B:

Beginning at the Southwest corner of said Section 16; thence North along the Westerly line of said Section 16. a distance of 2,183.53 feet to the true point of beginning; thence North 89°25' 10" East, 140.50 feet; thence North parallel with the West line of said Section, a distance of 462.44 feet to a point on the East-West centerline of said Section; thence South 89°24'30" West, 140.50 feet along the East-West centerline to the West 1/4 corner of Section 16; thence

South, along the West line of said Section a distance of 462.44 feet to the True Point of Beginning, County of Boulder, State of Colorado.

Excepting therefrom Parcels A and B those tracts conveyed to the City of Louisville in Deed recorded September 2, 2003 under Reception No. 2496381.

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



HISTORIC

ST. LOUIS PARISH AND
COMMERCIAL PARK - FILING NO.
1 AND ASCENT COMMUNITY
CHURCH PUD

BASIN RUNOFF SUMMARY

| BASIN ID | DESIGN PT | AREA (ac) | DIRECT | | CUMULATIVE | | DETAINED (1/2") | DESCRIPTION |
|----------|-----------|-----------|----------------------|----------------------|----------------------|----------------------|-----------------|-----------------------------|
| | | | Q _d (cfs) | Q _u (cfs) | Q _c (cfs) | Q _t (cfs) | | |
| HIST | 3 | 58 | 13 | 51 | - | - | n | Historic Site Runoff |
| E | 40 | 117.1 | 31 | 130 | - | - | n | West of site basin to south |
| F | 50 | 67.8 | 19 | 120 | - | - | n | West of site 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

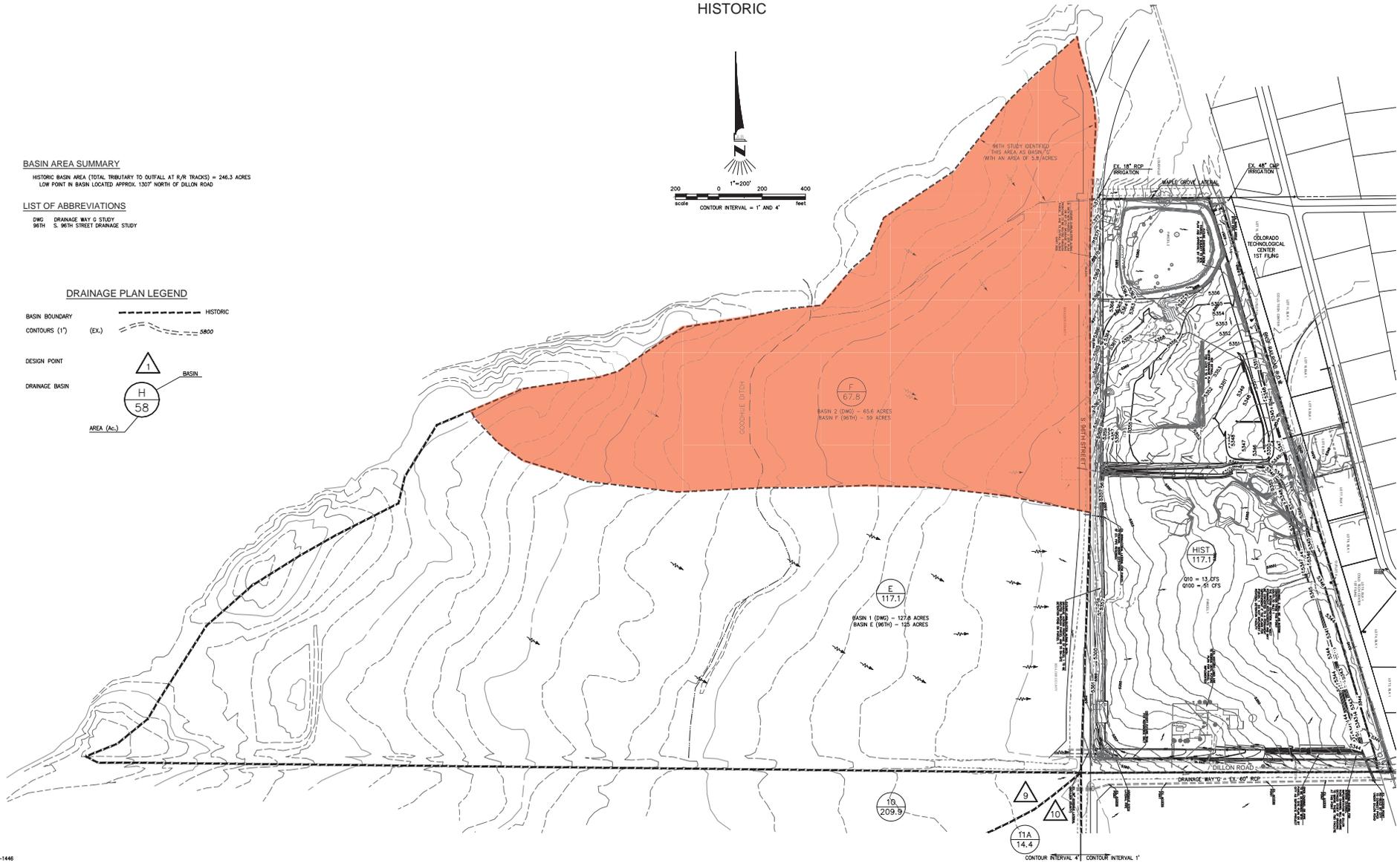
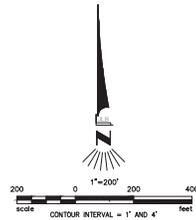
HISTORIC BASIN AREA (TOTAL TRIBUTARY TO OUTFALL AT R/R TRACKS) = 246.3 ACRES
LOW POINT IN BASIN LOCATED APPROX. 1307' NORTH OF DILLON ROAD

