

From: [tamar krantz](#)
To: [City Council](#); [Diana Langley](#)
Subject: Question on agenda item 5.F. "Sell Real Estate at 1501 Empire Road and the easterly portion of 1303 Empire Road."
Date: Friday, August 28, 2026 4:27:49 PM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear City Council Members and City Manager Langley,

Thanks for your work for our community.

I have questions about agenda item 5.F. "Sell Real Estate at 1501 Empire Road and the easterly portion of 1303 Empire Road."

According to our new comprehensive plan this area is designated "Public Use". What is the procedure for changing a Land Use designation that is shown in our newly adopted comprehensive plan? How will the new land use designation be determined?

I see that the city plans to sell the land to Ripple Creek Properties, LLC, 1127 Sherman St, Denver. Has the city discussed the future land use designation with the purchaser? According to the staff packet, "City Council will need to approve an ordinance authorizing the conveyance of the property, which will be presented to Council after the property has been subdivided and a new legal description has been created." Can you provide any more information about the subdivision process? Will the city bring a subdivision proposal to City Council or Ripple Creek Properties?

I see that the December 2025 appraisal was \$2.9M and that the purchase price is currently shown to be \$3.5M. That sounds like a good deal for the city, but if the purchase is based on one zoning and the city is selling as a different zoning, would it make sense for the property be re-appraised?

Is there an option to keep this property as open space when the lease to Avid is over? This is part of the rural buffer between Louisville and Lafayette. Alternatively, will the city consider using the sale money for purchase of open space property adjacent to Davidsion Mesa? Or has this money already been considered in the City Budget? I apologize if I have too many questions to understand if this is a reasonable suggestion.

Looking forward to hearing back from staff or learning the answers to these questions at your meeting Tuesday,

Thanks,

Tamar Krantz

From: Coal Creek Golf Course <CoalCreekGolf@Info.LouisvilleCo.gov>
Sent: Friday, August 28, 2026 1:47 PM
To: City Council
Subject: Fall Aerification, Pond Constructions, Sales, and More...

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What's New at Coal Creek Golf Course

August 27, 2026

[Tee Times](#) | [Lessons](#) | [Restaurant](#) | [Mobile App](#)

Tee Times Starting at 7 a.m.

Open Monday, September 7 (Labor Day)
Closed Tuesday, September 8 (driving range open)

[Book A Tee Time](#)

Fall Aerification

CLOSED: Tuesday, September 8 (driving range open)
FRONT NINE ONLY: Wednesday, September 9

It's time to give our greens a little fall TLC. Coal Creek Golf Course will be closed Tuesday, September 8, for fall aerification using the DryJect process. The front nine will reopen Wednesday, September 9, while work continues on the back nine.

Aerification is essential for healthy greens. It relieves soil compaction and helps air, water, and nutrients reach the roots, creating stronger turf and better playing conditions over time.

The good news? DryJect creates small channels in the greens and fills them with sand without pulling traditional cores. That means less disruption to the putting surface and greens that repair more quickly than with traditional core aerification.

We appreciate your patience while our maintenance team gives the greens the care they need for a healthy fall and a strong start next spring.



Pond Update

Work is underway to replace the liner in the greenside pond on Hole 2. The project will address the aging pond liner and help ensure the pond continues to function as an important part of the course.

Golfers may notice construction activity near Hole 2 throughout the fall, with the most active work expected in October and November. The project is anticipated to continue through early December.

We'll work to minimize impacts to play as much as possible and appreciate your patience while we make this important improvement to the course.

You may have also noticed recent activity at the pond near Hole 10. Following routine pond treatment during a period of hot weather and low water levels, low-oxygen conditions affected some of the fish in the pond. Our team has been working with our pond management contractor to care for the pond and reduce the potential for similar impacts in the future.

Upcoming Events:

OP 36 Fall Session

Fall session runs September 15-October 20

New to golf? Operation 36 is designed for beginning golfers ages 7+. Learn golf the way it's meant to be learned, combining coaching, practice, and on-course challenges to build skills and confidence. [Sign up for OP36 >](#)



September Sale

- 20% off all men's and women's apparel and shoes
- 25% off all golf bags
- 25% off Odyssey, Taylor Made, Mizuno, and Cleveland putters



Hungry?

Fuel up before your round or grab a bite after the 18th. Stop by The Turn and try our burger. We think it's the best in town, but you can be the judge. And if you're teeing off early, here's something worth knowing: our breakfast burritos have tater tots in them. Enough said.

Check out the menu and make The Turn part of your next round.

Open 7 a.m. - dusk
(303) 666-7888 x 3



BREAKFAST

ALL DAY

CLASSIC BREAKFAST \$11

2 eggs any style, Bacon or Sausage, Tater Tots, Toast

BREAFAST BURRITO \$13

Eggs, Bacon, Chorizo, or Sausage, Tater Tots, Cheese, Smother with Green Chile

Appetizers

CHEESE CURDS \$9

QUESADILLA \$9

Add Chicken- \$3

HUMMUS DIP \$9

CHIPS & SALSA \$7

BASKET \$7

FRIES*

TATER TOTS*

ONION RINGS

*SMOTHER IN GREEN CHILE & CHEESE \$3



SALADS

GREEK SALAD HALF \$9--FULL \$13

Romaine, Kalamatas, Cucumbers, Onions, Tomatoes, Feta Cheese, Pepperonchini, Shallot Vin, Topped with Scoop of Hummus

CAESAR SALAD HALF \$9--FULL \$12

Romaine, Croutons, Tomatoes, Parmesean

CHEF SALAD HALF \$9--FULL \$12

Romaine, Ham, Turkey, Cheddar, Tomatoes, Onions, Carrots, Ranch

Salad Toppers

Chicken \$3 -Hummus \$3

Chicken Salad \$3 -Tater Tots \$3



MAIN COURSE

Comes with choice of side :
French Fries, Tater Tots, Onion Rings \$1 or Side Salad \$1

THE TURN BURGER \$13

8oz Patty, Cheese, Lettuce, Onion, Tomato, Mayo

JALAPENO POPPER BURGER \$14

8oz Patty, Grilled Jalapenos, Cream Cheese, Bacon, Mayo

MUSHROOM SWISS BURGER \$14

8oz Patty, Mushrooms, Swiss, Guinness Onions, Mayo

PATTY MELT \$14

8oz Patty, Swiss Cheese, Guinness Onions, Mayo

CHICKEN CAESAR WRAP \$14

Grilled Chicken, Caesar Dressing, Lettuce, Parmesean, Tomato, Bacon

BUFFALO CHICKEN WRAP \$14

Crispy Chicken, Buffalo Sauce, Lettuce, Tomatoes Ranch or Bleu Cheese,

CLUB SANDWICH \$15

Ham, Turkey, Bacon, Cheddar, Mayo, Lettuce, Tomato

FRENCH DIP \$15

Hoagie Roll, Shaved Roast Beef, Swiss, Guinness Onions, Mayo, Au Jus

BIRDIE CHICKEN SANDWICH \$14

Grilled Chicken, Bacon, Ranch, Mushrooms, Swiss, Lettuce, Pickle, Shallot Dressing

CHICKEN STRIPS \$13

Crispy Chicken Strips, Choice of Dipping Sauce

Drinks

Pepsi, Pepsi Zero, Starry, Dr Pepper, Ginger Ale, Mt. Dew

Coffee, Iced Tea, Orange Juice

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Coal Creek Golf Course

585 W Dillon Rd, Louisville, CO 80027

[Website](#) | (303) 666-7888

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From: [MIKE KING](#)
To: [City Council](#)
Subject: Cybersecurity
Date: Thursday, August 27, 2026 9:34:46 AM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Given the recent spate of Iranian attacks on municipal water facilities, I wonder what the City is doing to protect its municipal water system. I also wonder to what extent the City has looked into the issues of cybersecurity and resilience of its water suppliers?

Mike King
Ward 2

From: [Lisa Winter-Baek](#)
To: [City Council](#)
Subject: Fwd: Disappointment over cuts to the Library
Date: Thursday, August 27, 2026 7:49:21 AM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear City Council Members,

I want to forward my further concerns regarding the library cuts and specifically reductions to the Story Time, which is the only means for families with small children to engage in the community (again, there are no other appropriate programs at the rec center, through concerts, etc.).

I also want to attach a picture of my daughter to have a face to who is being affected. I notice that many of you are older and may not have family members with disabilities so it can be hard to empathize and connect with these decisions. It must cost very little money to have a story time so it is shocking that these cuts are being made.

Sincerely,
Lisa Winter-Baek

Begin forwarded message:



From: Lisa Winter-Baek <lwinte01@gmail.com>
Subject: Re: Disappointment over cuts to the Library
Date: August 25, 2026 at 8:32:54 PM MDT
To: Brandi Cummings <bcummings@louisvilleco.gov>
Cc: "jason.baek@gmail.com" <jason.baek@gmail.com>

Dear Brandi,

Thank you for the thoughtful email in response to my concerns. We have really felt that the Library has given Ruby and ourselves a sense of community. We have met people there that we then see throughout town and strike up conversations with. We started having play dates with some of the other library story time friends. It has been a true gem for Louisville!

A couple of things I'd like to point out:

The Baby Storytime has a social play time afterwards which has been extremely helpful for talking with others in the community and creating bonds. That model has been very successful for us! Also, having a play area in the Children's section and a fish tank allows people to linger and not just run out to the next thing. These spaces are so important!

We heard from story time staff that folks are leaving because they feel their jobs are unstable. This is definitely sad to hear. It's good to hear new staff will be added, but if it takes months that is a huge blow to the little ones because they developmentally

change so fast. They truly miss out on forming connections. Before long it will be cold and flu season and holidays and many families will not be able to attend for months (like us due to high risk of illness for a medically complex child). The multiple times are also great because baby and toddler nap times are so unpredictable. If we miss one, we try to go to the next one. It's so hard to plan with young kids!! I would also point out again there is no other opportunity for families with young kids to engage with meaningfully.

Another concern is the loss of the programming for the less crowded times. Last week we went to a small size toddler story time (4 kids + adults), the smallest one I've been to. I was amazed to see our baby, who usually quietly sits and takes everything in, to be extremely talkative. It was the first time she tried to imitate the motions in a song and she called out an animal noise during one of the stories. She is 11 months old and has never done this before! She doesn't have the confidence to speak up like that in the big classes and is a bit nervous. For neurodivergent kids like her, the big classes can be overstimulating and I was so thankful to see this development for her (many kids with Down's syndrome do not say their first word until 2-3 but she is already saying many words... these story times are part of what is helping her so much!). This is so important for being inclusive and the return is so great for the whole community. Even for neurotypical kids, I've heard parents say they don't go to the Boulder story times because they are cramped and crowded. The Louisville ones have been the nicest around the county.

I would be happy to set up a time to talk either by phone or in person. If your office is in the library, I could stop by after a story time even!

Lisa Winter-Baek

On Aug 25, 2026, at 5:10 PM, Brandi Cummings
<bcummings@louisvilleco.gov> wrote:

Dear Lisa and Jason,

My name is Brandi Cummings, and I serve as the Director of Cultural Services for the City of Louisville. As part of that role, I have the honor of overseeing the Louisville Public Library. Your email to City Council was shared with me, and I wanted to reach out personally to thank you for taking the time to share your family's experience and to provide a little additional context about the changes you've noticed at the Library.

It means a great deal to hear that the Library—and especially storytime—has become a place where your daughter and your family have found friendship, connection, and a sense of community. Creating spaces where children and caregivers feel welcomed,

supported, and included is at the heart of what we hope to provide. Hearing what that has meant for your family is incredibly meaningful to us.

I also want to offer some reassurance and clarification. Storytimes have not been cut, and no programs have been eliminated. We have temporarily restructured our storytime schedule—combining some sessions with larger audience limits and shifting the times of others—to align with our current staffing capacity while we work through the hiring process for several open positions.

We are fortunate to have had wonderful staff members who have recently moved on to opportunities that allow them to continue growing in their careers. We are excited for them and the opportunities ahead, while also recognizing how much they are already missed by our staff and by families like yours. During this transition, there will be some temporary impacts to our service schedule, but we look forward to expanding our capacity again as positions are filled and new team members are trained.

More broadly, we know how important the Library is as a gathering place for families, particularly for young children and their caregivers. As we continue to be responsible stewards of the Library's budget, rising costs for resources and services may require us to make thoughtful adjustments over time. Our goal is to make those decisions carefully and to focus our resources where they can have the greatest positive impact for our community.

That is also why the feedback we are gathering through the Cultural Services Strategic Plan survey is so valuable. It will help us better understand what our community values most and ensure that our programs, services, and resources continue to align with the needs and priorities of Louisville residents.

Thank you again for writing and, especially, for sharing what the Library has meant to your daughter and your family. Stories like yours are an important reminder that storytime is about much more than books and songs—it is also about belonging, connection, and creating community. We are grateful that your family has found that sense of community at the Library, and we want it to continue.

I would also be very happy to meet with you personally if you would

like to talk more about the Library, the temporary changes you are seeing, or any other questions or concerns you may have. Please feel free to reach out to me directly, and we can find a time that works for you.

Warmly,

Brandi Cummings *(she/her)*

Director of Cultural Services

303.335.4800 (work)

720.656.4629 (cell)

BCummings@LouisvilleCO.gov

951 Spruce Street Louisville, CO 80027

<Outlook-fdyr0lcw.png>

Louisville-Library.org

From: [Randy Barber](#)
To: [Communications General](#)
Subject: Fwd: Resilient Schools Proposal
Date: Wednesday, August 26, 2026 5:50:05 PM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Good afternoon!

I wanted to give everyone a quick update following yesterday's Board of Education meeting. As you may have heard by now, we presented our Resilient Schools proposal to the Board of Education. The plan aims to make BVSD schools more resilient during this time of declining enrollment, guided by last Spring's community feedback.

The proposal includes school consolidations, closures, grade reconfigurations and relocations.

Quick Overview - By the numbers

Schools impacted: 16

Closed buildings: 4

Closed schools: 6

See the superintendent's letter below for the details.

----- Forwarded message -----

From: **Boulder Valley School District** <noreply@bvsd.org>

Date: Tue, Aug 25, 2026 at 6:13 PM

Subject: Resilient Schools Proposal

To: <randy.barber@bvsd.org>

[View in browser](#)

[Para leer este mensaje en español, haga clic aquí](#)

Resilient Schools Proposal

Dear BVSD Families and Staff,

This afternoon we met with the BVSD Board of Education and presented our plan to make our schools more resilient during this time of declining enrollment.

Before I share the specifics, I want to once again recognize that this is an incredibly difficult moment, especially for the schools that will be impacted.

Before considering options, we heard from our community. Last Spring, we engaged our elementary school leaders, educators, families and residents – knowing that their values, priorities and perspectives were key to our decision making. We heard clearly that our community values smaller class sizes, having fewer multi-grade classes, and having more time for dedicated educators and other professionals, beyond classroom teachers, to provide targeted learning or social emotional support or expand access to art, music and physical education.

With that in mind, this summer, the BVSD leadership team worked to evaluate options, including school closures, consolidations, reconfigurations and relocations. Analyzing enrollment trends, building capacity, facility conditions

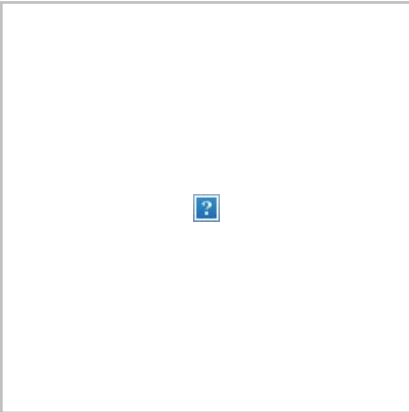
and long-term students needs, they weighed the potential challenges and possibilities.

Today, our team presented the following recommendations to the Board of Education.

If approved by the Board of Education on September 22, these changes would take effect beginning with the 2027-28 school year.

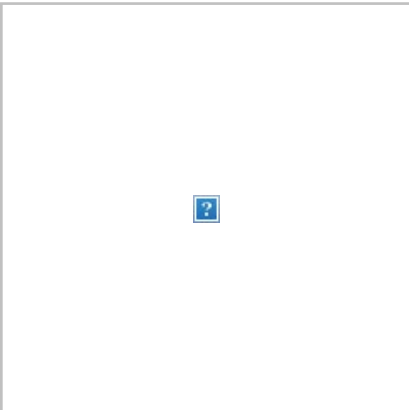
Families and staff at schools who are named in the recommendations below will receive additional communication shortly explaining the rationale for each one, as well as the measures we will take to support students, staff, and families.

