

Narrative - GDP 2nd Amendment

The purpose of this letter is to outline the challenging history and existing site constraints for all three (3) property owners (Archdiocese, Adrian Games and Ascent Church) at the NE corner of S. 96th Street & Dillon Road in Louisville to enlist staff support for a General Development Plan (GDP) amendment which allows the development to move forward, providing public improvement benefits, sales tax revenue and additional jobs to the City.

HISTORY

The St. Louis Parish and Commercial Park GDP was created in 2004, covering an area of 51.4 acres with three (3) property owners and breaking development into five (5) zones. The underlying zoning for the properties is PCZD, but the GDP established stricter use standards for the area. The Developer at the time was unable to bring development to fruition given the GDP site design requirements and financial burden put on the middle lot to fund all the infrastructure for the three (3) parcels.

In 2017, the GDP was further amended allowing for a change in permitted uses following Ascent Community Church's purchase of the middle lot. Ascent Church took the site through Preliminary Plat and PUD approval and had submitted for Final Plat and PUD approval when additional site development costs and further challenges with the GDP deemed the project to no longer be financially viable to move forward. Ascent now wishes to purchase and renovate their current location in Louisville, but it is contingent upon selling this property to United Properties and is supportive of the requests herein.

United Properties wishes to purchase the entire 13.73 acres from Ascent to construct an Industrial/Retail mixed-use development, complete the master development infrastructure that will serve all three (3) parcels and allow the development and adjacent property owner developments to move forward. This is all contingent upon securing critical necessary amendments to the current GDP and Plat/Final PUD approvals. The GDP amendment is being submitted first for approval to ensure permitted uses and necessary design guidelines needed for development to go forward are approved. United Properties will immediately follow it with a Final Plat, PUD and Special Review Use that details development plans, work with staff and bring forward to Planning Commission and City Council for final approval.

OVERVIEW

The current GDP provides significant design and financial challenges, conflicts with current codes and standards and needs to be cleaned up to minimize/limit future amendments to allow the development to move forward for all three property owners. United Properties, along with the approval and support from Games and Archdiocese of Denver, are seeking a second amendment to the GDP that would do the following;

1. Reduce the building setback distance along S. 96th Street from 60' to 55'
2. Clarify building & parking lot configuration requirements along 96th Street to ensure parking is allowed in front of buildings with enhanced landscape screening techniques
3. Make the common access drives and roadways private versus public
4. Properly align zones and FAR requirements within property boundaries
5. Add industrial as a permitted use and car wash as permitted with special use review.
6. Increase building height from 35' to 40' for Industrial buildings only.

The proposed amendments meet the intent of the adopted 2013 Comprehensive plan for this corridor, the current commercial and industrial design standards and are consistent with the permitted uses in the underlying PCZD zoning on these properties. These amendments also allow the property owners to maximize developable area, meet minimum tenant market driven standards for users, reduce a portion of the financial hardships that have been placed on the Ascent parcel by combining the three (3) developments together and allow the development to finally move forward for all three (3) property owners in a timely manner.

Furthermore, surrounding cities and properties have underwent extensive growth that has changed the entire look, feel and operation of the 96th Street and Dillon corridors since the GDP was put in place in 2004. Both corridors have been identified as key commuter corridors with future expansion requirements to handle the existing and future traffic traveling through this area in the October 1, 2019 approved Transportation Master Plan. City Council has approved many plans, standards and surrounding developments in the past 15 years that conflict with the setback and parking orientation GDP standards that were set forth on these properties. The proposed GDP amendments make it more consistent with current standards and developments approved along these corridors and is strongly supported by all three (3) property owners.

SETBACKS

The 2004 GDP required a 60-foot setback from S. 96th Street. This large setback is not been required by any other developments along 96th Street or Dillon Road and provides difficult constraints to achieve required infrastructure and minimum design standards for retailers and other permitted users.