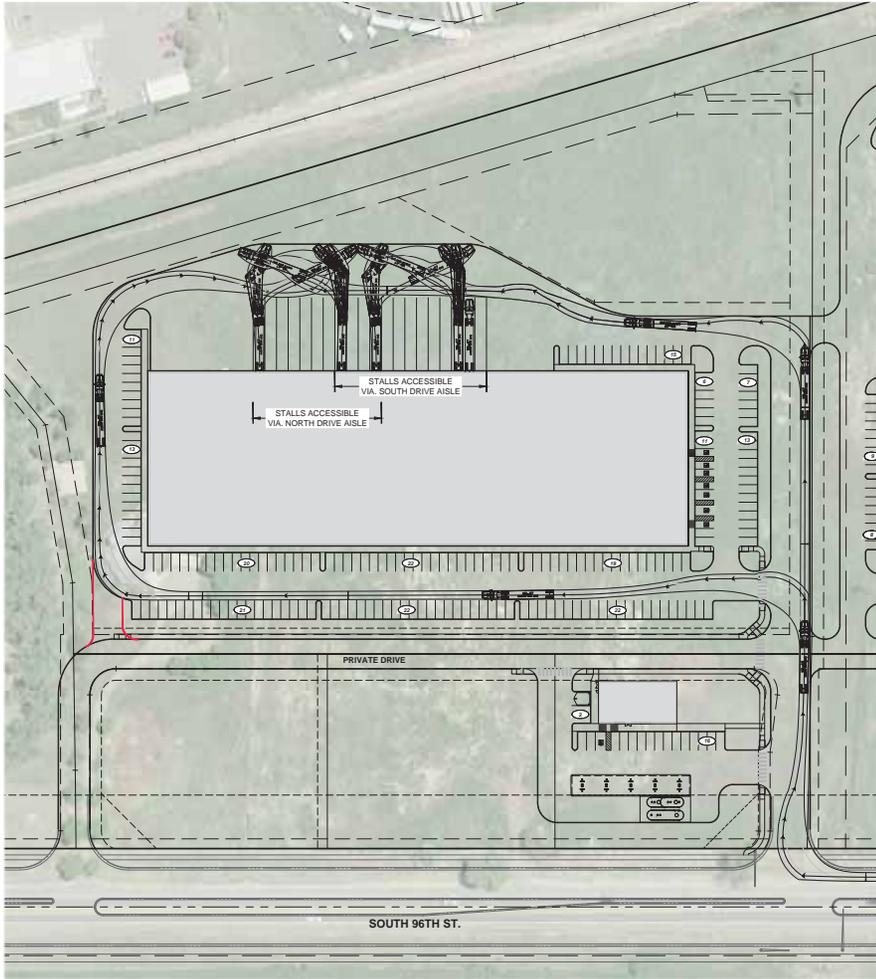
LIST OF ABBREVIATIONS

DWG DRAINAGE WAY STUDY
BETH S. 96TH STREET DRAINAGE STUDY

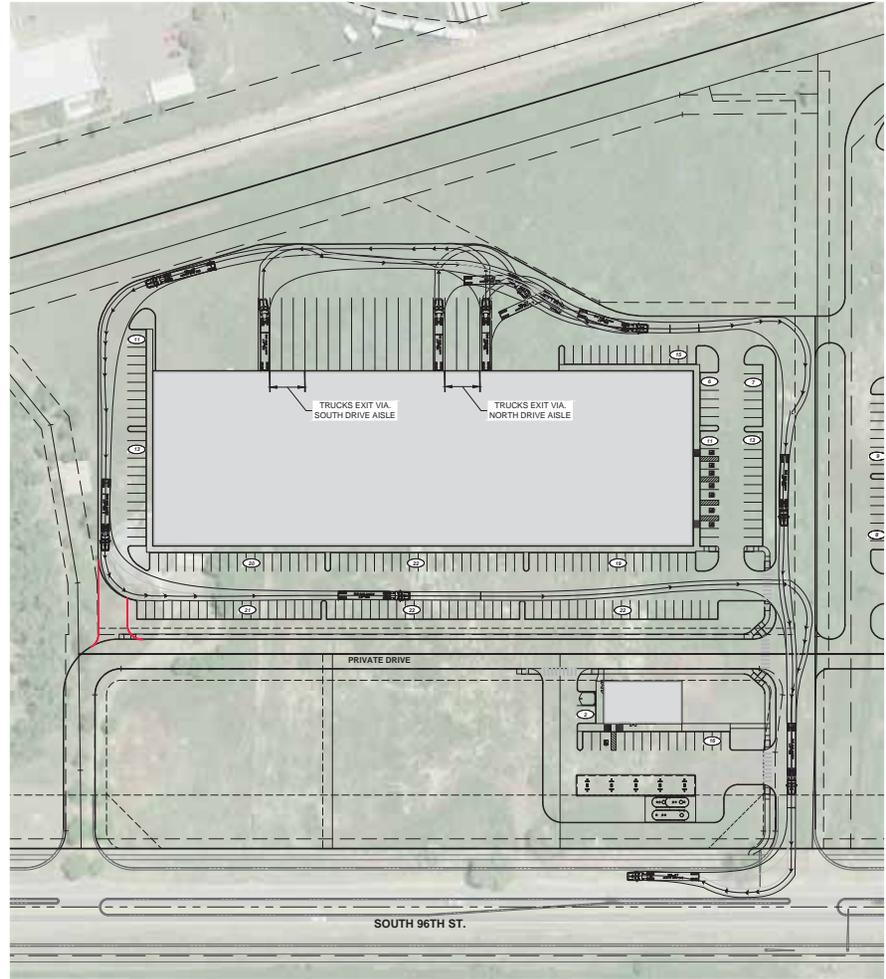
DRAINAGE PLAN LEGEND

- BASIN BOUNDARY HISTORIC
- CONTOURS (1") (EX) 5800
- DESIGN POINT
- DRAINAGE BASIN
- AREA (ac)

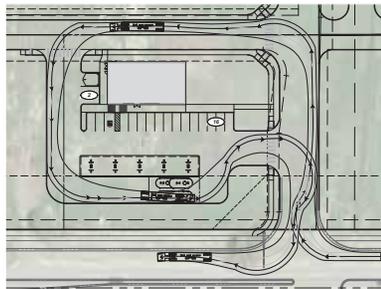




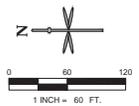
**WB-67 TRUCK ROUTE
ENTERING INDUSTRIAL SITE**



**WB-67 TRUCK ROUTE
EXITING INDUSTRIAL SITE**



WB-50 FUELING TRUCK ROUTE - COMMERCIAL SITE



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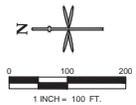
CONCEPTUAL SITE PLAN
96TH & DILLON - COMMERCIAL DEVELOPMENT
 96TH & DILLON, LOUISVILLE, COLORADO
TRUCK TURN EXHIBIT

PROJECT NO: UPR011101
 DESIGNED BY: CRO
 DRAWN BY: CRO
 DATE: 01/08/20

EX-2



OVERALL DEVELOPMENT AREA
SCALE: 1" = 100'



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Denver, CO 80248
303.752.7267 www.ees-inc.com



CONCEPTUAL SITE PLAN
96TH & DILLON - COMMERCIAL DEVELOPMENT
96TH & DILLON, LOUISVILLE, COLORADO
OVERALL DEVELOPMENT PLAN

| | |
|--------------|-----------|
| PROJECT NO: | UPR011.01 |
| DESIGNED BY: | CRO |
| DRAWN BY: | CRO |
| DATE: | 03/27/20 |