BOULDER



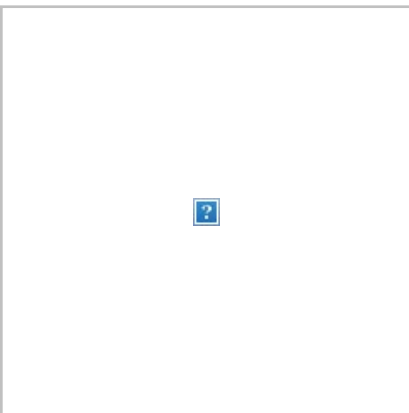
SCHOOL CONSOLIDATION

Close Mesa Elementary and merge the school communities in the Bear Creek building



SCHOOL CLOSURE

Close Douglass Elementary School and divide its attendance area among Coal Creek, Eisenhower and Heatherwood

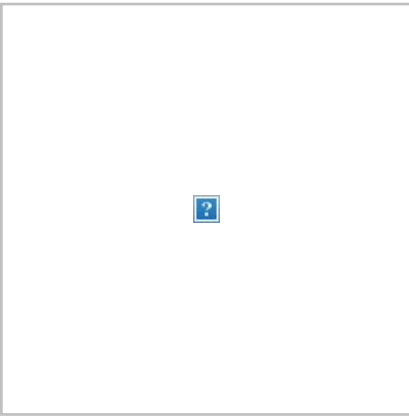


SCHOOL RELOCATION

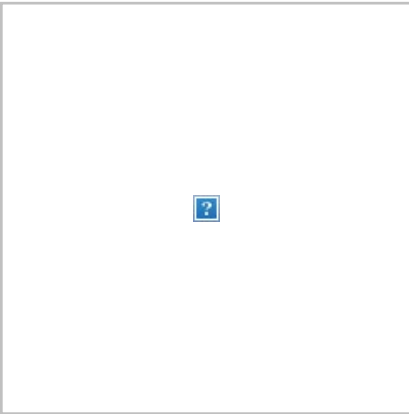
Move High Peaks Elementary to the former Douglass Elementary campus

SCHOOL RELOCATION

Close the Community Montessori building. Move Community Montessori to the former High Peaks Elementary space on the Aurora 7 campus, co-locating with the Boulder Community School of



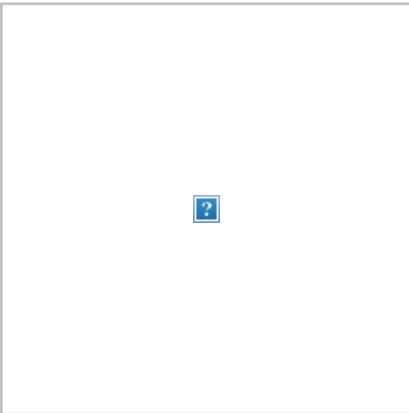
Integrated Studies (BCSIS)



SCHOOL CLOSURE

Close Flatirons Elementary and divide its attendance area between Whittier and Foothill elementary schools

BROOMFIELD



SCHOOL CONSOLIDATION

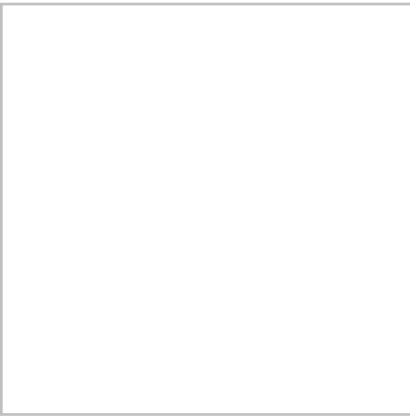
Close Birch Elementary and merge the school communities in the Kohl building

LOUISVILLE/SUPERIOR

GRADE RECONFIGURATION

Eldorado PK-8 becomes an elementary school and Monarch PK-8 becomes a middle school.

Divide the Monarch PK-5 attendance area among Fireside, Superior and Eldorado elementary schools. Combine the Eldorado 6-8 and Monarch 6-8 attendance areas.



[Learn more on the Resilient Schools webpage](#)

Watch a video below outlining the changes:



DUAL LANGUAGE SCHOOLS

During the process of reviewing our schools, the team identified some opportunities for improvement with our dual language programs in both Boulder and Lafayette. The team also recognized that we need more information before we proceed with a recommendation.

Therefore, the team's proposed next steps are to take this next year to engage in a thorough review process of BVSD's PK-5 and 6-8 dual language models in both Boulder and Lafayette. The review will include an internal analysis of programming, a systematic review of national research, and opportunities for teachers, families, and students to provide feedback.

The team will return to the Board at a yet to be determined time to provide an update and recommendations, which could include program and/or facility changes. Dual language programming remains a district priority.

NEXT STEPS

The Board of Education will be carefully considering the recommendations and hearing from the community during its meetings on Sept. 8 and 22. [BVSD families, staff and residents may sign up for Public Comment on the Board of Education's website.](#)

Again, we take the actions presented in this proposal very seriously and know that any changes to our schools, especially those that involve closure will be difficult for our community and especially for those involved.

[Our Resilient Schools website has additional information about the plan, an FAQ and resources for impacted families and staff.](#)

Sincerely,



Dr. Rob Anderson
Superintendent
Boulder Valley School District

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Randy Barber | [APR](#)
Chief Communications Officer
Office: 720-561-5823 Mobile: 303-
507-6694



From: [Tony Deitch](#)
To: [Christopher Leh](#)
Cc: [Diana Langley](#); [Judi Kern](#); [Dietrich Hoefner](#); [City Council](#)
Subject: Subject: Special Invitation to Louisville Mesa Village Annual HOA Meeting
Date: Wednesday, August 26, 2026 7:54:44 AM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear City Council Members,

Louisville Mesa Village membership respectfully invites Representative(s) of our City to attend our annual HOA meeting to provide any updates regarding the City's ongoing discussions with the FAA having to do with the current flight path from the RMMA directly and consistently over our neighborhood affecting our neighborhood safety and ongoing noise related issues.

We would value the opportunity to hear the latest information directly from City officials regarding responses and any additional discussions with the FAA regarding potential impacts or relief plans on our community.

****Date:** Sept. 20**

****Time:** 6:00pm**

****Location:** 795 West Birch Court (cul-de-sac)**

Thank you for your consideration.

Please RSVP to: tonydeitch@yahoo.com

We hope you can join us.

Sincerely,
Scott Reese/Tony Deitch
HOA Board President/VP
Louisville Mesa Village

From: [Lisa Winter-Baek](#)
To: [City Council](#)
Cc: [Jason Baek](#)
Subject: Disappointment over cuts to the Library
Date: Tuesday, August 25, 2026 3:05:12 PM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Louisville City Council Members,

We are very disappointed to hear that there have been cuts to the Louisville Library. We have an almost one year old baby girl with Down syndrome and the library has been our community since she has gotten off a feeding tube and oxygen and was allowed to be around others safely. We attend Story time and have already made a lot of friends for my daughter, which has made her feel a part of this community. There are no other community resources for her as a young child with a disability. The rec center has only one baby class (a swimming class which we did take but was for older kids who were more abled). We found out today that the story time we attended today was being cut and that one of her favorite library aides (Leah) was also cut. She was so kind and taught our daughter sign language and sang so lovely to all the children. She is already missed immensely. It is really important to have support for the Library for younger residents of the town and their caregivers. This summer has been hot and the library was the only meaningful place to gather and connect with other families. Already over the summer there had been cuts and only two story times a week when the previous months had sometimes two per day.

If you would like to hear more about this impact on families like our own, I'd be happy to give more details.

Your neighbors,
Lisa Winter-Baek and Jason Baek
536 W Sycamore Circle

From: [Karen Hollweg](#)
To: [City Council](#)
Subject: Open Space and Trail Plans
Date: Tuesday, August 25, 2026 2:58:42 PM

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Please vote to REDUCE fragmentation and encourage resource protection!

With the growing interest in and use of our Open Space and its trails, we must do both of these things to have an open space system with valuable natural resources for future generations to enjoy.

Karen Hollweg
karenhollweg@gmail.com

From: [Cathern Smith](#)
To: [City Council](#)
Cc: [Diana Langley](#)
Subject: Please expand the vision of the PROS Guidebook Long Range Plan
Date: Tuesday, August 25, 2026 12:14:54 PM
Attachments: [image.png](#)
[image.png](#)

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Mayor Leh and Members of City Council:

As you shape the PROS Guidebook Long Range Plan, please consider the following:

1. The overall feel of this draft is that Open Space exists to provide for human recreation. While I agree that human recreation is the over-riding purpose of the golf course, I think the Open Space is so much more. The North American prairie itself is an endangered ecosystem, deserving of protection in its own right. Our grasslands help us meet our carbon goals. "While forests are often seen as the best natural carbon sink, prairies and grasslands store carbon more reliably over the long term, primarily in their deep root systems and the surrounding soil." <https://naturalcommunities.net/blogs/news/carbon-sequestration-in-native-grasslands-how-restorations-can-fight-climate-change> Two things that will impact how much wildlife exists on our lands in the next 20 years are how fragmented the landscape becomes and how well the habitat is connected. As the bio-blitz shows, our Open Spaces have rare and unique plants and animals. The decisions made now determine the legacy we leave. Rather than focusing on "balanc[ing] recreational access with habitat protection," it would be better to focus on protecting and restoring our Open Space.
2. The centrality of water to life does not come through. Our riparian zones and other water dependent ecosystems are now thought to support 90% of our wildlife. As explained in LOSA's letter the Dutch Creek Riparian corridor is not adequately protected. More of this corridor needs protection through the Preserve Classification, a 120 foot buffer, and closure of undesignated trails.
3. Figure 10's statement that for Preserve Lands of high ecological importance "LOW habitat fragmentation is permitted" is incorrect. This is a case where over-simplification of the City Charter could lead to real harm. In Preserve Lands, the City Charter mandates that "This land **shall be** managed in a manner that preserves and promotes the long-term viability of native plants and native wildlife, restoration, restoration potential, and ecologically sound agricultural use." Section 15-4(b)(1)(B). Therefore, fragmentation is only permissible when it preserves and promotes the long-term viability of native plants and native wildlife, restoration, restoration potential, and ecologically sound agricultural use. Also, Figure 10 is ignoring that "No or very low levels of passive recreational activities shall be permitted."

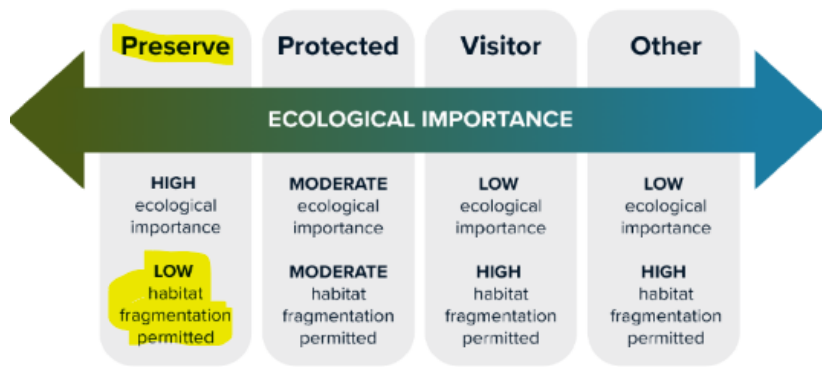


Figure 10. Open Space Classifications Diagram

- The challenges and opportunities section does not reflect an environmental vision by which I mean there is no mention of the fact that prairie ecosystems themselves are endangered, the extraordinary ecological value of riparian corridors and other water dependent ecosystems, the need to preserve existing intact fragments, and the importance of preventing fragmentation of large tracts of land and promoting connectivity to protect endangered species and to prevent more species from becoming endangered.

Open Space Engagement Takeaways

CHALLENGES	OPPORTUNITIES
✗ Diverse perspectives on land management and land uses	Use science-based stewardship (e.g. grazing, mechanical treatments, etc.). ✓
✗ Additional mapping and inventories needed	Complete baseline ecological inventories and annual monitoring. ✓
✗ Limited policies for undesignated (social) trails	Employ ecological buffers and standards for social trails ✓
✗ Opportunities to increase education and awareness	Ensure equitable engagement via Spanish-language materials, childcare, etc. ✓
✗ Need for permanent, dedicated funding sources	Make open space funding permanent; leverage grants/partnerships. ✓

- Add references to the City Charter where the draft PROS Plan is only referencing City Ordinances as the policy in the ordinances flows from the Charter. If the PROS Plan is only going to reference one source of authority then it should reference the primary source of authority, the City Charter.
- I agree with other comments submitted that: [1] with only 6% of the land designated as Preserve, the land classification system needs significant adjustment for the stated reasons; and that [2] the environmentally damaging trail 18 on Page 54 of the Trails Guidebook should be removed for the stated reasons.

Thanks for reading through my comment letter.
Best,

Cathern Smith

From: [Matt Jones](#)
To: [City Council](#)
Subject: Council meeting 3B - Draft PROS and Trails Guidebooks
Date: Tuesday, August 25, 2026 12:02:22 PM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Mayor Leh and council members,

Thank you for the opportunity to comment on the PROS and Trails Guidebooks. I appreciate all the work of staff and consultants on the two guidebooks.

Truly balance environmental protection and recreation, not prioritize recreation as is the case now. Despite the repeated “balance” wildlife/environment and recreation statements in both guidebooks, open space is heavily weighted towards recreation to the detriment the wildlife and protection. A prime example of this is the reclassification of the land classifications. When established the assumption was that the four classification categories would be equally distributed, around 25% each. (I made the suggestion of the four roughly equivalent categories and their description to help break an impasse between city council and successful initiative petitioners to establish the Louisville Open Space Advisory Board, thus avoiding a public vote.) The new classification in the PROS Guidebook is Preserve 6%, Protected Lands 30%, Visitor Lands 40%, Other Lands 19%. To provide balance use common and accepted recreation ecology protection practices and the new vegetation mapping to balance preserve and protect and recreational and other at about 50%, with preserve and protection at about 25% each.

An example of the needed land classification correction is in the Dutch Creek area near Coal Creek Trail. In this area open space “Preserve” was inexplicably applied to only part of the “Eastern Cottonwood...Floodplain Woodland” vegetation association thereby not protecting all the riparian area that is in that vegetarian type. (See 2026 Louisville Vegetation Survey map for the Dutch Creek area, not paginated, compared to Trail Guidebook page 23). As an accepted practice, all the riparian area and a 120-foot buffer, should also be placed in the Preservation classification as the initial open space inventory recommended in 2003. All this area definitely meets the Preserve Charter Criteria of “characterized by a moderate to high level of relative ecological importance.” For Preserve lands the Charter directs that “sufficient buffer area to permit the successful management of the open space—preserve land” for just this situation. In this sensitive riparian area and buffer there are numerous environmental and wildlife damaging undesignated trails that should be closed and restored, similar to Hecla Lake

Remove the environmentally damaging trail 18 from Page 54 of the Trails Guidebook. The trail description is: “Establish a new, off street connection between Campus Drive extension (Red Tail Ridge) and the Coal Creek Regional Trail”. During the Louisville Comprehensive Plan council, following discussion about the problems with the trail, directed staff to change the text to “potential new trail linking”. The trail alignment delineated along the Goodhue Ditch damages the adjacent riparian area, fragments area habitat, undermines agricultural operations and is either has a very

dangerous Dillon Road at-grade crossing or an really expensive and environmentally damaging underpass. If the city is serious about protecting the environment and wildlife in sensitive and important areas, this trail alignment should be removed from the guidebook map. Please remember the current balance is already heavily weighted to recreation to the detriment of environmental protection. If a connection must be made, a better solution is to provide a trail along 96th Street and use the stoplight for a pedestrian crossing.

Thank you for reading and considering these comments.

Sincerely, Matt Jones, Louisville

From: [Gerri Foley](#)
To: [City Council](#); [Diana Langley](#)
Cc: [Gerri Foley](#)
Subject: Bad Smell on Hole 10 Louisville Golf Course
Date: Tuesday, August 25, 2026 11:30:17 AM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

To City Council and Diana Langley,

Please provide an update as to what is happening on Hole 10 of the Coal Creek Golf Course.

My understanding is that there is some algae clean-up using chemicals in the Hole 10 pond. I live directly across the street from Hole 10.

The smell was so bad this morning that I shut all my windows as soon as I got up. Very obvious something is not right. My neighbor, who's yard backs up to Hole 10, said he had a friend over Saturday and the smell was so bad he had to leave as it was affecting his breathing. And that was Saturday, and we have not been told anything.

We all should be concerned for the health and safety of everyone in the area (households around the course, golfers, and maintenance crew). Attached is a photo I took this morning of Hole 10 from the public sidewalk. As you can see, there is maintenance work being done at the pond, with a small cart/vehicle on the right of the pond close to the fairway. There are golfers playing 'around' the work being done. A worker could easily be hit by a golf ball coming off a tee box - and it wouldn't even be an 'errant' ball since the vehicle is on the rough/fairway in 'legitimate' territory.

1. There is no ranger in the area explaining to the golfers about the work being done. And there is no instruction to golfers prior to approaching that hole. The golfers just walk/ride up and hit. I talked to a foursome of ladies heading to their tee box who said they received no instruction/information about what was going on there. So they'll just drive up to their tee box and hit away.
2. I would think the course should also be alerting people because some may have breathing/air sensitivity issues around these conditions.

Again, please communicate asap - to the entire Louisville community - what is going on.

Respectfully submitted,

Gerri Foley

922 St Andrews Lane Louisville

From: [Helen Moshak](#)
To: [City Council](#)
Subject: PROS Planning - Establishing Clear Priorities, Charter Alignment, and Ecological Protection in the PROS Guidebook and Trail System Plan
Date: Tuesday, August 25, 2026 11:26:07 AM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Mayor Leh and Members of City Council,

On behalf of Louisville Open Space Advocates (LOSA), we want to thank staff, consultants, and our advisory boards for the tremendous care and effort invested in the Draft Trail System Plan and PROS Guidebook. City Council has a unique and powerful opportunity with these master plans to shape the long-term vision of our community. As the ultimate policy-making body, Council is uniquely positioned to set clear, forward-looking priorities that honor the spirit of the City Charter and ensure our open spaces are thoughtfully stewarded for generations to come. We urge you to consider and take action on the following recommendations.

1. Prioritize Master Plan Goals to Reflect Charter Intent

Currently, the Trail System Plan draft states that all goal statements are "equally applied in the decision-making process." Stating that every goal is equal abdicates the primary purpose of a master plan. High-level planning requires making deliberate choices about what comes first, especially when balancing recreational access with environmental protection.

Article 15 of the City Charter establishes ecological protection as the foundational requirement for our open space system. To honor the Charter and reflect leading stewardship practices, Council must establish a clear hierarchy of prioritized goals for both plans rather than treating all goals as equal. We recommend:

Trail System Plan Goals (Ranked Priority Order):

1.

Protect natural resources through data-informed management practices.
(Primary Mandate)

2.

Enhance safety for all users.

3.

Formalize trail design standards, maintenance, operations, and construction protocols.

4. **Improve trail connectivity.**
5. **Adopt a social trail policy.**
6. **Support funding and partnerships.**

PROS Guidebook Open Space Goals (Ranked Priority Order):

1. **Establish a comprehensive ecosystem of natural open spaces in Louisville.**
2. **Advance science-based data to support informed land management decisions.**
3. **Promote environmental stewardship.**
4. **Ensure recreational access is designed and managed to protect underlying ecological integrity.** *(Revised from generic "balance" to clarify that environmental protection is the baseline priority)*
5. **Support funding and partnerships.**

2. Restore System-Wide Ecological Balance

When the four charter land classifications were originally established, the intent was to maintain an equitable distribution to ensure robust protection across the system. However, the proposed breakdown in the PROS Guidebook allocates only 6% to Preserve and 30% to Protected Lands, while Visitor and Other Lands absorb nearly 60%.

To restore true balance and protect habitat integrity, Council should direct staff to utilize accepted recreation ecology practices alongside our new 2026 vegetation mapping to rebalance the system, aiming for roughly 50% dedicated to Preserve and Protected status (with ~25% in Preserve).

3. Apply Data-Informed Protection: Dutch Creek Riparian Area

Dutch Creek near the Coal Creek Trail serves as a clear example of where land

classification needs correction. In this area, the "Preserve" designation was inexplicably applied to only a fraction of the "Eastern Cottonwood...Floodplain Woodland" vegetation association, leaving vital riparian habitat unprotected.

Under Section 15-4, Preserve lands must be characterized by moderate to high ecological importance and supported by sufficient buffers. Council should direct staff to expand the Preserve classification to cover all contiguous riparian areas along Dutch Creek, including a standard 120-foot buffer, while actively closing and restoring the damaging undesignated social trails in this sensitive corridor.

4. Remove Ecologically Damaging Trail Alignments (Trail 18)

To demonstrate a genuine commitment to resource protection, Council should remove proposed Trail 18 (Page 54 of the Trails Plan), which proposes an off-street connection between Campus Drive extension and the Coal Creek Regional Trail.

Aligning a trail along the Goodhue Ditch directly damages sensitive riparian zones, fragments critical habitat, disrupts agricultural operations, and presents severe crossing hazards at Dillon Road. If a connection in this area is necessary, connectivity should be routed along 96th Street using existing signalized crossings rather than intruding into sensitive open space.

5. Correct Misleading Charter Interpretations in Plan Graphics

Finally, plan graphics stating that "HIGH HABITAT FRAGMENTATION IS PERMITTED" under "Visitor" and "Other" classifications are inaccurate. Section 15-4 of the City Home Rule Charter does not grant permission for high fragmentation; it simply recognizes that these lands already experience higher relative fragmentation as an existing baseline condition.

In fact, Section 15-4(b)(3)(B) explicitly mandates that even Open Space-Visitor Land must be managed so that recreational opportunities are "designed to encourage resource protection." Mischaracterizing descriptive baseline attributes as "permitted management outcomes" misleads the public and undermines Article 15.

Staff and consultants have built a solid foundation, but setting policy hierarchy and ensuring strict Charter compliance is Council's responsibility. We ask Council to direct staff to incorporate these priority rankings, mapping corrections, and graphic revisions before adopting the final plans.

Thank you for your leadership and dedication to Louisville's open spaces.

Respectfully submitted,

**Helen Moshak, Louisville Resident on behalf of
Louisville Open Space Advocates (LOSA)**

From: [Mark Cathcart](#)
To: [City Council](#)
Cc: [Diana Langley](#)
Subject: Equability in PROS
Date: Tuesday, August 25, 2026 10:56:46 AM

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PLEASE INCLUDE IN MATERIALS FOR COUNCIL MEETING August 25th, 2026

Mark Cathcart, Louisville Resident.

City Council, Mayor, City Manager,

You're meeting today to hear from Director Blackmore and staff about the PROS Guidebook — the document that's supposed to shape how Louisville invests in parks and open space over the next five years. But let's be honest: you're sitting at the intersection of how budgets get allocated and where investment goes into our neighborhoods.

A lot of our parks need renewal. Over the last 20–25 years, both the requirements and expectations for playscapes have changed dramatically.

Coincidentally, this year marks 20 years since the council and **Mayor Sisk** approved an entire neighborhood on the promise of the revenue it would generate. \$4-\$6 million surplus he claimed.

We all agree Louisville needs to be more affordable and I'm not against development — but **it is the nature of that development that matters**. Affordability and quality are about more than the price or square footage of a house.

Since Mayor Sisk lauded the value of the North End neighborhood, the city including those on the current dais have approved some more new neighborhoods. Not one of them required the developer to build a city park, provide a playscape, or include any real “third place”. Density and height are the easiest, laziest ways to pack more people into a project. Developers don't want to build anything that isn't housing, the city won't pay for it, leaving the maintenance to be pushed on the HOA.

Louisville has great parks — big lawns, mature trees, real playgrounds. Spending a quarter-million to half-a-million dollars to refurbish those parks is a smart investment in the neighborhoods that already exist. New, dense, or tall neighborhoods deserve the same level of thought and investment. The council decides what these neighborhoods look like and what facilities they have.

If the council keeps approving new neighborhoods the way it has been, it's creating a housing pyramid: established single-family neighborhoods with big yards and decades of public benefit on one side, and new neighborhoods with condos, townhomes, and tiny yards on the other.

None of the new neighborhoods follow the model we used in the '80s and '90s. No community third places. No pool. No park. No playscape. Homeowners associations pay to maintain and water city-owned tree lawns, replace trees, and they're stuck maintaining odd little "common areas," alleyways, and even drainage ditches meant to protect older neighborhoods. Everyone pays the same sales tax, the same mill levies, the same fees for water, roads and trash.

Yes, people know this when they buy or rent, or at least they should. Except they don't - it's the same for the people in established neighborhoods. Had any complaints about noise and parking from people who don't live "there" - The council did that.

The PROS Guidebook talks about future parks but doesn't say a single word about **where** they should go or **how** they should be allocated.

Making new neighborhoods affordable and equitable doesn't mean a two-mile round-trip walk just to put your toddler in a swing. Meeting your neighbor shouldn't require getting in a car - even an electric one - and driving across town so your preschooler can run around in the grass. And it shouldn't mean the city shrugs its collective shoulders when new neighborhoods age poorly because residents are expected to "go somewhere else" for everything.

This is your choice. Your decision. Please give Director Blackmore clear direction to identify and pursue real opportunities to provide city facilities in new neighborhoods. The alternative is creating 2-tier neighborhoods where new residents pay for the public benefit in established neighborhoods who have already had 20+ years of benefit.

--
++Mark.

From: Regional Transportation District <publicrelations@rtd-denver.com>
Sent: Tuesday, August 25, 2026 10:56 AM
To: City Council
Subject: August Stakeholder Update: Become an RTD ambassador, new mobile app launches, K-9 units awarded, and new leaders join RTD

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Stakeholder Update

August 2026

Community Connections



This month, RTD is recruiting community ambassadors to help shape the future of transit and rolling out the new all-in-one NextRide app, giving customers on-the-go access to transit tools, Customer Care, Service Alerts, and fare purchasing in one convenient place. A quick-thinking RTD bus operator recently assisted in a rescue, and RTD Police K-9s supported partner agencies in deterring threats. Read on for the latest updates – including how new drainage systems and extreme temperatures are helping bring new embedded rail track downtown to life.

RTD CONNECT: Be part of what's next



RTD CONNECT is kicking off a districtwide rethink of the transit network, with an 18-month effort to align service with today's travel patterns and future needs. RTD has launched the Community Ambassador Program – a chance for residents to share local insight, spread the word, and ensure each district's priorities are heard. RTD is recruiting 30 ambassadors across its 15 districts, with applications open through Aug. 28.

RTD will also invite community feedback on upcoming service proposals, from short-term 2027 changes to the agency's long-range vision. Your voice can help shape how the region moves next.

Shaping future transit

What is RTD CONNECT?

NextRide: Your new all-in-one transit app

The new app is here.



RTD's new **NextRide** is an all-in-one app that gives customers the ability to purchase digital fare, view schedules, real-time vehicle locations, and Service Alerts – all while on the go. The mobile app offers customers transit tools for each step of their journey, including the ability to make security reports and contact Customer Care. The app supports 10 languages to maximize accessibility. Download it now on the [Apple App Store](#) or [Google Play](#).

[All the features](#)

[How to use NextRide](#)

September service changes bring new SkyRide service

The next round of service changes take effect Sunday, Sept. 27. RTD is maintaining the overall service hours from June with continued rail options during

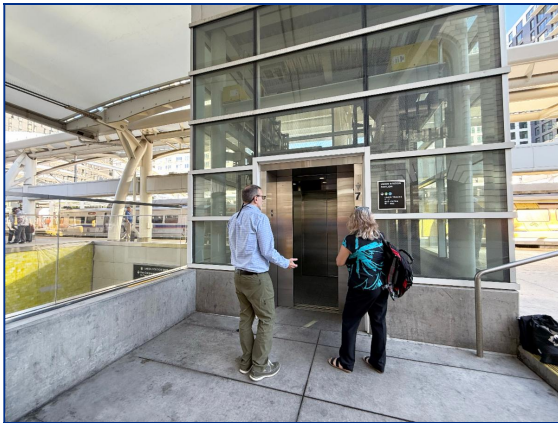
the Downtown Rail Reconstruction Project. A new SkyRide – bus Route AL – will be introduced to make hourly connections from Longmont to Denver International Airport.

Visit Service Changes to be ready for all the updates!

See what's in store for September



Open-door program delivers results



Click to see which stations achieved the largest reductions in illicit drug activity reports and maintenance issues.

RTD's Customer Experience Elevator Program continues to show meaningful results, reducing calls for service, reports of illicit drug activity, and maintenance requests – by as much as 77%. The strategy of keeping elevator doors open when not in use has consistently proven effective across RTD stations.

Transit Police launched the program in 2024 at three initial stations. Due to its success, elevators at 19 stations have been reprogrammed as of August to support a more welcoming environment for customers.

A tactic that delivers

Making transit secure

Hot stuff: 4500°F heat advances rail project



Paul Von Fey, RTD Senior Manager of Engineering Design and Configuration Management, highlights recent progress at the intersection of Seventh Street and Colfax Avenue as part of the Downtown Rail Reconstruction Project.

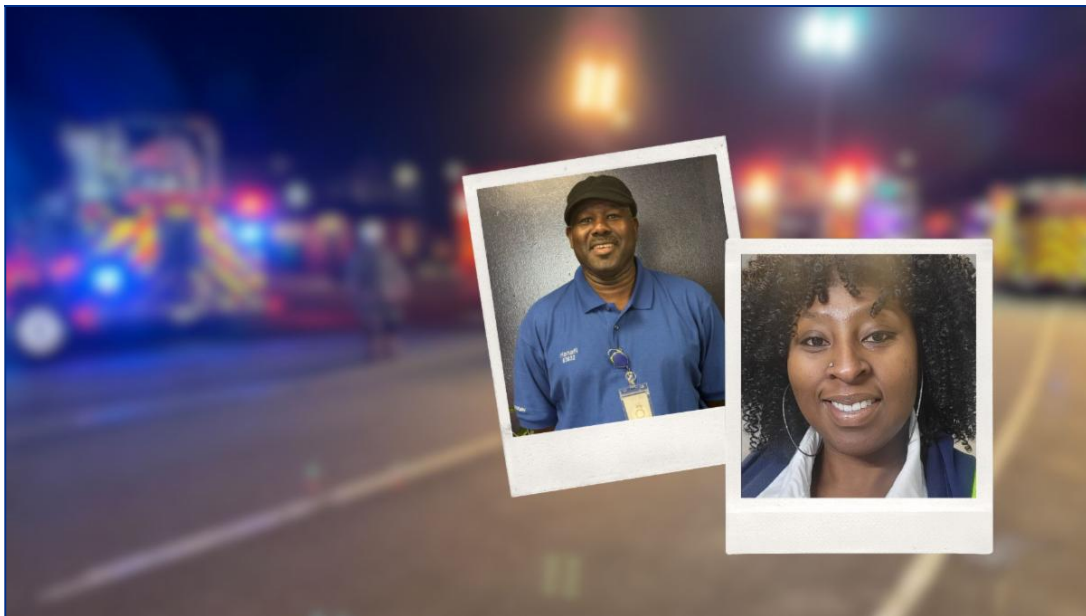
Before new embedded rail track can be installed, crews completed a drainage system designed to keep water away from the rail to ensure long-term stability.

Work will move to Stout at 15th and 16th streets, with improvements to the Downtown Loop on the horizon.

Learn how crews are laying the groundwork for years to come – and what molten material forms when aluminum powder and iron oxide react at 4500 degrees Fahrenheit.

Watch: downtown rail progress heats up

RTD operator's quick actions help save trapped man



RTD bus operator Hanafi Ahmed discovered and helped rescue a man trapped in a 15-foot trench near RTD's bus operations facility on June 14. After hearing calls for help following his shift, Ahmed found the individual and alerted his supervisor Shaquila Rhone, who contacted 911, bringing West Metro Fire Rescue crews to the scene. Thanks to Ahmed's commitment to being of service, the injured man – trapped for nearly 24 hours – was lifted to safety.

A call to help

RTD seeking Citizen Advisory Committee members

RTD is seeking community members interested in public transit to fill six openings on the Citizens Advisory Committee, a 17-member group that advises on transit strategies and programs.

Applicants should live within the RTD district and demonstrate interest in transit, community service, and regional collaboration. Applications will be accepted through Monday, Sept. 14 and selected members will begin a three-year term in January 2027.



Learn more and apply

RTD invests in nine community projects



Westtracks bus shuttles were launched this year as part of 2026 Partnership Program funding. The shuttles run to RedRocks on weekends from Jefferson County Government Center Station.

[See the selected projects](#)

Local mobility gets a lift as RTD has selected nine new pilot projects for its fourth round of Partnership Program funding – the biggest investment in the program’s history.

With \$6 million available each year for 2027–2029, communities across the metro area will see expanded on-demand options, extended service hours, and stronger local connections in places like Adams and Douglas counties, and cities of Brighton, Englewood, and Longmont.

The pilot projects build on a growing lineup of locally driven mobility solutions that are helping RTD meet evolving travel needs through community partnerships.

Investigations go to the dogs: RTD K-9 units awarded for explosives detections



When threat detection requires highly specialized skills, RTD Transit Police (RTD-PD) K-9 units step in. RTD officers Corey Averill with K-9 Milo and Jesse Robinson with K-9 Reign were honored by the National Police Canine Association (NCPA) during a June 17 award ceremony for their assistance in



“Both incidents involved our K-9 teams assisting law enforcement agencies throughout the Denver metropolitan area that do not have explosive detection canine resources,” RTD Chief of Police and Emergency Management Steve Martingano said.

two separate investigations involving explosives detection.

Left to right: Officer Corey Averill with K-9 Milo; Officer Jesse Robinson with K-9 Reign

Heroic talents

Operators trial the bus-only lanes on East Colfax



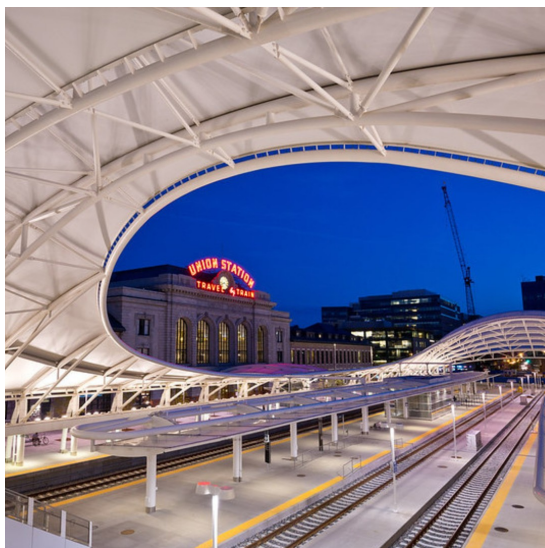
Training is underway for more than 200 RTD bus operators as the East Colfax Bus Rapid Transit project gears up for Bus-Only Lane Operations (BOLO) this fall.

Operators are practicing in the new center, bus-only lanes — closed to all other vehicles — and preparing to use transit signal priority for faster trips.

Customers on the 15 and 15L will continue using their current stops while center BRT stations remain closed during construction and testing.

Operators leveling up

RTD secures major savings with 2026A FasTracks refunding



RTD has successfully closed its 2026A FasTracks refunding, securing \$20 million in savings despite a turbulent bond market. Strong investor confidence — boosted by RTD's robust financial position and Colorado's resilient economy — helped the agency deliver solid results even as interest rates climbed.

Navigating the market

Leadership Updates



Welcome to a new Board Director

Joyce Browning was sworn in to the RTD Board of Directors on July 28, representing District J. She brings three decades of public service experience, including serving as a mayor and city council member in Northglenn. Browning, appointed by the Adams County Board of Commissioners, will serve through the end of 2026, when voters will elect a new District J representative.

[About Joyce Browning](#)



New Chief Communications and Engagement Officer

Candace Smith will serve as RTD's new Chief Communications and Engagement Officer, effective Sept. 8. She brings more than 25 years of strategic communications experience across higher education and public transportation. In this role, Smith will strengthen RTD's customer-focused mission and oversee Community Engagement, Public and Media Relations, Marketing, and Customer Care.