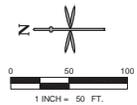
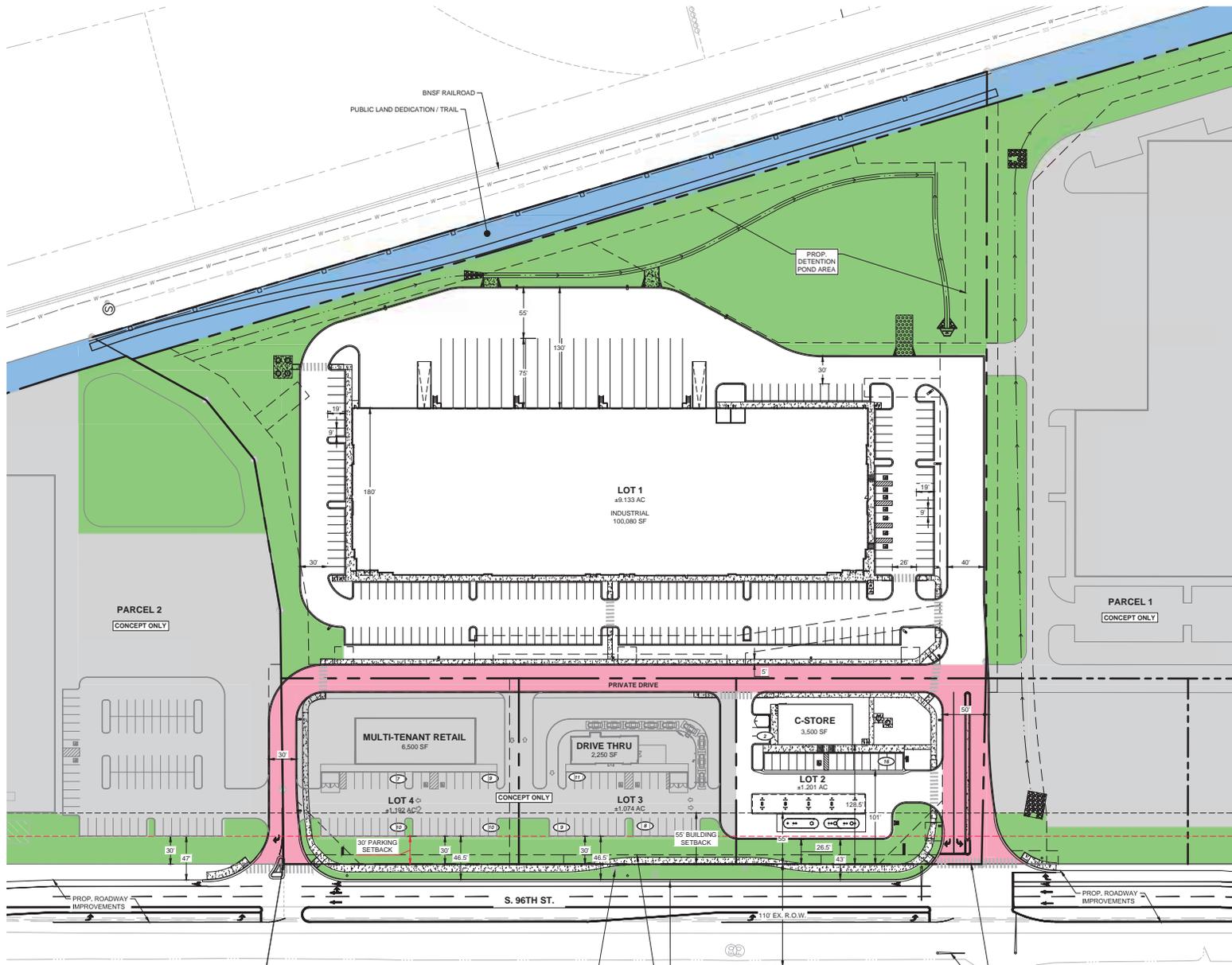
EX-1