[Welcome Candace Smith](#)

Small business open house brings 170+ vendors to RTD

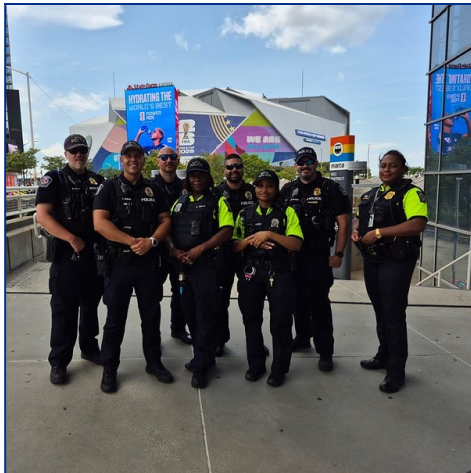
RTD's Small Business Opportunity Office and Contracting and Procurement Division welcomed more than 170 local, small, and disadvantaged business representatives to the agency's first in-person vendor open house at Blake Street.

Attendees received guidance from RTD leaders, practical tips on bidding and certification, and one-on-one conversations with project managers from 11 departments.



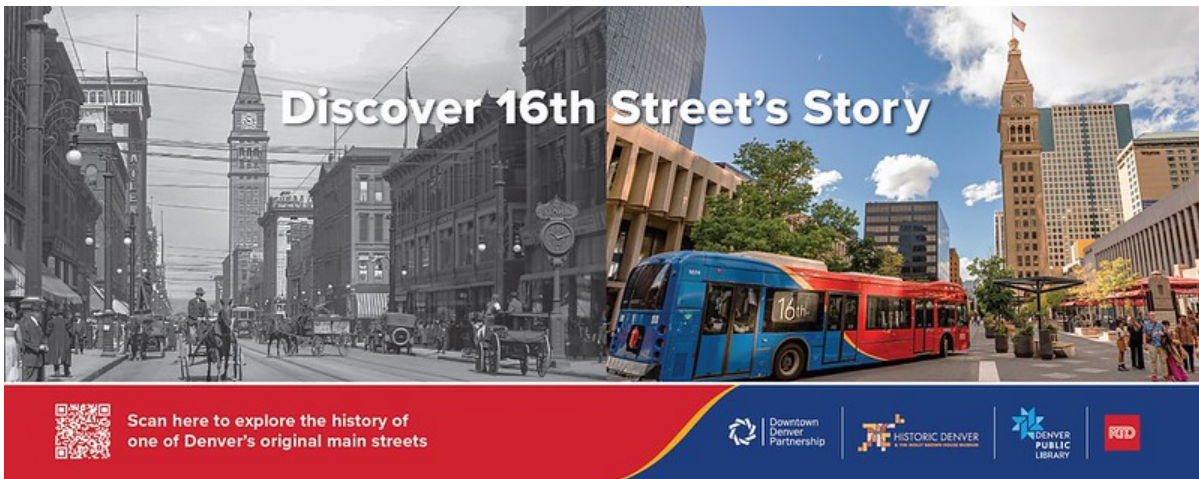
Small business support

Transit Police assisted World Cup patrols



RTD Transit Police supported the Metropolitan Atlanta Rapid Transit Authority during the 2026 FIFA World Cup, assisting with crowd patrols throughout the event in Atlanta. The experience gave officers valuable insights into managing high-volume, high-energy environments to bring back to the Denver RTD community.

A once-in-a-lifetime opportunity



Learn about the 16th Street FreeRide tour

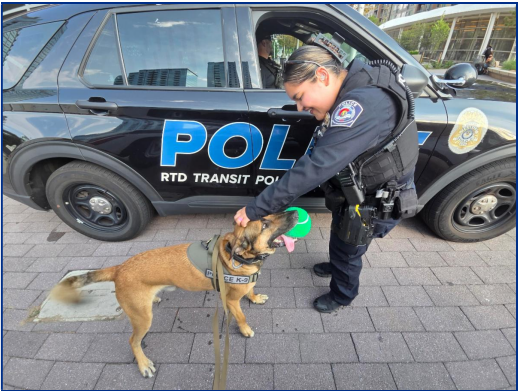


Get on board and sign-up

Connect others to RTD updates

If you enjoyed this edition of Community Connections, share the RTD newsletters subscription **link** with a fellow transit enthusiast to sign up for the quarterly Community Connections and monthly Read-n-Ride.

Thanks for reading and being a part of the RTD community!



RTD K-9 Milo enjoys a reward and scratches.



Regional Transportation District | 1660 Blake Street | Denver, CO 80202 US

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From: tom delorey
Sent: Monday, August 24, 2026 1:27 PM
To: RecreationandSeniorCenter@Info.LouisvilleCO.gov; City Council
Cc: tomdelorey@aol.com; nikymb@gmail.com
Subject: We're Open + New Website

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Rec Center:

During your recent closure, did you install handicapped accessible door openers on the doors in and out of the handicapped accessible locker room area, and on the door directly into the pool area in the hallway just outside of the handicapped accessible locker room area?

If not, why not?

It is hard to open a door when you are seated in an electric wheelchair, which I have recently been forced to start using.

Tom DeLorey
Louisville.Ward 3

In a message dated 8/23/2026 6:01:27 PM Mountain Daylight Time,
RecreationandSeniorCenter@Info.LouisvilleCO.gov writes:

[View as a webpage](#) / [Share](#)



[Hours](#) | [Catalog](#) | [Pool Schedule](#) | [Fitness Schedule](#) | [Register](#) | [Jobs](#)

Fall hours begin Monday, August 31: open until 9 p.m. M-TH
Memory Square Outdoor Pool last day of the season Monday, September 7.

[Fall catalogs are now available online](#) and at the front desk.

Welcome Back!

Reopening at 5:30 a.m. on Monday, August 24

The Louisville Recreation & Senior Center reopens Monday, August 24 at 5:30 a.m., and we're looking forward to welcoming you back! During our annual maintenance week, our team has been hard at work deep cleaning, making repairs, painting, and completing improvements throughout the facility.

Please note the following areas will still be closed on Monday while we finish work.

- Family changing room
- Hot tub



We've Been Busy Online Too!

Check out our new websites

While the facility has been closed, the City also launched new websites, including:

- [City of Louisville](#)

- [Recreation & Senior Center](#)
- [Parks, Recreation & Open Space](#)
- [Louisville Public Library](#)
- [Louisville Historical Museum](#)
- [Coal Creek Golf Course](#)

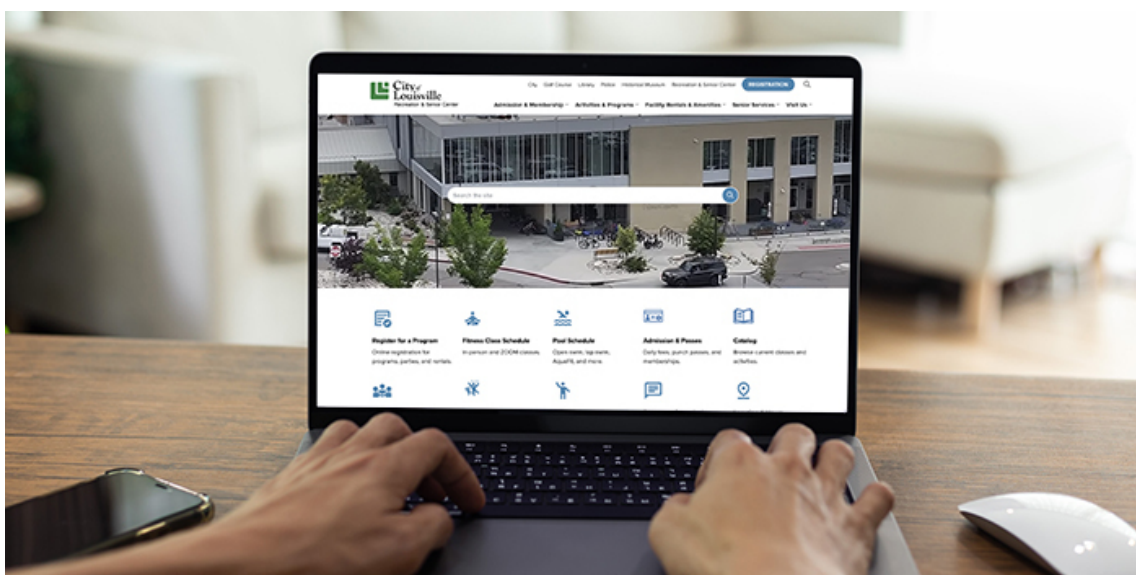
The redesigned websites are mobile-friendly and make it easier to find programs, services, facility information, registration links, events, and more.

We've done our best to make the transition seamless, but some bookmarks from the old website may no longer work. We recommend visiting the new site and updating any saved links.

If you spot an issue, please let us know by submitting the [website feedback form](#). You can find it in the website footer and underneath the main menus.

Additionally, for the next few weeks, Google search results may still show pages from the old site. The easiest way to explore the new site is to go directly to LouisvilleRecreation.com and use the built-in search bar.

We're excited to welcome you back to the Recreation & Senior Center and hope you'll take a few minutes to explore the new website, too. Thanks for your patience through both transitions, and we can't wait to see you!



Explore Recreation & Senior Center Website

Louisville Recreation & Senior Center

900 West Appia Way, Louisville, CO 80027

[Website](#) | (303) 666-7400

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Main St, Louisville, CO 80027



From: [Amy Spicer](#)
Cc: [Landon Mascareñaz](#); [Jamie Engel](#)
Subject: Courageous Colorado is coming the Boulder County this September!
Date: Monday, August 24, 2026 8:02:33 AM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Good morning,

I wanted to reach out as we're getting ready for two upcoming community events in Boulder County. We'd love to have you join us and help spread the word to others in the community!

[Courageous Colorado](#) is a cross-partisan statewide nonprofit working to strengthen democracy by bringing people together around practical solutions that increase participation, expand representation, and build trust. We believe some of the best ideas for strengthening and opening up democracy start in our local communities.

This September, we're taking that work on the road with the **[Denver Metro Activation Tour](#)**, visiting communities across the metro area to bring residents, local leaders, students, and community organizations together for conversations about the future of local democracy.

We'll be in Boulder County with two opportunities to join us:

Louisville

Tuesday, September 29

🕒 9:00 a.m.

Steinbaugh Pavilion

[Register for the Louisville event →](#)

Erie

Wednesday, September 30

🕒 5:00 p.m.

Erie — location coming soon!

[Register for the Erie event →](#)

We'd love to have you at the table at whichever event works best for you—and help us spread the word to others across Boulder County.

You can also [learn more about the tour and our Boulder County stops here →](#).

If there are other people or organizations in Louisville, Erie, or elsewhere in Boulder County who you think should be part of the conversation, we'd also welcome any suggestions or connections. **The more perspectives around the table, the better the conversation will be.**

Thanks so much, and I hope we'll see you at one of the events!

Best,
Amy

Amy Spicer, Ed.D.
Chief Impact Officer
Courageous Colorado | Convene, Connect, Catalyze
amy@courageouscolorado.org | (720) 272-7294

From: [Jordan Jefferies](#)
To: [Shane Simonson](#); [City Council](#)
Cc: [Kurt Kowar](#); [Kayla Corcelli](#); [Cameron Fowlkes](#)
Subject: RE: Path Forward for Staff's Recommended Roundabout Evaluation — Pine Street/Via Appia
Date: Friday, August 21, 2026 2:54:16 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi Shane,

Thank you for reaching out regarding traffic operations and safety at the intersection of Pine Street and Via Appia Way.

As noted in the 2024 traffic study, a roundabout is one of the potential intersection improvements that could be considered at this location, and the traffic analysis indicates that a roundabout would likely perform well from an operational standpoint. However, there are additional factors that need to be considered beyond traffic operations, including construction cost, available right-of-way, maintenance and snowplowing operations, and emergency access and evacuation considerations.

As part of our continued evaluation, Public Works recently considered a modular roundabout as a potential lower-cost pilot project at Pine and Via Appia. Staff discussed the operation and maintenance of similar installations with public works agencies in Nebraska and Ohio. Based in part on concerns those agencies identified with snowplowing and long-term maintenance, staff did not recommend moving forward with a modular pilot at this time. That evaluation does not preclude consideration of a permanent roundabout or other intersection improvements in the future.

At this time, however, there is not a programmed project or definitive timeline for constructing a roundabout at Pine and Via Appia, and we have not identified a DRCOG or other grant funding opportunity specifically for this intersection. We will continue to monitor the intersection and evaluate opportunities as future capital projects and funding become available.

One logical opportunity to revisit intersection improvements would be when Via Appia is next resurfaced. Coordinating the work with a larger roadway project can reduce construction costs and impacts compared with completing the intersection as a standalone project.

We also plan to collect updated speed and volume data as part of the City's next round of citywide traffic counts and will continue to review crash history at the intersection. Previous speed data collected following the summer 2024 lane reconfiguration

indicated that 85th-percentile speeds on Via Appia decreased by approximately 5 mph.

For additional background, the City Council discussed Via Appia and potential intersection improvements, including roundabouts, in some detail at its February 24, 2026 meeting. The meeting materials and video are available here:

<https://louisvilleco.portal.civicclerk.com/event/10/overview>

Thank you again for reaching out and for your interest in the safety and operation of the corridor.

Regards,

Jordan Jefferies, PE

Assistant City Engineer

303.335.4684

jjefferies@louisvilleco.gov



From: Shane Simonson <theshanester22@gmail.com>

Sent: Saturday, August 15, 2026 3:22 PM

To: City Council <Council@louisvilleco.gov>

Cc: Kurt Kowar <Kkowar@louisvilleco.gov>; Kayla Corcelli <kcorcelli@louisvilleco.gov>; Jordan Jefferies <jjefferies@louisvilleco.gov>; Cameron Fowlkes <cfowlkes@louisvilleco.gov>

Subject: Path Forward for Staff's Recommended Roundabout Evaluation — Pine Street/Via Appia

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Mayor Leh, Mayor Pro Tem Hamlington, and Councilmembers Cooperman, Dickinson, Fahey, Hoefner, and Kern,

I am writing to ask Council about the path forward for evaluating a roundabout at the intersection of Pine Street and Via Appia Way, an option the City's own traffic study recommends pursuing, but whose timeline I am not aware of as a resident.

For context: I've had an extended email exchange with Engineering staff on this topic, which I'm forwarding along with this message. I want to be clear that I support the broader Via Appia road diet and the safety gains it has produced along the corridor. My concern is specific to the Pine Street intersection, which today operates as a two-way stop (cross traffic on Via Appia does not stop). As a driver interacting with the intersection at minimum twice a day, making a left turn or crossing Via Appia from Pine during peak hours (or even just midday on a random Saturday, like today) requires finding aggressive, arguably unsafe, gaps in traffic. As a pedestrian or cyclist, crossing at Pine is even more precarious, with no active warning device at the crossing.

What I did not know when I first reached out to staff is what the City's own February 2024 Traffic Study Summary for Via Appia (prepared by Mary Hamann, P.E.) already concludes:

1. Staff's own Recommendation #4 in that study is to "continue to monitor traffic at Pine Street... and evaluate the need for a roundabout or other intersection improvements." The study further states that "alternative intersection geometry, such as a circular intersection or roundabout, should be considered at the intersection of Pine Street and Via Appia to improve the operations and safety at this intersection."

2. The study's own traffic modeling shows a roundabout performing well at this intersection. At PM peak, a two-lane roundabout produces a Level of Service of A with 7.1 seconds of average delay — better than a two-lane all-way stop (LOS B, 14.0 seconds), and on par with the pre-road-diet four-lane all-way stop (LOS A, 7.9 seconds).

3. The same study documents that Via Appia's measured 85th-percentile speed at Pine (42 mph) already triggers the MUTCD's high-speed warrant, and that one of the two cyclist-injury crashes recorded on the corridor occurred specifically at the Pine Street crossing.

As a resident, I'd appreciate understanding whether there is a defined path and timeline for the roundabout evaluation described in Recommendation #4, and would ask Council to:

1. Share the status of that evaluation, including any grant or DRCOG funding avenues being pursued for feasibility and design; and

2. Share updated speed, volume, and crash data for the Pine Street intersection specifically, so residents can track progress.

My full correspondence with Engineering staff is attached for reference.

Thank you for your time and attention to this.

Shane Simonson

593 Wildrose Way, Louisville, CO 80027

On Mon, Jul 20, 2026 at 11:14 Cameron Fowlkes <cfowlkes@louisvilleco.gov> wrote:

Shane

Thank you for your thoughtful follow-up and for taking the time to review the City Council presentation.

To address your questions:

1. Evacuation & Delay Trade-offs:

I would not characterize the decision as prioritizing emergency evacuation over operations at the Pine Street intersection. Rather, the analysis considered the overall performance of the Via Appia corridor, including traffic operations, safety, multimodal accessibility, project cost, and long-term maintenance.

2. Pedestrian Crossing Upgrades:

The City is continuously evaluating opportunities to improve pedestrian and bicycle crossings throughout the community. At this time, there are no funded plans for an active pedestrian crossing beacon at Pine Street. Devices such as Rectangular Rapid Flashing Beacons (RRFBs) are evaluated using established engineering guidance that considers pedestrian volumes, vehicle volumes, roadway speeds, roadway geometry, sight distance, and crash history.

Additionally, RRFBs are most effective when they are installed selectively at locations that meet engineering warrants. Installing too many RRFBs along a corridor can reduce their overall effectiveness and driver compliance by creating "warning fatigue," making motorists less likely to respond consistently to the devices.

We appreciate you sharing your firsthand experience as both a driver and a pedestrian. Public feedback is an important part of identifying locations that warrant additional review, and we will continue to monitor the operation and safety of this intersection as part of our ongoing transportation program.

Thank you again for your thoughtful questions and your interest in improving transportation safety in Louisville.

Cameron Fowlkes, PE, CFM
City Engineer
CFowlkes@LouisvilleCO.gov



From: Shane Simonson <theshanester22@gmail.com>
Sent: Monday, July 20, 2026 10:35 AM
To: Cameron Fowlkes <cfowlkes@louisvilleco.gov>
Cc: Kurt Kowar <kkowar@louisvilleco.gov>; Kayla Corcelli <kcorcelli@louisvilleco.gov>; Jordan Jefferies <jjefferies@louisvilleco.gov>
Subject: Re: Intersection of Pine and Via Appia

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Hi Cameron,

Thank you for the detailed response and for sharing the link to the February City Council presentation. The background and context were extremely helpful. It's clear that a tremendous amount of thought and engineering effort has gone into the Via Appia corridor.

To be clear, I support the broader lane reduction on Via Appia. My primary concern is specifically focused on the operational safety at the Pine Street intersection.

A couple of quick follow-up questions regarding the trade-offs and near-term plans:

1. Evacuation & Delay Trade-offs: Is it fair to say that the roundabout was ultimately passed over because maintaining corridor throughput on Via Appia (particularly during emergency evacuations) took priority over easing side-street friction on Pine? Or is that oversimplifying the justification?
2. Pedestrian Crossing Upgrades: Anecdotally from just this week, crossing Via Appia at Pine on foot and bike for the Street Faire and Farmers Market felt very precarious without active warning devices. Is Pine Street being evaluated for an active crossing signal, like those near the Rec Center, or pedestrian refuge islands as part of the near-term

improvements?

As a driver, making a left turn or crossing Via Appia from Pine during peak hours currently requires aggressive—and at times borderline dangerous—gaps to execute.

I really appreciate your time, engagement, and willingness to discuss.

Shane

On Mon, Jul 20, 2026 at 09:55 Cameron Fowlkes <cfowlkes@louisvilleco.gov> wrote:

Thank you for taking the time to share your concerns regarding the intersection of Pine Street and Via Appia Way.

The City understands that traffic patterns changed following the Via Appia roadway reconfiguration, and we recognize that intersections can operate differently as drivers adjust and travel patterns evolve. We take concerns about the safety of pedestrians, bicyclists, and motorists seriously. The new configuration creates a safer condition for pedestrians (less lanes of traffic to cross) and a more predictable conditions for motorists (having to navigate 2 lanes vs 4 lanes)

As part of the improvements, staff reviewed traffic volumes, crash history, sight distance, operational characteristics, and field observations to identify any potential operational or safety improvements. As part of that process, we evaluate a range of possible solutions based on engineering analysis, applicable design standards, and available funding. A roundabout is one of several alternatives that were considered. While a roundabout does create a better scenario for the Pine Street vehicular traffic, it can also create delays for traffic on Via Appia. We are currently looking at improving the pedestrian crossings at several intersections along Via Appia within the next few years including pedestrian refuge islands and directional crosswalks.

City council did discuss the Via Appia corridor at the February 24th City Council meeting and the video can be reviewed here(move video to 1:17:00 for start of the presentation and discussion) :
<https://louisville.ompnetwork.org/embed/sessions/335865/02-24-26-city-council-special-meeting>;

Thank you again for bringing this matter to our attention and for your interest in improving transportation safety within the community.

Cameron Fowlkes, PE, CFM

City Engineer
CFowlkes@LouisvilleCO.gov



From: Shane Simonson <theshanester22@gmail.com>

Sent: Monday, July 20, 2026 7:39 AM

To: Public Works <pworks@Louisvilleco.gov>

Subject: Intersection of Pine and Via Appia

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Hello—

I am writing to express my growing concern regarding the safety of the intersection at Pine Street and Via Appia Way, and to formally request a traffic study to evaluate long-term improvements.

As you know, Via Appia was reduced from a four-lane road to a two-lane road. While this may have had benefits elsewhere, it has created a severe bottleneck and safety hazard at this specific intersection. Because Pine Street serves as a major artery into downtown Louisville, the volume of cross-traffic far exceeds what a simple two-way stop can safely manage.

The current configuration is dangerous for everyone. Whether navigating the intersection by foot, by bicycle, or in a vehicle, crossing or merging onto Via Appia requires taking unsafe risks due to the traffic volume and sightlines.

I strongly urge the city to conduct a traffic study here and to explore safer alternatives, such as a roundabout, which would keep traffic flowing while significantly improving safety for pedestrians, cyclists, and drivers alike.

Could you please let me know if this intersection is currently on the city's radar for improvements, or how we can get a traffic study initiated?

Thank you for your attention to this important community safety issue.

Sincerely,

Shane Simonson

From: [Mariana Velasquez-Schmahl](#)
To: [City Council](#)
Subject: Homeless people living in culvert by the 36 bridge
Date: Thursday, August 20, 2026 9:28:01 AM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

August 20, 2026

Greetings,

I'm writing to let you that I'm very concerned about the homeless people living in the culvert on 36th next door to the bridge that connects Louisville to Superior and the Coal Creek path and golf course. This tunnel is next door to the Coal Creek, creek. This encampment started off small, now it has grown. This morning on my walk from my home on Dillon road to Superior on the coal creek bike path, I saw a man washing in the creek. I don't know where these people are using a bathroom since there isn't one close by. One of my biggest concerns is that they will start a fire once the weather gets cold. My husband and I lost our home in the Marshall fire and we are extremely worried of another fire in our area. We are all trying to be proactive to mitigate any future fires, and allowing people to live there with no restrictions makes no sense. When it is windy, it gives me a lot of anxiety that they may start a fire. One solution I think that may work is to close off both ends of the area, on the Louisville side and the Superior side with metal fencing that they can't take down. Please contact me and let me know what your thoughts are and what can be done about this problem. I'd be more than happy to show you the area.

Regards,

Mariana V. Schmahl
917 Saint Andrews Lane
Louisville, CO. 80027
970-9485089

From: Audrey DeBarros <audrey@commutingsolutions.org>
Sent: Thursday, August 20, 2026 7:04 AM
To: City Council
Subject: Last Chance to Register for the Sustainable Transportation Summit

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If you've been meaning to register for the [10th Annual Sustainable Transportation Summit](#), now is the time!

**** Registration closes at noon on Friday, August 21! ****

We look forward to seeing you on August 25.

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Event Information

We are excited to see you there!

 August 25

 7:45 a.m. – 12:00 p.m.

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From: [Maxine Most](#)
To: [City Council](#)
Subject: Bring back the large No Dogs signs at Harper Lake
Date: Wednesday, August 19, 2026 10:35:41 AM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Council,

I love all the new wayfinding signs that have been put up around the nd town. Bravo!

However, apparently these small no dogs signs are not li enough. I just encountered someone walking her dog around Harper Lake. When i told her there were no dogs allowed, first she said she didn't see signs. Then she said.that she has lived here for 15 years and didn't know there were no dogs allowed at Harper Lake. Then she said the signs must be new.

Please bring back the large no dogs allowed signs.

C. Maxine Most
Sent from my iPhone



From: [tamar.krantz](#)
To: [City Council](#); [Diana Langley](#)
Subject: Comment on the IHO update for your discussion tonight
Date: Tuesday, August 18, 2026 2:16:40 PM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Mayor and City Council,

Thanks for your efforts to increase the number of affordable housing units in Louisville. And thanks for including my letter to Planning Commission in your packet.

I have a few concerns about this ordinance.

- This revision to the ordinance will increase the number of affordable units. But with increased density, it will bring the percentage of affordable units down. Increased new-build market rate units could drive up average prices in Louisville.
- The increased AMI threshold for for-sale units will diminish the desired benefit to low income households. It will also make the units more difficult to sell because the difference between market rate and affordable is smaller.
- A higher fee in lieu would provide additional incentive.
- The density and height increases are too difficult to understand or predict because the baseline densities and heights are not clear.
- The staff report doesn't estimate the dollar value of the savings or economies of scale to be achieved through incentives and the reduction in development fees. This would help the public understand the potential benefits, budget impacts, and opportunity costs for Louisville.
- The staff report mentions that building affordable units doesn't "pencil out". The report should research or cite research into project-level financial data.

I have heard many discussions on affordable housing in Boulder county and Louisville and many other ideas that I believe may be more effective (some already in our housing plan). I am shocked that you have not received more input from the public on this topic! Would you please consider postponing this decision until after more questions are answered? Though I cannot find it on the website now, I do recall the last IHO was posted on Engage Louisville. I hope you can wait and do more public outreach.

Sincerely,

Tamar Krantz

Louisville

10/1/2020

Thank you for sharing your concerns.

The new curb ramps are directional ramps, meaning each ramp is aligned with a specific crosswalk rather than pointing diagonally into the middle of the intersection. This design guides pedestrians directly into the intended crossing, provides clearer orientation for people with visual impairments, and allows the detectable warning surface to face the direction of travel. Because of this alignment, the ramps and crosswalks may not follow the straight line path of the approaching roadway.

Drivers should treat stop before the crosswalk and yield to pedestrians. If additional visibility is needed, they may then carefully move forward after confirming the crosswalk is clear. Staff will review the intersection to ensure the placement provides adequate sight distance and is functioning as intended.

The concrete placement was not related to underground pipe or electrical work. It was completed to replace damaged and missing concrete and upgrade the curb ramps to current accessibility standards. The City is required to upgrade curb ramps to ADA standards whenever a street is resurfaced or rehabilitated.

Please contact us if you have any other questions.

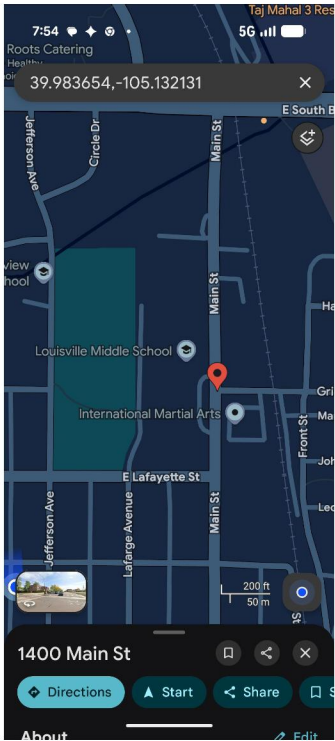
Notes:

Carsten Foxworth, PE, CFM
City Engineer
CFM@louisville.gov



From: Ben Kiefer benk@louisville.gov
Sent: Monday, August 18, 2020 1:01 AM
To: 'City of Louisville' <transportation@louisville.gov>
Subject: Concrete curb ramp replacement design





Pictures were taken on Main and 10th St in Louisville, Colorado near the middle school on August 17th, 2020.

Hi,

I wanted to raise a concern about the new crosswalk configuration at this intersection.

The crosswalk has been painted back from the corner into the area where others naturally tend to put forward to seek approaching traffic. As a result, drivers often have to stop abruptly in the crosswalk while waiting to safely turn.

The city indicates that the new crosswalk design follows the current part of the sidewalk. Pedestrians and others tend to naturally follow the sidewalk, so the new design is not a problem. However, the new design is not a problem.

I understand the intent is to increase pedestrian safety, but the new design is actually using the sidewalk as a place where they are not designed to be used. Could the City review whether this configuration is functioning as intended?

The city indicates that the new crosswalk design follows the current part of the sidewalk. Pedestrians and others tend to naturally follow the sidewalk, so the new design is not a problem. However, the new design is not a problem.

Thank you,

Ben Kottler
Resident of Louisville

From: [Cameron Fowlkes](#)
To: jenniferlenihan15@gmail.com
Cc: [Samma Fox](#); [Kurt Kowar](#); [Jordan Jefferies](#); [City Council](#)
Subject: RE: Urgent Traffic Safety Request – Pedestrian Crossing Lights at Via Appia and Via Capri
Date: Tuesday, August 18, 2026 9:23:40 AM
Attachments: [image002.png](#)

Jennifer and Brian-

Thank you for providing your concerns. We have received the request and will get this placed into our log of traffic applications.

These applications can take some time to evaluate and gather data. Engineering is currently understaffed, so applications can take 3-6 months in some instances for review and evaluation.

Please reach out if you have any questions.

Thank you

Cameron Fowlkes, PE, CFM
City Engineer
CFowlkes@LouisvilleCO.gov



From: Jennifer Lenihan <jenniferlenihan15@gmail.com>
Sent: Sunday, August 16, 2026 2:12 PM
To: Josh Cooperman <jcooperman@louisvilleco.gov>; Caleb Dickinson <cdickinson@louisvilleco.gov>
Cc: City Council <Council@louisvilleco.gov>; Brian Lenihan <brownlen1981@gmail.com>
Subject: Urgent Traffic Safety Request – Pedestrian Crossing Lights at Via Appia and Via Capri

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Josh Cooperman and Caleb Dickinson,

We are writing as concerned resident of Louisville to formally request a traffic safety evaluation and the installation of pedestrian crossing lights (such as Rectangular Rapid Flashing Beacons, or RRFBs) at the intersection of Via Appia and Via Capri.

This intersection currently poses a severe safety hazard to pedestrians, particularly local school children. Our daughters, along with several other neighborhood kids, cross Via Appia at this exact location daily to reach their school bus stop. We regularly experience three major safety risks at this crossing:

- **Blind Curve and Sightline Deficit:** A distinct curve in Via Appia immediately before the crosswalk severely limits visibility. Oncoming drivers traveling around the curve have almost no reaction time to see pedestrians already stepping into the street.
- **High Traffic Volume and Poor Yield Compliance:** Via Appia is a heavily traveled corridor, and motorists frequently fail to stop or yield to pedestrians waiting at or using the crosswalk.
- **Vulnerable Pedestrian Commuters:** Young students are forced to navigate this high-risk crossing twice a day during peak morning and afternoon traffic hours.

Given the combination of limited sightlines and high vehicle speeds, active traffic-calming measures are urgently needed before a severe collision occurs. We respectfully request that the City take the following steps:

1. Perform a formal sight-distance, speed, and traffic safety assessment at Via Appia and Via Capri during school commute hours (7:15–8:30 AM and 2:30–3:45 PM).
2. Approve and schedule the installation of pedestrian-actuated flashing lights (RRFBs) to alert drivers around the curve.
3. Coordinate short-term speed mitigation, such as placing an electronic speed radar trailer near the curve during bus hours.

Thank you for your dedication to keeping our neighborhood streets safe. We look forward to your response and learning about the next steps for this evaluation.

Sincerely,

Jennifer & Brian Lenihan
112 Griffith Street
Louisville, CO 80027

From: Audrey DeBarros <audrey@commutingsolutions.org>
Sent: Tuesday, August 18, 2026 8:28 AM
To: City Council
Subject: One Week Until the Summit - Register by Aug. 21

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Together, they'll explore some of the most important transportation issues facing our communities:

- Transit governance and leadership transition
- RTD's future
- Front Range Passenger Rail
- Transit funding
- Service delivery models
- Regional collaboration
- Building a transportation vision for the future

Registration closes on Aug. 21!

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Andrew Boesenecker

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RTD Board Member,
District O



Chris Nevitt
Board of Directors
Vice Chair, Front Range
Passenger Rail District



Doug Rex
DRCOG Executive
Director



Kiernan Maletsky
Long-Range Planning
Director, RTD



Amy Ford
Executive Director,
Denver Department of
Transportation &
Infrastructure (DOTI)



Alex Hyde Wright
Regional Multimodal
Division Manager,
Boulder County



Craig Secrest
Director, Clean Transit
Enterprise



Audrey DeBarros
Executive Director,
Commuting Solutions

Sarah Nurmela
Westminster Mayor Pro
Tem, Front Range
Passenger Rail District
Board of Directors

Susie Hidalgo-Fahring
Longmont Mayor

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The Longmont Mobility Tour is one of the most unique experiences associated with this year's Summit.

Join City of Longmont transportation planners as they showcase current and future projects that are helping redefine mobility in their community.

The tour is informative, interactive, and designed to continue the conversation long after the Summit concludes.

Space is limited.

Mobility Tour Add-On: \$50

Price includes boxed lunch and tour.

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Event Information

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 August 25

 7:45 a.m. – 12:00 p.m.