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UNITED PROPERTIES

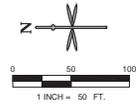
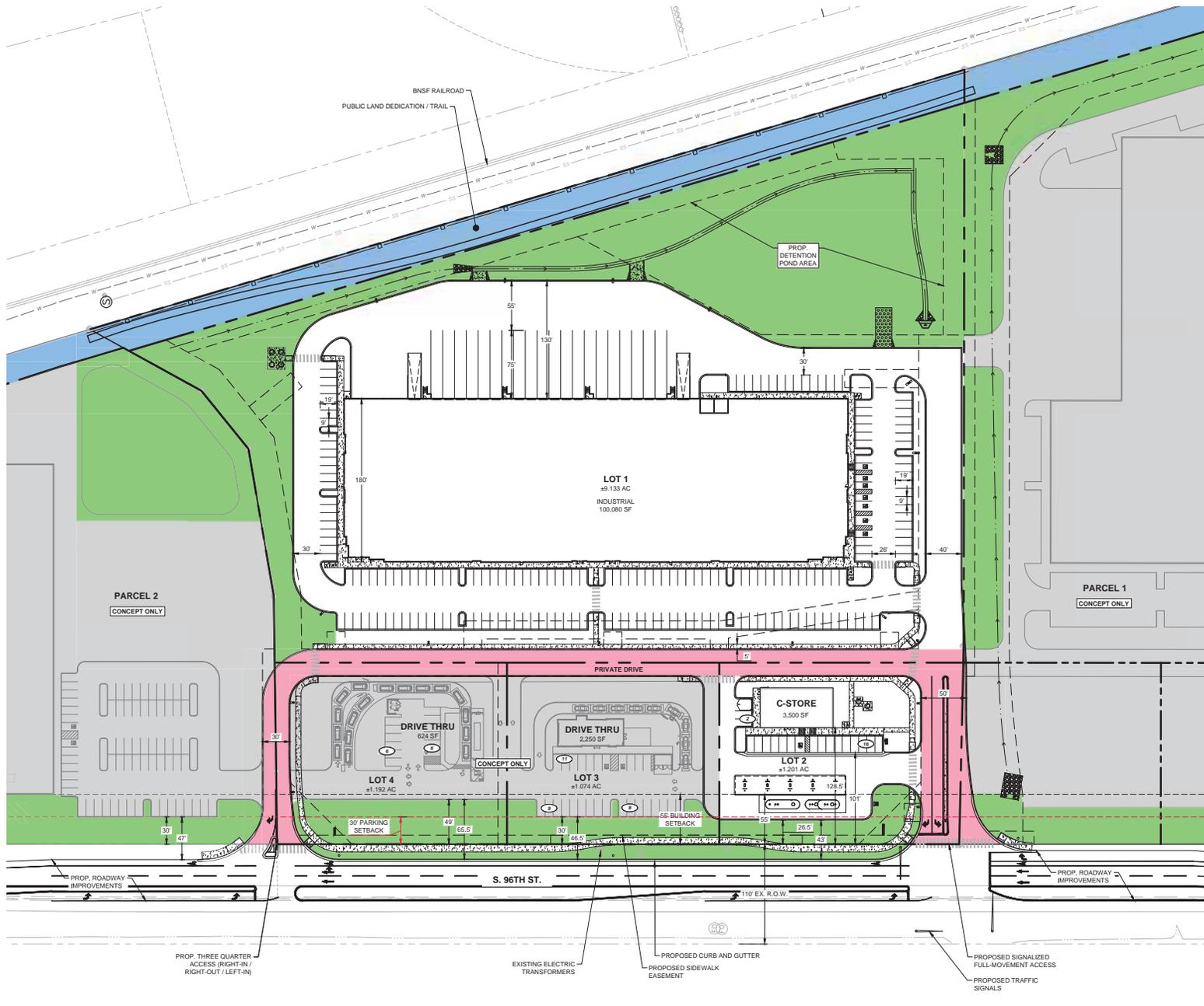
FINAL P.L.D. AND S.R.U. PLANS
**LOT 1 AND LOT 2, ST. LOUIS PARISH
 AND BOLDER INNOVATION CAMPUS**
 SOUTH 96TH STREET & DILLON ROAD, CITY OF LOUISVILLE, BOULDER COUNTY, CO
30' PARKING SETBACK

| | |
|--------------|------------|
| PROJECT NO. | UPR01181 |
| DESIGNED BY: | CRO |
| DRAWN BY: | CRO |
| DATE: | 07/05/2020 |

EX-4

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FINAL P.L.D. AND S.R.U. PLANS
**LOT 1 AND LOT 2, ST. LOUIS CAMPUS
 AND BOLDER INNOVATION CAMPUS**
 SOUTH WITH STREET & DILLON ROAD, CITY OF BOULDER, BOULDER COUNTY, CO
30' SETBACK WITH DRIVE THRU

PROJECT NO: UPR01181
 DESIGNED BY: CRO
 DRAWN BY: CRO
 DATE: 07/05/2020

EX-5



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 SLPCP'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

**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

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.

Agenda Item B: St Louis Parish and Commercial Park GDP, Second Amendment

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

- 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.

- 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.

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.

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

- 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.

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

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

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

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
Meeting Minutes
August 13, 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
Ben Diehl

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

Brauneis moves and **Williams** seconds a motion to approve the August 13, 2020 agenda. Motion passes unanimously by a roll call vote.

APPROVAL OF MINUTES

Howe moves and **Williams** seconds a motion to approve the June 25, 2020, with Commissioner Diehl's correction, July 9, 2020, and July 16, 2020 minutes. 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: 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)

- Applicant: United Properties
- Case Manager: Lisa Ritchie, Senior Planner

Hoefner informs the commissioners that he will be absent from the board while agenda item A is discussed and deliberated.

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 July 24, 2020, published in the Boulder Daily Camera on July 26, 2020, and the property was posted on July 24, 2020.

Ritchie discusses the property's location and background history.

In regards to the applicant's proposal, Ritchie reviews the existing and proposed buffer standard. For the existing buffer standard, 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. For the proposed buffer standard, 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.

In relation to staff's analysis of the comprehensive plan and the applicant's proposal, 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.