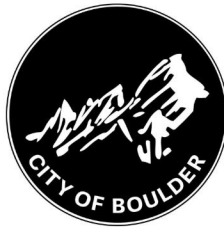
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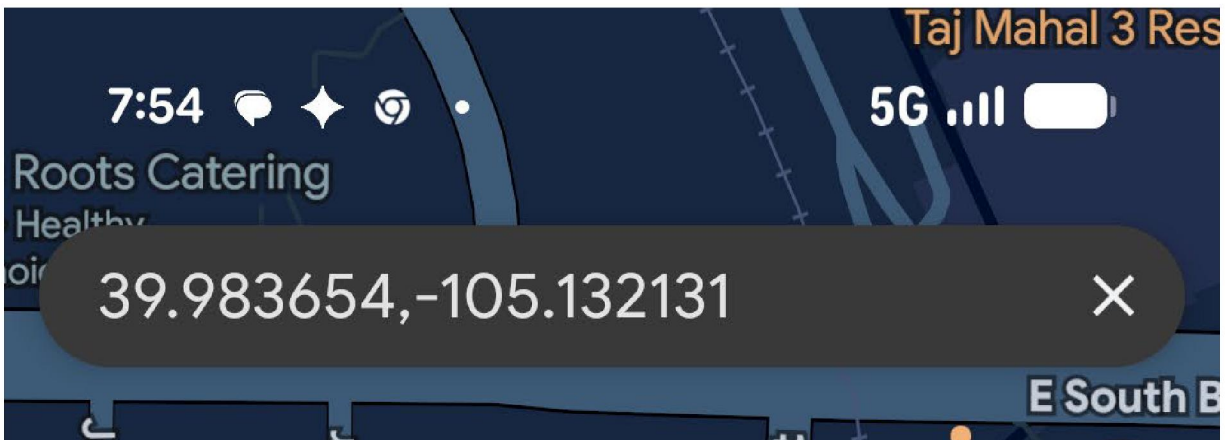
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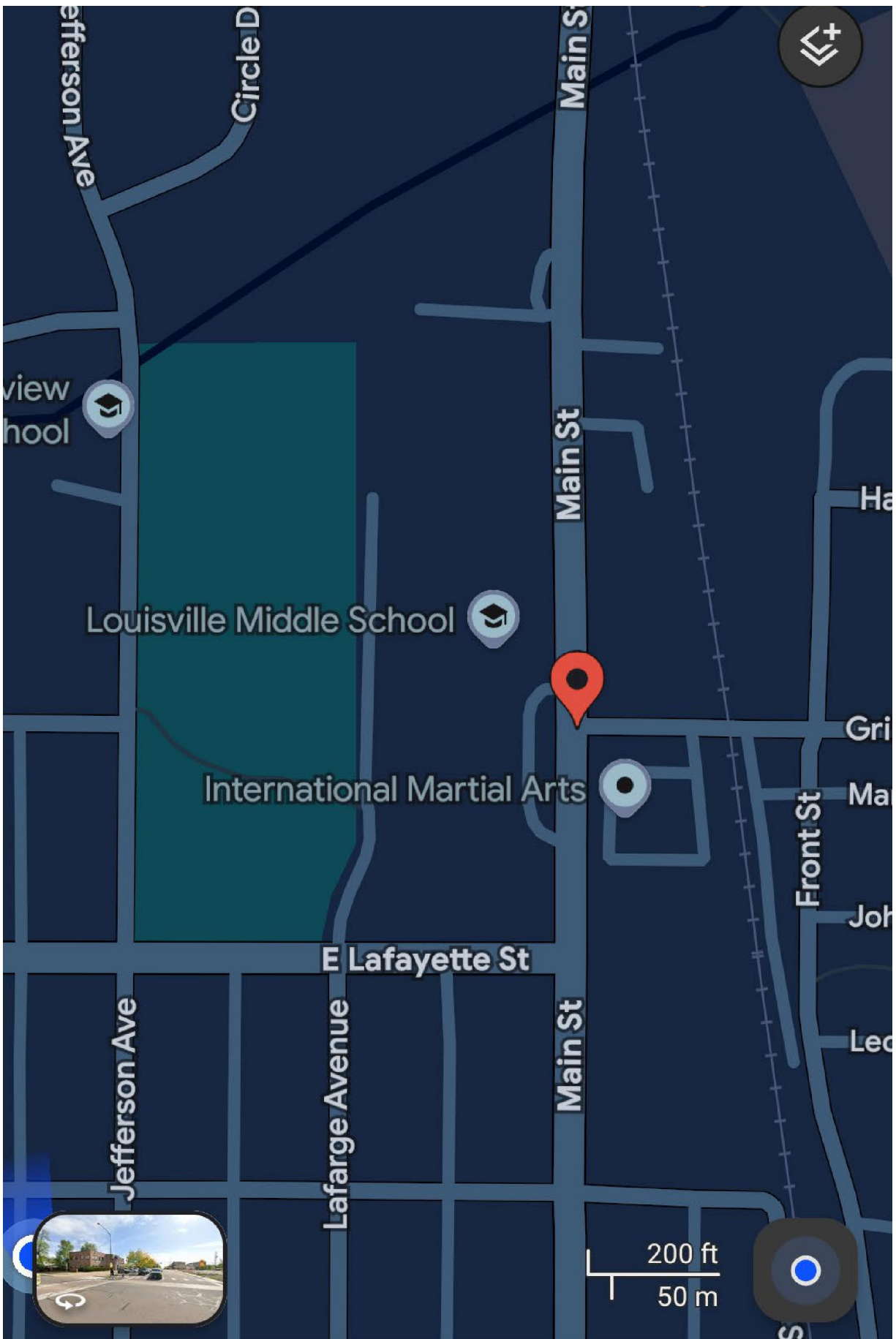
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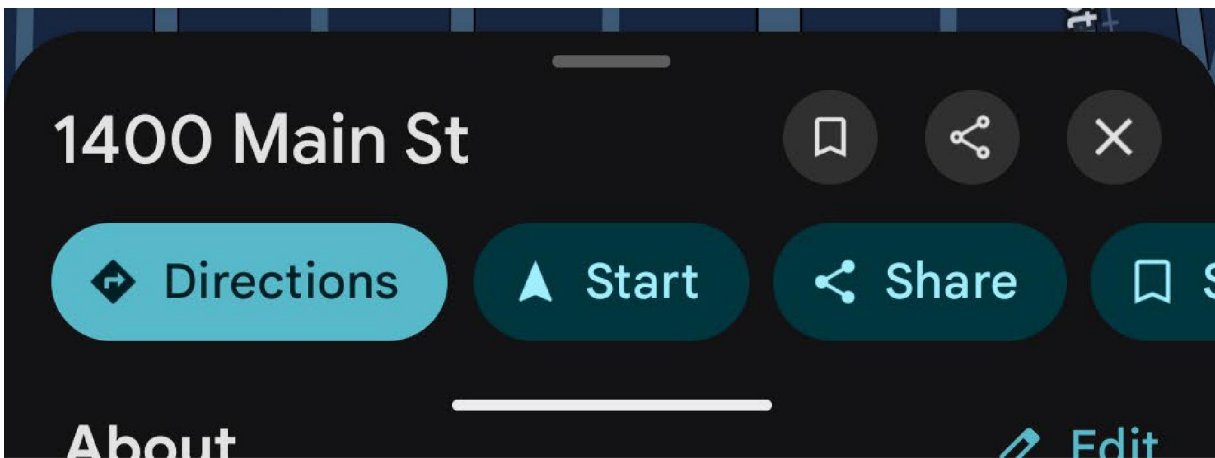
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From: [Alex Kocher](#)
To: [City Council](#)
Subject: Concern With New Crosswalk Design
Date: Tuesday, August 18, 2026 7:59:38 AM
Attachments: [558.png](#)

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.







Picture was taken on main and Griffith in Louisville, Colorado near the middle school on August 17th. 2026.

Hi,

I wanted to raise a concern about the new crosswalk configuration at this intersection.

The crosswalk has been pushed back from the corner into the area where drivers naturally need to pull forward to see approaching traffic. As a result, drivers often have to stop directly in the crosswalk while waiting to safely turn.

I've also noticed that the new crossing doesn't follow the natural path of the sidewalk. Pedestrians and kids on bikes frequently bypass it and continue straight, sometimes going off and back onto the curb instead.

I understand the intent is to improve pedestrian safety, but the way people are actually using the intersection seems very different from how it was designed to be used. Could the City review whether this configuration is functioning as intended?

I've also talked to many of the residents here who are very confused by this concrete replacement project and most people found it unnecessary and and everyone just assumed that they were just fixing pipes or electrical underneath the concrete and that's the only reason they had to replace it. Is this true?

Thank you.

Alex Kocher

Resident of Louisville

From: Randy Barber <randy.barber@bvsd.org>
Sent: Tuesday, August 18, 2026 6:42 AM
To: Communications General
Subject: BVSD Enrollment Impacts: Proposal presented to Board August 25

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Good morning community leaders!

A week from tonight, we will share our proposal for making BVSD schools more resilient in a time of declining enrollment.

The Board of Education meeting will begin at **3 p.m. on Tuesday, August 25, at the BVSD Education Center in East Boulder**. You are welcome to join us in person or watch online [on BV22](#).

This summer, our leadership team has been hard at work evaluating options for elementary-level schools in Boulder, Broomfield and Louisville/Superior, guided by the community feedback we gathered last spring and a careful review of enrollment, facilities and other important factors.

Yesterday, we sent out the latest edition of our **BVSD Enrollment Impact newsletter**, which includes helpful information and context to get you up to speed before next week's presentation.

I'll share the proposal with you next week, but in the meantime, please don't hesitate to reach out if you have any questions.

Randy



BVSD Enrollment Impacts

Preserving the educational experience for all students

August 2026



Resilient Schools proposal presented to Board August 25

This has not been a restful summer for the team here at BVSD.

Our leadership team has worked diligently to evaluate options involving potential school consolidations, closures and reconfigurations. They have analyzed enrollment trends, building capacity, facility conditions and long-term student needs. They weighed the potential challenges of many possibilities and constructively questioned their own thinking.

Now, our team is preparing to present our proposal, reasoning, and next steps of the process to the Board of Education on August 25. We hope you attend or watch.

As we've shared throughout this process, our goal is to create a more resilient school district that continues to provide an exceptional educational experience despite declining enrollment.

We knew from the beginning there would be no perfect solution. Every option comes with tough challenges, and this work has been every bit as difficult as we expected.

Our team has remained mindful that every proposed change affects students, families and staff members. Those individuals have been at the center of every conversation and every decision.

Every BVSD school is extraordinary because of the people who learn and work there. While buildings are important, our responsibility is to ensure that every student has access to the strongest possible educational experience. Addressing declining enrollment now will help preserve the high-quality instruction, programs and opportunities our students deserve for years to come.

No matter what lies ahead, our commitment remains the same: to work together, support one another and ensure that every student, family and staff member is cared for throughout this transition. They are, and always will be, what matters most.

[Read the letter online](#)

Rob Anderson
Superintendent
Boulder Valley School District

Nicole Rajpal
President
Board of Education
Boulder Valley School District

In this issue:

- Proposal Development
- Understanding the Challenge
- Timeline

Proposal Development



Developing the Board of Education proposal for school adjustments

Next week, the Board of Education will have its first opportunity to consider and discuss specific school adjustments aimed at making our school district more resilient in this time of declining enrollment. The proposed changes will include school closures, consolidations, and reconfigurations. **The worksession will be held Aug. 25 at 3 p.m. at the Education Center** and will be broadcast on BVSD's Education Access station, [BV22](#) (Comcast Channel 22) or [online](#) and simulcast on the [BVSD Board YouTube channel](#).

[Read on to learn more](#)

Before developing a proposal, we listened to our community



Closing schools is one of the most difficult tasks a school district can face. We knew it was vitally important to connect with our community to understand their perspectives and priorities before developing specific changes for the Board to consider. Consistent themes emerged from our [extensive community engagement effort](#) last spring:

Click the image to get an inside look at the community engagement sessions.

- Smaller class sizes
- Fewer multi-age classes
- More time for non-classroom educators and other school professionals to be in schools to support kids

[Read more about what we learned from our community](#)



Understanding the options

The Board has identified several different types of adjustments that could be made to schools to respond to declining enrollment and use resources more efficiently. These include introducing, expanding or relocating focus programs; reconfiguring grades between a pair of schools; consolidating two schools into one building and closing one or more schools and redistributing students.

[This video](#) provides the details.

Understanding the Challenge

Learn about what is happening with enrollment in BVSD and why it matters in this video.





Let's Talk: Livestream information session with BVSD leaders

This spring, BVSD leaders discussed the challenges of declining enrollment, its impacts on students and teachers, and potential district actions. They also answered questions from our BVSD community. Check out the discussions below.

Session I

The challenge of declining enrollment

[Watch the discussion](#)

Session II

The impact on our students and teachers

[Watch the discussion](#)

Session III

The options and next steps

[Watch the discussion](#)



How declining enrollment shows up in the student experience: One teacher's perspective

As a teacher in BVSD, I understand why smaller school sizes can sound appealing. Individual attention, close-knit communities, and familiarity are all positives. However, what often gets lost in the conversation is that very small schools come with significant challenges that directly affect the quality and consistency of education students receive.

[Read one teacher's perspective about what declining enrollment can mean for students](#)



Enrollment drops more than expected, Board expresses desire to take action to respond

BVSD's overall enrollment continued to decline last year, but at a greater rate than expected, BVSD Senior Planner Glen Segreue told the Board in an update in December. The student count dropped 525 students, or 1.9% from last year—1% more than projected. Over the past five years, the downward trend is less steep at 1.3%. This is BVSD's second biggest drop in enrollment since the pandemic. The district's enrollment has declined by nearly 3,600 students since 2015.

[Read on to learn more](#)

Board Decision Milestones



Proposal Discussion

Board Worksession, 3 p.m.

Staff will present a proposal of school adjustments to the Board for consideration and discussion.

Consistent with standard worksession format, there will be no public comment.



Proposal Discussion

Board Meeting, 5 p.m.

The Board will continue its consideration and discussion of the proposed changes.

The community will have the opportunity to provide input during the regular public comment period.



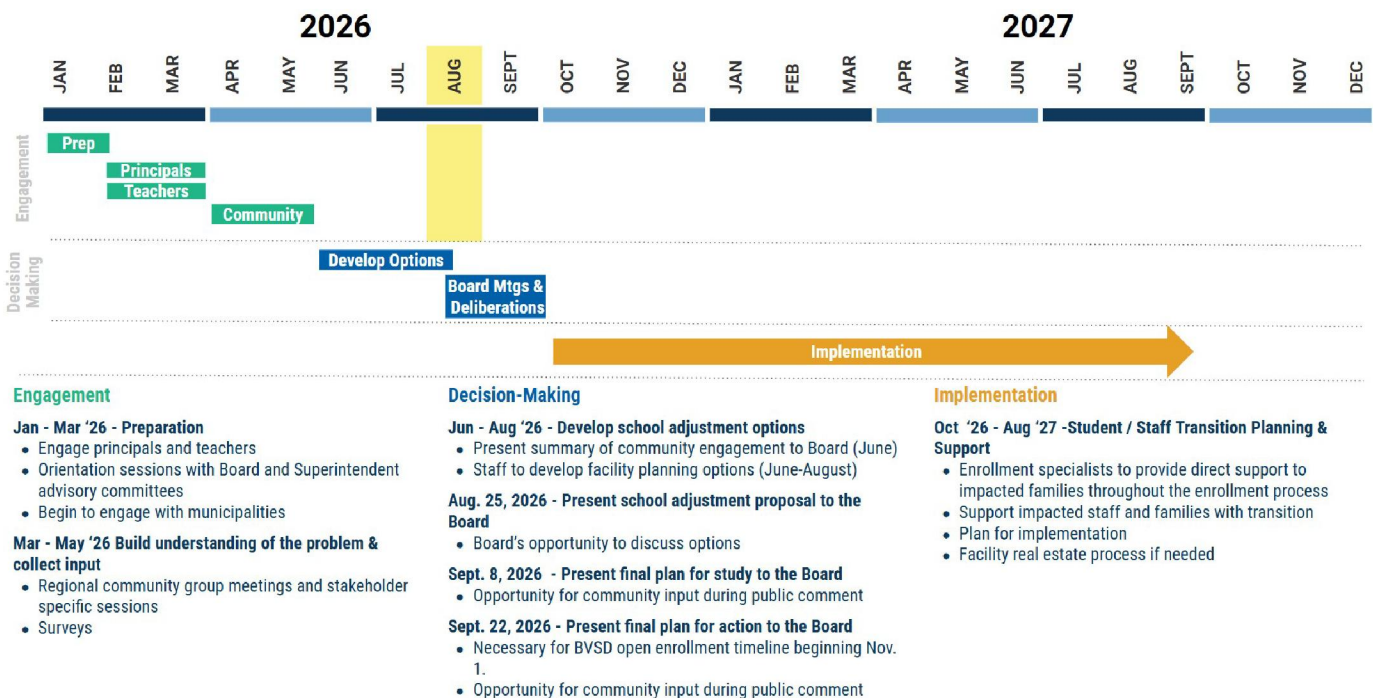
Proposal Action

Board Meeting, 5 p.m.

The Board will take action to adopt or deny the proposed changes.

The community will have the opportunity to provide input during the regular public comment period.

Overall Community Engagement & Decision Making Timeline



For more information and resources visit our [Resilient Schools website](#).



[Unsubscribe Link](#)



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Randy Barber | [APR](#)

Chief Communications Officer

Office: 720-561-5823 Mobile: 303-507-6694



From: [Peter Richards](#)
To: [City Council](#)
Subject: Reaching out once more.
Date: Monday, August 17, 2026 8:59:35 PM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Hi,

I wanted to reach out one final time regarding my previous message, in case it may have been overlooked. Whenever you have a moment, I would truly appreciate hearing from you. I will not I bother you with any more. Thank you again for your time.

Warmly,
Peter

From: [Iris Belensky](#)
To: [City Council](#)
Cc: [Brandi Cummings](#); [Diana Langley](#); [Samma Fox](#)
Subject: Invitation to Louisville Lens Opening Reception and Senior Dinner - Friday, September 4
Date: Monday, August 17, 2026 1:16:44 PM

Hello Mayor Leh and City Council Members,

We are entering the final act of our 2026 summer events season, but some of the best is yet to come!

I am proud and excited to invite you to the **opening reception of our Louisville Lens Community Photography Project from 4 - 7pm on Friday, September 4** in the Library. This project has become near and dear to my heart, and I look forward to sharing it with the residents of Louisville — I hope you will be able to make it and bring some friends and family.

You may have already seen [the fantastic video](#) that our photographer, Megan Sweeney, put together for the project on Instagram, but if you haven't, please feel free to take a look (or, like me, watch it for the hundredth time and still enjoy every second). We also have a work in progress [webpage for the project](#) on our brand-new website where we will continue to add more information.

On the same day as the opening reception, we will also be hosting the annual Senior Dinner at the Steinbaugh Pavilion starting at 5pm. Attendance for this event has been growing every year, and our seniors love to see and chat with their City Council members. We would love it if you stopped by to say hello on your way to or from the Louisville Lens reception.