Staff Recommendations:

Staff recommends approval of Resolution 9, Series 2020 with the following conditions:

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

Commissioner Questions of Staff:

Rice reviews planning commission comments from the past meeting and clarifies that they recommended that this proposal get reduced to a 55 foot setback, and the position of staff is that neither buildings nor parking should be closer than 55 feet.

Ritchie says that that is correct. She makes clear to the commissioners that as proposed by the applicant, there could be drive aisles within the parking setback.

Rice confirms that parking cannot be closer than 55 feet as per staff's recommendation

Ritchie says yes, that is staff's recommendation.

Rice also confirms that the applicant's view point is that the building should be limited to a 55 foot setback but that the parking should be closer, as close as 30 feet to the roadway.

Ritchie says yes, that is the applicant's proposal.

Williams asks if staff is okay with having the parking lot between 96th St and the buildings.

Ritchie says the way the condition is drafted would allow either parking or building so there would be no distinction.

Williams asks if originally no parking would be in the front.

Ritchie says yes, that is the current standard.

Williams asks if we are letting that standard go.

Ritchie says yes, staff recognizes that some flexibility there could be beneficial for the applicant. We feel more strongly about the depth of buffer.

Howe asks if staff could clarify exactly where the proposal would be built.

Ritchie, using an image of the parcel, shows where the proposal would be along the area fronting S. 96th Street.

Brauneis says that regarding the proposed change in the enhanced landscaping, his concern is that it does not have a big enough difference from the existing language. He is concerned with the language that mentions these phrases: "goal of minimizing... greatest extent feasible." It concerns him that that language may not be strict enough. He asks staff if they think this language provides strong enough requirements that would satisfy the community.

Ritchie says that he brings up two interesting points. One being how much landscaping does the city want? Do we want a heavy landscape buffer when it is adjacent to a rural open space? If this is not the right language, we would like the commissioners feedback on that and what it could be changed to. We also recognize though that parking lots are not an attractive feature and if that is now allowed in front of the buildings, our intent is to make sure that the applicant's treatment of the landscaping is important and elevated.

Zuccaro says that staff prefers the language that will allow the largest buffer possible. Because of the adjacency to open space, having it continue to feel open is the ultimate goal. Throughout this entire proposal, we have recommended the maximum buffer possible, while the applicant has proposed more landscaping in lieu of the buffer. We have had concerns about this language and its enforceability. We are trying to get comfortable of the language but if we have a maximum buffer, that is very important in our opinion.

Applicant Presentation:

Alicia Rhymer, United Properties

Rhymer begins her presentation by reviewing the 2004 approved GDP, where the 60 foot setback and parking orientation originated. She then moves to discussing the 2013 approved comprehensive plan in regards to special districts and what special districts are.

She reviews how 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 following:

- 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 main the appearance of a rural entryway to the City.

She mentions that in the above language, no building or parking setbacks are stated in the comp plan and that the 55 feet is not required anywhere in the comp plan.

She reviews other developments, such as CTC and Delo Plaza, parking setbacks and buffers. For example, for CTC, the allowable parking setback was 20 feet. Delo Plaza has a 35 foot setback and buffer. She mentions that they have parking along 96th St.

She shows the commissioners images of the transportation master plan and the trails map, and discusses the east and west site constraints in relation to the parking setback hardship. A 3-D image is shown through the perspective of the 55 foot setback hardship.

She concludes her presentation with discussing their current proposal and comparing the landscaping buffer. The current proposal is below with the following design enhancements:

| Standard | GDP | Comp Plan | CDDSG | Proposed | Delta to CDDSG/AD |
|------------------|-------|---------------------------------------|-------|----------|-------------------|
| Building setback | 60 ft | No setbacks stated – rural transition | 30 ft | 55 ft | +25 ft |
| Parking setback | 60 ft | No setback stated – rural transition | 25 ft | 30 ft | + 5 ft |

Design Enhancements:

- 8-foot tree lawn and detached sidewalk
- 43 ft. or greater landscaping buffer from 96th St (including ROW)
- Larger landscaped corners at entrances of development to soften asphalt/parking to visual eye and draw attention to landscape
- Additional trees/shrubs strategically placed to screen paving area
- Topography – Site sits 2-4 feet below roadway

Commissioner Questions of Applicant:

Moline mentions that she displayed a four lane image of 96th St. Is that consistent with what the city is anticipating with that cross street section?

Rhymer says yes, we would be adding a turning lane and completing the official two lanes on our side. We will also be adding a left turn lane.

Diehl mentions that she made a comment about the rural entryway being a focus for Dillon Rd and 96th St and how that might also apply to CTC. He asks how that was referenced in the comp plan.

Rhymer says that the language says 96th St and Dillon Rd, a rural special district, so it applies to both of those corridors.

Diehl says that it sounds like to him that how they interpreted that principle is that it should apply all the way down to Dillon Rd.

Rhymer says yes, that is correct.

Ritchie reminds them that when we look at that policy and its language, the CTC is its own separate district and language.

Diehl asks if she can clarify on the 8 foot tree lawn mentioned on one of her presentation slides.

Rhymer says that where the image is cut off from the presentation slide, on the other side of the sidewalk, we would have an additional 8 foot tree lawn that is not shown on the slide but that would be in place. There is even more landscaping than what is even being shown on the image.

Diehl asks that if you are in a car driving north on 96th St, is it your interpretation that that is the rural entryway.

Rhymer says that she does. She drives this corridor multiple times a week and that it would be the rural entryway.

Williams asks about the other portion of the property that is not being developed at this time. Would we want to have some continuity for the rest of the parcel?

Rhymer says that the amendments that we are asking for applies to all three parcels. So the 55 foot setback, as well as the parking setback and landscaping we are proposing would also apply to all three parcels.

Brauneis says he is unsure how they came up with the 80 feet. He asks if she can explain it in greater detail.

Rhymer says that if they were to provide a 55 foot parking setback, which has to be from the property line, plus the tree lawn and the right of way, says that it gets to be around 30 feet.

Brauneis asks if that is actually 16 feet, totally 71 feet.

Williams says that with the 8 foot tree lawn, 8 feet sidewalk, plus the 30 feet you are asking, it is totaling to 46 feet from the edge of the property line.

Rhymer says that is probably correct. It is most likely 71 feet.

Moline asks if there is a reason that they cannot push all of this further back and even to the point of re-platting the open space.

Rhymer says the struggle with that is grading and the retention. We have to look at how this affects all three parcels, not just one.

Moline asks if there is a consideration of re-platting the city buffer back where the trail is or narrowing it.

Ritchie says due to the grading, the width of that is needed. From a policy perspective, if planning commission feels that they should have a discussion on the necessity of having that trail there, which would be a big discussion if we want to go away from having that trail concept.

Howe mentions that it may seem awkward to have the middle of the lot developed and the other parts not yet developed. What is the concurrency of the development to the adjacent lots?

Ritchie says that the application includes no concurrency for the proposal right now.

Rhymer mentions that this development is the catalyst to get the adjacent lots developed. They will not be able to move forward until this development does.

Howe states he is having difficulty because the approach is not towards a comprehensive ownership. Although we are discussing the entire property, we are really only reviewing the middle portion.

Zuccaro that the expectation of the city is that this property all be developed together, cooperating on their proposal and development together.

Ritchie mentions that staff has not discussed concurrency agreements with the applicant.

Howe asks the applicant where they stand on having a 40 foot parking setback.

Rhymer says that if we get a 40 foot parking setback, drive aisles that are allowed within it, and a landscaping buffer, we could do that, but they run the risk to come back to planning commission and get a waiver in order to encroach on that when the retail can't make that space work.

Public Comment:

Jim Candy, Pastor of Ascent Church, 550 S McCaslin Blvd

Candy comments back on the question about concurrency. He says they are required to work together with the adjacent owners which we have been regarding infrastructure, platting, but there is no requirement that all three builders need to be ready to build at the same time. Wanted to make sure they were all on the same page on that.

Closing Statement by Staff:

Zuccaro summarizes what a typical industrial development is and how this proposal compares to the CTC. He reminds the commissioners that staff's expectation is that all three parcels will work together on a coordinated site design. He also reminds them that the comp plan policy of the rural gateway does not apply to the CTC, which was referenced in the applicant's presentation. He recaps the commissioner's staff's recommendation and believes their recommendation has found a good middle ground for the applicant.

Howe asks about the 8 feet of tree lawn and 8 feet of detached sidewalk and asks what if the applicant got to 40 feet.

Zuccaro says that if you look at the 55 foot buffer at CTC, the other buffers we have are on top of the tree lawns of the 55 foot buffer and you have a tree lawn. It is not combined.

Ritchie says that is correct. The sidewalk for the most part of the eastern side of the CTC is 8 feet wide. The tree lawn varies in width anywhere from 2 – 12 ft. For the 16 feet, staff does not view that as part of the buffer as that is required for every development.

Closing Statement by Applicant:

Rhymer begins by reading the comp plan language for special districts and discusses how the 60 feet setback was established 16 years ago. She states that a lot changes in 16 years. They have done their best to work with the city and give where they can but they feel that a 30 foot parking setback with a 43-46 foot landscaping buffer is sufficient.