Please feel free to reach out if you have any questions and I look forward to seeing you at these events!

Best,

Iris Belensky

Arts & Events Program Manager
Louisville Public Library | Cultural Services

(303) 335-4581

ibelensky@louisvilleco.gov

From: Andy Johnson <andy@dajdesign.com>
Sent: Monday, August 17, 2026 6:55 AM
To: City Council
Cc: Strong Towns Louisville
Subject: Quick Reminder: Anchoring Louisville's Inclusionary Housing Updates in Economic Reality
Attachments: IHO Amendment_Letter from Strong Towns Louisville.pdf

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Mayor and Council Members,

I'm writing to share a quick follow-up to the letter submitted on behalf of Strong Towns Louisville ahead of Tuesday's discussion.

I want to emphasize that our recommendations aren't necessarily a call to throw out the Inclusionary Housing Ordinance altogether. Rather, we are asking Council to take a hard look at the underlying economics so that any updates we make actually result in real homes being built.

A recent analysis by Housing Forward Colorado titled "[Beyond the Debate: How Colorado Can Make Inclusionary Zoning Actually Work](#)" captures this exact dynamic (much thanks to a friend for sending this article). They point out that for inclusionary zoning to succeed in Colorado communities, the code must be anchored in development reality:

- Incentives must equal the actual cost gap. Density bonuses, height adjustments, and fee waivers aren't just perks, they have to mathematically offset the real financial gap of building an income-restricted unit.
- Offsets have to be granted by-right. If an incentive requires a separate Council vote or discretionary review, developers can't bank on it when securing private financing. That uncertainty wipes out the incentive's value.
- Mandates need broad zoning reform to work. Inclusionary policies can't carry the whole weight of our housing goals on their own; they need a flexible underlying zoning code to give projects room to succeed.

If Louisville stays on the path of updating its IHO, we should ensure the incentives are predictable, granted by-right, and genuinely offset the cost of constructing affordable units. In our attempt to create a more Louisville-specific IHO, we would encourage Council to exempt small infill projects of 10 to 12 units, swap rigid "like-for-like" requirements for flexible unit delivery, and launch a Market-to-Affordable buy-down program using existing housing funds.

Thank you again for your time and open door as we work together on thoughtful solutions for our city.

Warmly,

Andy Johnson
On behalf of Strong Towns Louisville



ANDY JOHNSON, AIA

w: dajdesign.com

o: 303.527.1100

m: 303.249.1624

vCard



Dear Mayor and Council Members,

I am writing to share my analysis regarding the proposed amendments to the City's Inclusionary Housing Ordinance (IHO) (Title 17, Chapter 17.76). While I deeply share the goal of expanding affordable housing opportunities in Louisville, a critical review of the proposed ordinance highlights fundamental flaws in relying on an inclusionary housing framework. Rather than serving as a flexible, inviting tool, an IHO functions as a blunt instrument that tends more toward penalizing development, strains overall housing costs, and distracts from the core systemic reforms required in our land use code.

For reasons I'll explain below, I think the city should pause this work until after zoning updates are completed. But if you feel that it must be done now, I would like to suggest some critical amendments that will make it more effective. As written, I don't believe this ordinance will result in much, if any, new affordable housing being built. In fact, it may result in an overall decrease of new housing thereby increasing the cost of all housing.

Summary of Proposed Amendments

Staff has proposed a series of targeted updates to Chapter 17.76:

- **Area Median Income (AMI) Calibration:** Modifying affordability requirements to 12% at 80% AMI for rental developments and 12% at 80% to 120% AMI for for-sale developments.
- **Incentive Package:** Introducing a 20% density bonus (30% for 100% affordable rental projects), a 20% lot coverage increase, elimination of minimum parking requirements, and development review fee waivers for projects providing on-site affordable units.
- **Discretionary Height Increase:** Allowing City Council to grant an additional story or up to 15 feet of building height for on-site affordable housing projects outside the Old Town Overlay and Downtown Core.
- **Fee-In-Lieu Rate Updates:** Nearly doubling the fee-in-lieu for ownership housing from \$9.24 to \$19.08 per square foot, while slightly adjusting rental fees from \$4.72 to \$4.73 per square foot.

Research & National Evidence

A 2025 nationwide empirical study by The Pew Charitable Trusts ("New Housing Slows Rent Growth Most for Older, More Affordable Units") analyzed rent data across 1,654 metro-area ZIP codes and demonstrated that expanding overall housing supply, even through new, unsubsidized market-rate construction, is the single most effective driver of affordability for low-income residents. Pew's researchers found that every 10% increase in regional housing stock correlated with a 5% reduction in overall rent growth, with the steepest rent declines occurring in Class C apartments - older, naturally affordable buildings - by eliminating the intense competition that forces higher-income renters to bid down-market. Conversely, when housing supply is stifled by restrictive land-use policies or heavy regulatory tolls, lower-income neighborhoods suffer the most severe rent inflation, experiencing rent hikes 10 percentage points higher than wealthy areas. This data provides Council with critical evidence that imposing penalizing inclusionary fees over broad zoning reform is counterproductive; stifling general residential construction directly exacerbates regional competition, pushing naturally occurring

affordable housing out of reach for Louisville's workforce.

Recent economic modeling published by UC Berkeley's Turner Center for Housing Innovation ("Modeling Inclusionary Zoning's Impact on Housing Production") underscores the hidden mathematical risks of uncalibrated inclusionary zoning mandates and arbitrary fee hikes. Turner's research proves that as inclusionary requirements and fee burdens rise, communities experience steep diminishing returns in below-market-rate unit delivery alongside accelerating losses in total housing production. Most strikingly, the model established that if supply contraction causes unconstrained market rents to rise by just 0.8% per year, that subtle rent increase across the city completely negates the entire economic value of all private subsidies generated by the inclusionary ordinance. To avoid these self-defeating dynamics, the Turner Center strongly advises municipalities to shift away from mandatory, discretionary inclusionary frameworks in favor of voluntary, predictable "by-right" incentives paired with direct public funding mechanisms, such as revolving acquisition funds that buy down existing market-rate homes, to deliver scalable, long-term community affordability.

Critical Analysis of the Ordinance & Fundamental Concerns

1. "Stick" vs. "Carrot" and the Requirement for By-Right Certainty

An inclusionary housing ordinance relies primarily on a "stick" approach; compelling compliance rather than creating an environment where developers actively pursue affordable housing. While staff's proposed incentives (density, parking, and fee waivers) are steps in the right direction, their effectiveness is crippled when they are not granted by-right. This would be similar, if not exactly equal, to a waiver request proposed during a Planned Unit Development (PUD) review to provide relief from a specific zoning requirement, which is always entirely up to Council's discretion for approval. For example, making building height increases contingent upon a discretionary vote by City Council introduces unpredictability. Developers operate on strict financial timelines and make decisions based on a reliable outcome; any incentive burdened by political risk or doubt loses its substantive power to direct development decisions.

This dynamic is thoroughly documented in research from UC Berkeley's Turner Center for Housing Innovation. The Turner Center's analysis of inclusionary zoning nationwide demonstrates that private developers are highly sensitive to regulatory uncertainty. When incentives like density or height bonuses require discretionary council approvals rather than being granted by-right, developers treat them as speculative rather than actionable financial offsets. Turner's research emphasizes that effective housing policies rely on predictable, voluntary, and by-right incentive frameworks paired with direct public investment, rather than discretionary mandates that discourage developer participation from the outset.

2. Arbitrary Fee Increases and Unmanaged Cash-In-Lieu Funds

The City lacks a comprehensive strategy or operational structure for deploying and managing cash-in-lieu funds. The proposed fee-in-lieu hike for ownership units, increasing by over 106% to \$19.08/sf, imposes a severe regulatory cost on new construction. Discussions regarding the potential outsourcing the management of

Louisville's IHO funds to the City of Boulder would be highly detrimental to our community's autonomy and local housing efforts. Collecting a substantial amount of cash-in-lieu funds without a clear, locally controlled delivery model creates an idle capital repository rather than actual homes.

Empirical financial modeling from the Turner Center provides a stark warning about the unintended macroeconomic consequences of arbitrary fee hikes. Their research shows that heavy, uncalibrated inclusionary burdens suffer from severe diminishing returns, where fee hikes sharply curtail overall housing production. Crucially, Turner's market-wide modeling revealed that if supply suppression causes market-wide rents to rise by a mere 0.8%, the aggregate financial loss imposed on all renters across the city completely negates the entire economic value of every single below-market-rate unit produced under the inclusionary ordinance. In short, overreaching fees risk damaging overall community affordability far more than the few subsidized units can repair.

3. Financing Complexities and the Exclusion of LIHTC

There is a fundamental misunderstanding regarding how affordable housing is financed. Low-Income Housing Tax Credits (LIHTC, 4% and 9% tax credits) are the primary vehicle for equity in affordable developments. Since the program's inception 40 years ago, LIHTC has catalyzed the development of approximately 3.5 million affordable housing units. However, project scale and mixed-use or mixed-income projects present challenges with leveraging LIHTC.

In the last five years, the Colorado Housing and Finance Authority (CHFA) has awarded LIHTC to over 130 projects, but only three projects with fewer than 30 units have been awarded. Given the overhead and fixed costs associated with LIHTC development, a floor on the size of projects essentially exists at 30 units. Because of the scale of projects in Louisville, it would be nearly impossible to provide affordable housing in a mixed-income development while using the largest and most-proven affordable housing financing tool.

If LIHTC units are within a larger building, they typically need to be in a separate condo, adding costs and complexity. As such, LIHTC equity cannot be effectively leveraged for individual affordable units mandated within market-rate developments under an IHO requirement. Because these mixed-income units cannot access federal tax credit equity, the market-rate units must directly absorb the financial gap. This inflates overall housing costs across the entire development, yielding substantially fewer affordable units than could be achieved by leveraging dedicated affordable housing funding streams.

4. Unexamined Policy Assumptions

City Council and staff appear to be moving forward on the assumption that because peer municipalities (such as Boulder, Broomfield, Lafayette, and Longmont) utilize IHOs, Louisville must adopt one as well. Before codifying these changes, Council must address critical unanswered questions:

- a. *Where is the empirical evidence that IHOs effectively produce meaningful affordable housing in communities of our size?*

- b. Has the City interviewed members of the regional development community to understand what specific zoning tools or frameworks would actually incentivize them to build low- and middle-income housing?*
- c. Does the City fully appreciate the capital stack constraints that IHO mandates impose on private projects?*
- d. Is the City aware of the unit-count threshold where a developer is able to effectively offset the cost of affordable housing units with market rate housing units?*

5. Putting the Cart Before the Horse: Premature Timing Ahead of Zoning Reform

Advancing IHO amendments today preempts the comprehensive development code and zoning reform scheduled to begin in 2026. The primary barrier to affordable housing in Louisville is not the absence of an updated IHO, but rather our exclusionary underlying zoning, which prohibits standard naturally occurring affordable housing typologies (such as duplexes, townhomes, and missing-middle multi-family) across most residential zones. Imposing penalizing fees and mandatory ratios while maintaining restrictive zoning is classic "cart before the horse" policy. Real affordability requires systemic zoning reform, not higher regulatory tolls.

This fundamental economic principle is strongly reinforced by a 2025 study from The Pew Charitable Trusts ("New Housing Slows Rent Growth Most for Older, More Affordable Units"). Pew's nationwide data analysis proves that expanding general housing supply through zoning reform is the single most effective tool for slowing rent growth, benefiting lower-income households most directly. Specifically, Pew found that adding new market-rate supply relieves regional demand pressure and slows rent growth most dramatically for older Class C housing, the primary source of naturally occurring affordable housing, by preventing higher-income households from outbidding local workforce families for existing homes. By prioritizing restrictive IHO fee increases over broad zoning reform, Louisville risks stifling the very housing supply needed to stabilize rents community-wide.

Ordinance Amendment: Like-for-Like Requirement

Currently, Louisville's "Like-for-Like" requirement, which mandates that affordable units be essentially identical in size and type to market-rate units, is unintentionally stifling the production of affordable housing. While the intent is to ensure quality, the practical result is a lack of creative, cost-effective solutions.

The "Like-for-Like" or "Unit Comparability" requirement is a common feature in many housing ordinances intended to prevent substandard housing, but in a high-cost market like Louisville, it often acts as a mathematical barrier. If a developer is building 2,500 sq. ft. luxury townhomes, requiring the affordable units to also be 2,500 sq. ft. "wastes" subsidy that could have been used to create two smaller, high-quality units instead.

We should be prioritizing the number of residents housed over the square footage of the structure. I urge the Council to consider an increased flexibility in unit delivery approach. The current ordinance should be amended to allow for "Functional Equivalence" rather than literal

"Like-for-Like" requirements.

- **Decoupling Size and Type:** If a developer is building luxury townhomes, they should be permitted to fulfill their IH requirement by providing a higher number of smaller units (such as condos or apartments) or Accessory Dwelling Units (ADUs) on-site.
- **Maximizing Subsidy:** It is more beneficial to the community to have two high-quality 800 sq. ft. units than one 1,600 sq. ft. luxury unit that happens to be deed-restricted.
- **Alternative Methods:** Allow for the conversion of existing structures or the inclusion of "tiny homes" and ADUs as valid ways to meet the 12% requirement, provided they meet high-quality design standards.

Ordinance Amendment: Scale of Development & Small-Project Exemption

An additional flaw in Louisville's current Inclusionary Housing Ordinance framework is its "one-size-fits-all" application across varying scales of development. An inclusionary mandate relies on economies of scale; larger multi-family developments with dozens or hundreds of units have the financial capacity, capital stack, and spread of fixed costs necessary to absorb affordable housing mandates or fee structures. Small-scale developments do not.

I urge City Council to amend the ordinance to exempt "small" residential projects of 12 units or fewer from IHO requirements entirely. An alternate suggestion is a 10 unit exemption, however a strong preference is given to a 12 unit exemption. Examples of neighboring IHO exemptions include:

- Superior: Requires on-site units for projects over 10 units; developments with fewer than 10 units are permitted to pay a fee-in-lieu.
- Broomfield: Sets high minimum thresholds, applying requirements only to projects with more than 25 for-sale units or more than 5 rental units.

There are compelling policy, economic, and practical reasons for establishing a 12-unit exemption threshold:

- **Eliminating Mathematical and Operational Friction:** With a 12% affordability requirement, a 12-unit project yields mathematically to 1.44 units, and with a rounding up it yields 2 units. Imposing a single deed-restricted unit, or a fractional fee-in-lieu, onto a 4-, 6-, or 10-unit project creates severe operational friction. Managing long-term deed restrictions, income compliance, and HOA dues splits within a small, single-building cluster or townhome HOA imposes a disproportionate administrative burden on both the property owners and City staff.
- **Incentivizing "Missing Middle" and Small Infill Builders:** Small infill projects, such as duplexes, triplexes, townhomes, and small cottage courts, are typically built by small, local builders rather than institutional developers. These projects are crucial for delivering "missing middle" housing types in established neighborhoods. Subjecting small-scale builders to heavy per-square-foot fees or mandatory on-site restrictions stifles small infill projects before they ever leave the drawing board. I can't emphasize enough how important this point is for the future of housing in Louisville.
- **Preventing Artificial Unit Reductions:** Without a clear exemption threshold, developers facing marginal project economics on small parcels are incentivized to downsize their

plans (for example, reducing a potential 10-unit project to a single-family home) simply to avoid regulatory complexity, resulting in a net loss of potential housing supply for Louisville.

- **Alignment with Regional Best Practices:** Establishing project-size thresholds is common practice among Front Range municipalities. Nearby communities recognize that small-scale infill requires different regulatory treatment; for example, peer cities such as Superior and Longmont set thresholds exempting projects under 10 units from on-site mandates to keep small infill viable, as outlined previously.

Exempting projects of 12 units or fewer ensures that Louisville does not inadvertently penalize local infill builders or block the incremental, missing-middle housing types our community needs as we prepare for broader zoning reform.

Market-to-Affordable Acquisition Program

While Louisville has a robust IH ordinance requiring a 12% affordable housing contribution, the current trend shows that developers frequently opt for the cash-in-lieu payment, as mentioned above, rather than building units on-site. This results in a growing Affordable Housing Fund but a stagnation in the actual delivery of units. In a market where construction costs are high and land is scarce, we cannot rely solely on "ground-up" development to meet our community's needs.

I propose that the City of Louisville establish a formal "Market-to-Affordable" acquisition program. Rather than waiting years for a multi-unit project to be built, the City should utilize existing CIL funds to incrementally purchase existing market-rate inventory (condos, townhomes, and small houses) and convert them into permanently deed-restricted affordable housing. An immediate action for the City to help with this process and with affordable housing in general would be the hiring of a staff member dedicated to exploring funding opportunities and pursuit of housing grants. Supplementing City funds with the Affordable and Attainable Housing Tax dollars and/or through available grant programs with DOLA could be an effective strategy to leverage our funds to go further.

To execute this, the City could establish or partner with a Community Development Corporation (CDC). A CDC model offers several advantages over traditional municipal management:

- **Agility:** A CDC can act quickly in the competitive Louisville real estate market, making offers on properties as they become available.
- **Revolving Fund Management:** As properties are sold to income-qualified residents, the proceeds return to the CDC to fund the next acquisition, creating a sustainable, long-term cycle.
- **Professional Oversight:** CDCs specialize in vetting AMI-qualified residents and managing deed restrictions, ensuring the City's investment is protected for 20+ years.

Why This Works for Louisville

- **Immediate Inventory:** Units can be added to the affordable pool in 30-60 days (market closing time) rather than the 2-4 years required for the planning and building of new construction.