She then discusses how they could do a regional detention center all on the archdiocese property, but how that scenario is not ideal. There is a large channel on the back that has to go there. The reason for that is because between their parcel and the archdiocese parcel, the city has decided to convey all the offsite flows coming from the open space and the roads to pipe it there in that parcel. These three parcels have the burden to convey 67 acres of offsite flows across this parcel. We have to do that through an open ditch. To pipe that would be very costly and as we know, the city is not willing to share in that cost. From there, that has to get over to Dillon Rd. We have to then open ditch that which had to get 30 ft. from there all the way to Dillon Rd. We cannot avoid the fact that we have to convey someone else's flows across our property.

She concludes by saying that they are locked on our design because of the various variables she mentions above.

Megan Turner, United Properties,

Turner shows the commissioners the constraints they have and how it affects the industrial portion and the trailer port. She also addresses truck turning on the site and how the 180 ft. depth on the building is important to get quality tenants.

Kevin Kelley, United Properties

Kelley discusses his disagreement of Director Zuccaro's summation. He mentions that in the last five years, Etkin Johnson has not built a building in the CTC that is less than 180 ft. deep and have not built a truck court less than 130 ft. Every modern industrial building that attracts quality tenants has this standard. He states that they will not build less than 180 ft. deep.

Discussion by Commissioners:

Howe says that he understands the need for this to be marketable for the developer. What is most important for this proposal is what is facing 96th St. Without this setback determination, there cannot be a good tenant and it will increase vacancy. This land has been an eye sore for a while. Unfortunately this lot is very awkward, being between commercial and open space. We need to minimize the retail vacancy and try to honor this rural entryway. The question is if the city wants to develop this land. If not, then we should say that we must have this setback. If we do, then we have to create a setback that will attract future tenants. He says that he is torn in between the two and would hate to have to fight between ten feet. To compare this to the CTC is unrealistic. This is not commercial/industrial. It is also not retail like Delo Plaza. He thinks that we need a compromise between both parties to find a solution.

Diehl says that the rural entryway is a key component to the comprehensive plan. He recognizes that this is a unique property. He discusses more in depth of the importance of maintaining the rural entryway and how to sustain that with new development in this location. He wants to work with both parties involved so that that the rural entryway is not compromised.

Moline says that he agrees with Diehl. He is hopeful that they can find a solution and appreciates the applicant trying to find a solution. He also appreciates what Director Zuccaro said during his summation. In the 16 years since this has been zoned with this setback, that setback is just as important now than when it was first instituted. Protecting and preserving the rural area from 96th St is essential. He thinks having the 10 or 15 feet additional buffer would retain that and is an important consideration.

Williams says that when she looks at the comp plan and how it has had this criteria for a rural gateway for many years, she has to heavily consider that. When she looks at the adopted GDP of 60 feet and how staff has already created a condition of approval at 55 feet, she thinks the city is working with the developer. She thinks that that is reasonable at this point and leaning in that direction.

Brauneis says that he finds that this property is different. From going to 60 to 55 feet, allowing the parking to face 96th St, and in allowing drive aisles within that setback space, he thinks that perhaps they have gone too far. He mentions that there was

wisdom in requiring the 60 feet requirement, and thinks the proposed design does not fit a space that is the rural gateway to the city.

Rice discusses the concept of enhanced landscaping. In his opinion, a buffer creates actual space and enhanced landscaping will only screen what is trying to be screened, which is not a sufficient buffer. That is just a wall of trees. He does not think that approach solves the problem. He mentions that he was also very struck by Pastor Candy's letter that he submitted saying that their church needs to move forward with their other development and the financial aspect of this. He wants to get this project moving. It has to be recognized that at the last meeting, there was a compromise of giving the additional 5 feet. The original plan was to have the parking east of the buildings. We are even allowing the parking to come up to the 55 foot mark. He believes that there has already been compromise. The applicant is saying that they cannot give up that additional 5 feet, and staff believes it is appropriate to stick to the 55 feet. He is reluctant to try to compromise with the applicant. For example, the applicant wanting a 35 setback and staff wanting a 55 setback and meeting in the middle of the two in order to compromise is, in his opinion, not an appropriate way to solve the problem.

Diehl moves and **Moline** seconds to approve Resolution 9, Series 2020.

Motion passes 5-1 by a roll call vote.

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

Agenda Item B: 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 11, Series 2020) **REQUEST TO CONTINUE TO SEPTEMBER 10, 2020**

- Applicant: Dogs for Days, dba Camp Bow Wow
- Case Manager: Harry Brennan, Planner II

Hoefner re-joins the meeting to partake in the discussion of agenda items B and C.

Brauneis moves and **Howe** seconds a motion to continue agenda item B to the September 10, 2020 planning commission meeting. Motion passes unanimously by a roll call vote.

Agenda Item C: 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 10, Series 2020)

- Applicant: Lynn Koglin
- Case Manager: Harry Brennan, Planner II