- **Scattered-Site Integration:** This model naturally integrates affordable housing throughout existing neighborhoods, maintaining the unique character of Louisville without the need for large-scale rezoning or high-density concentrations.
- **Cost Efficiency:** While the "subsidy gap" in Louisville is significant, using funds to "buy down" an existing home is often more cost-effective per unit than the "all-in" costs of new land acquisition, infrastructure, and vertical construction.
- **Leveraging Historic Preservation Funding:** Louisville's rich historic structure inventory presents a unique opportunity to stack public capital. By converting market-rate, historically designated or eligible properties into deed-restricted affordable units, the City or CDC can leverage local, state, and federal historic preservation grants and tax credits. This creates dual community value: preserving Louisville's historic architectural fabric while leveraging external preservation dollars to buy down housing acquisition and restoration costs.
- **Leveraging Regional Success:** This model is currently utilized successfully by mountain communities (such as Vail's "InDEED" program) and is being piloted in Boulder. Louisville has the opportunity to lead the Front Range in adapting this model for its Old Town Overlay area and its suburban neighborhoods.

As you deliberate on the IH Ordinance updates, I urge you to:

- **Formalize the "Buy-Down" Pathway:** Explicitly list property acquisition and deed-restriction "buy-downs" as an approved use of the Affordable Housing Trust Fund.
- **Conduct a CDC Feasibility Study:** Evaluate the costs and benefits of forming a Louisville-specific CDC or a sub-entity of the current Housing Authority dedicated to market-to-affordable conversions. At a minimum, hire a staff member to be dedicated to housing.
- **Integrate Historic Preservation Capital as a Win-Win Model:** Coordinate with Louisville's Historic Preservation Commission to explicitly stack preservation grants and incentives into the acquisition and rehabilitation capital stack for historic affordable conversions.
- **Target the "Missing Middle":** Prioritize acquisitions that serve the 60%-100% AMI range to support our local workforce, including teachers, first responders, and municipal employees.

Conclusion & Essential Ordinance Safeguards

Rather than penalizing housing production through an updated fee and a restrictive ordinance framework, Louisville should pause these IHO amendments until our upcoming zoning reform is completed. However, if Council believes it is critical to continue down the path of amending the inclusionary housing ordinance at this time, then we should make it "less bad" by integrating these essential policy elements directly into the language of the code:

1. **Provide True By-Right Incentives:** Shift all proposed incentives, including density, height, and parking adjustments, from discretionary approvals to predictable, by-right entitlements so developers have absolute certainty when designing projects.
2. **Eliminate Like-for-Like Requirements:** Codify flexible "functional equivalence" standards that allow developers to deliver more total units rather than restricting them to identical market-rate sizes and types.

3. **Develop a Published Fund Management Plan:** Establish and publish a clear, locally controlled operational plan for administering and deploying cash-in-lieu funds prior to collecting increased fee amounts.
4. **Exempt Small housing developments of 12 units or less:** Missing Middle housing can supply needed attainable naturally occurring affordable housing outside of the inclusionary zoning structure, and should be encouraged.

Having an actionable plan in place to execute and administer an inclusionary housing ordinance should not be treated as a "next step" to figure out down the road—it must be baked directly into the ordinance itself.

Thank you for your leadership and dedication to the future of Louisville.

Sincerely,

Andy Johnson
Strong Towns Louisville

From: [Jennifer Lenihan](#)
To: [Josh Cooperman](#); [Caleb Dickinson](#)
Cc: [City Council](#); [Brian Lenihan](#)
Subject: Urgent Traffic Safety Request – Pedestrian Crossing Lights at Via Appia and Via Capri
Date: Sunday, August 16, 2026 2:12:48 PM
Attachments: [Crosswalk Letter \(1\).docx](#)

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Josh Cooperman and Caleb Dickinson,

We are writing as concerned resident of Louisville to formally request a traffic safety evaluation and the installation of pedestrian crossing lights (such as Rectangular Rapid Flashing Beacons, or RRFBs) at the intersection of Via Appia and Via Capri.

This intersection currently poses a severe safety hazard to pedestrians, particularly local school children. Our daughters, along with several other neighborhood kids, cross Via Appia at this exact location daily to reach their school bus stop. We regularly experience three major safety risks at this crossing:

- **Blind Curve and Sightline Deficit:** A distinct curve in Via Appia immediately before the crosswalk severely limits visibility. Oncoming drivers traveling around the curve have almost no reaction time to see pedestrians already stepping into the street.
- **High Traffic Volume and Poor Yield Compliance:** Via Appia is a heavily traveled corridor, and motorists frequently fail to stop or yield to pedestrians waiting at or using the crosswalk.
- **Vulnerable Pedestrian Commuters:** Young students are forced to navigate this high-risk crossing twice a day during peak morning and afternoon traffic hours.

Given the combination of limited sightlines and high vehicle speeds, active traffic-calming measures are urgently needed before a severe collision occurs. We respectfully request that the City take the following steps:

1. Perform a formal sight-distance, speed, and traffic safety assessment at Via Appia and Via Capri during school commute hours (7:15–8:30 AM and 2:30–3:45 PM).
2. Approve and schedule the installation of pedestrian-actuated flashing lights (RRFBs) to alert drivers around the curve.

3. Coordinate short-term speed mitigation, such as placing an electronic speed radar trailer near the curve during bus hours.

Thank you for your dedication to keeping our neighborhood streets safe. We look forward to your response and learning about the next steps for this evaluation.

Sincerely,

Jennifer & Brian Lenihan
112 Griffith Street
Louisville, CO 80027

Jennifer & Brian Lenihan
112 Griffith Street
Louisville, CO 80027
Jenniferlenihan15@gmail.com, brownlen1981@gmail.com
(818)390-0278, (201) 566-4141

August 16, 2026

City of Louisville
749 Main Street
Louisville, CO 80027
pworks@louisvilleco.gov

SUBJECT: Urgent Traffic Safety Request – Pedestrian Crossing Lights at Via Appia and Via Capri

To Whom This May Concern,

We are writing as a concerned resident of Louisville to formally request a traffic safety evaluation and the installation of pedestrian crossing lights (such as Rectangular Rapid Flashing Beacons, or RRFBs) at the intersection of Via Appia and Via Capri.

This intersection currently poses a severe safety hazard to pedestrians, particularly local school children. Our daughters, along with several other neighborhood kids, cross Via Appia at this exact location daily to reach their school bus stop. We regularly experience three major safety risks at this crossing:

- **Blind Curve and Sightline Deficit:** A distinct curve in Via Appia immediately before the crosswalk severely limits visibility. Oncoming drivers traveling around the curve have almost no reaction time to see pedestrians already stepping into the street.
- **High Traffic Volume and Poor Yield Compliance:** Via Appia is a heavily traveled corridor, and motorists frequently fail to stop or yield to pedestrians waiting at or using the crosswalk.
- **Vulnerable Pedestrian Commuters:** Young students are forced to navigate this high-risk crossing twice a day during peak morning and afternoon traffic hours.

Given the combination of limited sightlines and high vehicle speeds, active traffic-calming measures are urgently needed before a severe collision occurs. We respectfully request that the City take the following steps:

1. Perform a formal sight-distance, speed, and traffic safety assessment at Via Appia and Via Capri during school commute hours (7:15–8:30 AM and 2:30–3:45 PM).
2. Approve and schedule the installation of pedestrian-actuated flashing lights (RRFBs) to alert drivers around the curve.
3. Coordinate short-term speed mitigation, such as placing an electronic speed radar trailer near the curve during bus hours.

Thank you for your dedication to keeping our neighborhood streets safe. We look forward to your response and learning about the next steps for this evaluation.

Sincerely,

Jennifer & Brian Lenihan

From: [Karen Shaviv Straus](#)
To: [City Council](#)
Subject: Dahlia/Polk striping
Date: Saturday, August 15, 2026 8:59:13 PM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Hello,

We have been residents of Louisville for 10 years now and both of our children attend Fireside Elementary School. My husband and I also met as volunteers at Community Cycles in Boulder and are big in bicycle advocacy.

But we are writing today to beg and plead NOT to have the Advisory Bike Lanes repainted on the Dahlia/Polk corridor.

There are so many issues with these advisory bike lanes: the fact that inevitably many people don't know how to use them and we end up in a game of "chicken" down the middle of the road; the issue where cyclists don't feel safe in those lanes as drivers are "trained" to drive inside them; or how when you pass a cyclist using the lanes and then come to a stop at a stop sign, you are now blocking their lane because you are ahead of them.

There are not so many cars that park along Polk/Dahlia that we need room for parking on both sides AND 2 bike lanes. Many parents and small children still ride on the sidewalks as it feels much safer.

Please reconsider how you stripe this corridor. I have seen traffic slow down without the yellow line on the middle, so maybe there is an alternative where there is no center yellow line but we are not expected to drive in the bike lane.

We appreciate any consideration.

Karen Shaviv Straus
303-204-7979 (c)
Sent from my iPhone

From: [Shane Simonson](#)
To: [City Council](#)
Cc: [Kurt Kowar](#); [Kayla Corcelli](#); [Jordan Jefferies](#); [Cameron Fowlkes](#)
Subject: Path Forward for Staff's Recommended Roundabout Evaluation — Pine Street/Via Appia
Date: Saturday, August 15, 2026 3:23:31 PM
Attachments: [image001.png](#)

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Dear Mayor Leh, Mayor Pro Tem Hamlington, and Councilmembers Cooperman, Dickinson, Fahey, Hoefner, and Kern,

I am writing to ask Council about the path forward for evaluating a roundabout at the intersection of Pine Street and Via Appia Way, an option the City's own traffic study recommends pursuing, but whose timeline I am not aware of as a resident.

For context: I've had an extended email exchange with Engineering staff on this topic, which I'm forwarding along with this message. I want to be clear that I support the broader Via Appia road diet and the safety gains it has produced along the corridor. My concern is specific to the Pine Street intersection, which today operates as a two-way stop (cross traffic on Via Appia does not stop). As a driver interacting with the intersection at minimum twice a day, making a left turn or crossing Via Appia from Pine during peak hours (or even just midday on a random Saturday, like today) requires finding aggressive, arguably unsafe, gaps in traffic. As a pedestrian or cyclist, crossing at Pine is even more precarious, with no active warning device at the crossing.

What I did not know when I first reached out to staff is what the City's own February 2024 Traffic Study Summary for Via Appia (prepared by Mary Hamann, P.E.) already concludes:

1. Staff's own Recommendation #4 in that study is to "continue to monitor traffic at Pine Street... and evaluate the need for a roundabout or other intersection improvements." The study further states that "alternative intersection geometry, such as a circular intersection or roundabout, should be considered at the intersection of Pine Street and Via Appia to improve the operations and safety at this intersection."
2. The study's own traffic modeling shows a roundabout performing well at this intersection. At PM peak, a two-lane roundabout produces a Level of Service of A with 7.1 seconds of average delay — better than a two-lane all-way stop (LOS B, 14.0 seconds), and on par with the pre-road-diet four-lane all-way stop (LOS A, 7.9 seconds).
3. The same study documents that Via Appia's measured 85th-percentile speed at Pine (42 mph) already triggers the MUTCD's high-speed warrant, and that one of the two cyclist-injury crashes recorded on the corridor occurred specifically at the Pine Street crossing.

As a resident, I'd appreciate understanding whether there is a defined path and timeline for the roundabout evaluation described in Recommendation #4, and would ask Council to:

1. Share the status of that evaluation, including any grant or DRCOG funding avenues being pursued for feasibility and design; and
2. Share updated speed, volume, and crash data for the Pine Street intersection specifically, so residents can track progress.

My full correspondence with Engineering staff is attached for reference.

Thank you for your time and attention to this.

Shane Simonson
593 Wildrose Way, Louisville, CO 80027

On Mon, Jul 20, 2026 at 11:14 Cameron Fowlkes <cfowlkes@louisvilleco.gov> wrote:

Shane

Thank you for your thoughtful follow-up and for taking the time to review the City Council presentation.

To address your questions:

1. Evacuation & Delay Trade-offs:

I would not characterize the decision as prioritizing emergency evacuation over operations at the Pine Street intersection. Rather, the analysis considered the overall performance of the Via Appia corridor, including traffic operations, safety, multimodal accessibility, project cost, and long-term maintenance.

2. Pedestrian Crossing Upgrades:

The City is continuously evaluating opportunities to improve pedestrian and bicycle crossings throughout the community. At this time, there are no funded plans for an active pedestrian crossing beacon at Pine Street. Devices such as Rectangular Rapid Flashing Beacons (RRFBs) are evaluated using established engineering guidance that considers pedestrian volumes, vehicle volumes, roadway speeds, roadway geometry, sight distance, and crash history.

Additionally, RRFBs are most effective when they are installed selectively at locations that meet engineering warrants. Installing too many RRFBs along a corridor can reduce their overall effectiveness and driver compliance by creating "warning fatigue," making motorists less likely to respond consistently to the devices.

We appreciate you sharing your firsthand experience as both a driver and a pedestrian. Public feedback is an important part of identifying locations that warrant additional review, and we will continue to monitor the operation and safety of this intersection as part of our ongoing transportation program.

Thank you again for your thoughtful questions and your interest in improving transportation safety in Louisville.

Cameron Fowlkes, PE, CFM

City Engineer

CFowlkes@LouisvilleCO.gov



From: Shane Simonson <theshanester22@gmail.com>

Sent: Monday, July 20, 2026 10:35 AM

To: Cameron Fowlkes <cfowlkes@louisvilleco.gov>

Cc: Kurt Kowar <Kkowar@louisvilleco.gov>; Kayla Corcelli <kcorcelli@louisvilleco.gov>; Jordan Jefferies <jjefferies@louisvilleco.gov>

Subject: Re: Intersection of Pine and Via Appia

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Hi Cameron,

Thank you for the detailed response and for sharing the link to the February City Council

presentation. The background and context were extremely helpful. It's clear that a tremendous amount of thought and engineering effort has gone into the Via Appia corridor.

To be clear, I support the broader lane reduction on Via Appia. My primary concern is specifically focused on the operational safety at the Pine Street intersection.

A couple of quick follow-up questions regarding the trade-offs and near-term plans:

1. Evacuation & Delay Trade-offs: Is it fair to say that the roundabout was ultimately passed over because maintaining corridor throughput on Via Appia (particularly during emergency evacuations) took priority over easing side-street friction on Pine? Or is that oversimplifying the justification?

2. Pedestrian Crossing Upgrades: Anecdotally from just this week, crossing Via Appia at Pine on foot and bike for the Street Faire and Farmers Market felt very precarious without active warning devices. Is Pine Street being evaluated for an active crossing signal, like those near the Rec Center, or pedestrian refuge islands as part of the near-term improvements?

As a driver, making a left turn or crossing Via Appia from Pine during peak hours currently requires aggressive—and at times borderline dangerous—gaps to execute.

I really appreciate your time, engagement, and willingness to discuss.

Shane

On Mon, Jul 20, 2026 at 09:55 Cameron Fowlkes <cfowlkes@louisvilleco.gov> wrote:

Thank you for taking the time to share your concerns regarding the intersection of Pine Street and Via Appia Way.

The City understands that traffic patterns changed following the Via Appia roadway reconfiguration, and we recognize that intersections can operate differently as drivers adjust and travel patterns evolve. We take concerns about the safety of pedestrians, bicyclists, and motorists seriously. The new configuration creates a safer condition for pedestrians (less lanes of traffic to cross) and a more predictable conditions for motorists (having to navigate 2 lanes vs 4 lanes)

As part of the improvements, staff reviewed traffic volumes, crash history, sight distance, operational characteristics, and field observations to identify any potential operational or safety improvements. As part of that process, we evaluate a range of possible solutions based on engineering analysis, applicable design standards, and available funding. A roundabout is one of several alternatives that were considered. While a roundabout does create a better scenario for the Pine Street vehicular traffic, it can also create delays for traffic on Via Appia. We are currently looking at improving the pedestrian crossings at several intersections along Via Appia within the next few years including pedestrian

refuge islands and directional crosswalks.

City council did discuss the Via Appia corridor at the February 24th City Council meeting and the video can be reviewed here(move video to 1:17:00 for start of the presentation and discussion) : <https://louisville.ompnetwork.org/embed/sessions/335865/02-24-26-city-council-special-meeting>;

Thank you again for bringing this matter to our attention and for your interest in improving transportation safety within the community.

Cameron Fowlkes, PE, CFM

City Engineer

CFowlkes@LouisvilleCO.gov



From: Shane Simonson <theshanester22@gmail.com>

Sent: Monday, July 20, 2026 7:39 AM

To: Public Works <pworks@Louisvilleco.gov>

Subject: Intersection of Pine and Via Appia

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Hello—

I am writing to express my growing concern regarding the safety of the intersection at Pine Street and Via Appia Way, and to formally request a traffic study to evaluate long-term improvements.

As you know, Via Appia was reduced from a four-lane road to a two-lane road. While this may have had benefits elsewhere, it has created a severe bottleneck and safety hazard at this specific intersection. Because Pine Street serves as a major artery into downtown Louisville, the volume of cross-traffic far exceeds what a simple two-way stop can safely manage.

The current configuration is dangerous for everyone. Whether navigating the intersection by foot, by bicycle, or in a vehicle, crossing or merging onto Via Appia requires taking unsafe risks due to the traffic volume and sightlines.

I strongly urge the city to conduct a traffic study here and to explore safer alternatives, such as a roundabout, which would keep traffic flowing while significantly improving safety for pedestrians, cyclists, and drivers alike.

Could you please let me know if this intersection is currently on the city's radar for improvements, or how we can get a traffic study initiated?

Thank you for your attention to this important community safety issue.

Sincerely,

Shane Simonson