All three property owners are dealing with the following site-specific constraints that challenge design layouts with the east/west dimensions within their parcel, making this large setback further challenge the development. Please see attached dimensioned conceptual plan attempting to aid in depicting the challenges:

- Angling of the properties make the east/west dimensions tighter as you move north for each parcel, but bound by same setback (Games & NE corner of Ascent parcel is most impacted)
- Each parcel is locked by railroad to the east, 96th Street to the west and property lines north/south limiting developable area with the required setbacks.
- Each property owner must convey neighboring properties detention across its site on the eastern side through a 20-35' drainage channel to ultimately outfall across Dillon road, on-site water quality and detention for their development within their parcel for the 100 year event that must be located on the east side given historical drainage patterns and grading, taking significant buildable area out of the east/west dimension on site. Grading against railroad and high-water table also limits allowable depth of ponds, thus requiring them to be larger.
- Access is limited to 96th Street only for 2 of the 3 parcels; therefore, common access drives and cross access roadways must be handled on Ascents parcel at the property lines and sized accordingly for multiple developments.
- Development was forced to receive 67.8 acres/120 cfs of off-site drainage conveyance from the west side of 96th Street, convey it through the development between the Ascent Church and Archdiocese property via a large pipe or channel, then channel along eastern property of the parcel and pipe to outfall to Dillon road. The acceptance of this large amount of off-site drainage has put a \$200K burden on property owners to absorb, required large drainage channels that have dictated design layouts and further limited buildable area throughout the development and prohibited logical public land dedication opportunities in this area to reduce cash in lieu costs.

- 30' Public land dedication for future trail required along the eastern property line losing additional developable space.
- Sanitary is located within Arthur Avenue and must be brought to the site by boring underneath the railroad, brought through to service each development in 30' utility easements. Water must be brought from west side of railroad, underneath the roadways to service each of the developments and connected back to Dillon Road.
- A high pressure gas line runs in 96th Street and Dillon road surrounding the site providing cost and crossing challenges on utilities/storm for this development.

United Properties is trying to accommodate a mixed-use development that meets the design and market standards for both retailers and industrial users within the developable area that remains after infrastructure and code requirements are met. They also need to maximize development financial feasibility of the project to support the \$3.1 million of public and private infrastructure that has been placed on the Ascent parcel to move this development forward. It is a balance that must be achieved between product types to meet market demands and ensure leasing and/or sale as well as success for the tenants.

The preferred and most marketable retail parcel dimensions are 225X225 feet (50,625 SF) and assume standard building setbacks of 25-30 feet from arterials. The minimum size pad you want to create along an arterial is 1 acre in size with 185' depth. The current retail parcels are at the minimum depths that we can propose and still market, layout and attract the likely retail users that go along, thrive and survive in this commercial commuter corridor. The 55' setback and 40' landscaping buffer proposed is the maximum we can provide to not deem these pads undevelopable and/or unmarketable and is more than preferred. If we were to apply current Commercial Design Standards, a 30' setback along 96th Street would be required for these pads, so the proposed 55' setback exceeds these requirements by 25'.

The 30' private road with 5' attached sidewalks on each side is bare minimum depth needed to safely accommodate delivery trucks and traffic that will be generated by the retail/industrial development and future development of surrounding parcels. Ascent Church's property is required to accommodate a 68,550 SF (1.57 acres) of detention area on the parcel and a 20-foot drainage channel to accept Games Parcel. The Archdiocese must provide a 35-foot drainage channel to accept upstream and off-site conveyance flows through the site.

The proposed 180' Industrial building depth and 130' truck court sizing proposed is critical to the success of the development. The site constraints caused by the existing detention design required to be in this area causes circulation challenges for the truck court on the east side of the building. The attached truck circulation diagram shows how the narrowed truck court depths on the northeast and southeast sides of the truck court prevent a full-size semi-truck's ability to fully maneuver to all dock door locations on the building. 130' is the bare minimum we can go to ensure successful operation and safe maneuvering as shown by the exhibit. Secondly, a building depth of 180' is critical for the success of the industrial and reducing this depth size will deter institutional type tenants from occupying the space. Many tenants are programmatic with their layout requirements, and the 180' depth allows for maximum interior efficiencies for office, lab and racking layout design. Even shrinking the building depth by 5-10' throws off the bay sizing which would cause constraints in interior layouts. The new product that has been developed by Etkin Johnson in CTC is 180' deep for this same reason. United Properties has developed nearly 3 million square feet of industrial product in the Denver market and have leased to tenants including FedEx, Breakthru Beverage, Panera, Coca-Cola, and others. Our industrial expertise and market knowledge on tenant requirements have aided in our successful leasing track record. Most recently, we developed two, 180' deep buildings at Interpark Broomfield that were successfully leased to Swisslog, GC Imports and MKS Instruments, who all moved into the project because

they could gain significant operational efficiencies in the buildings. The current proposed site configuration, including both building depth and truck court depth, is important to ensure successful leasing of the project once development is complete and obtaining necessary rents to support overall public and private infrastructure costs on this development.

Current Industrial development design standards and guidelines require a 60' setback from arterials. The Industrial buildings will be placed behind the retail development on the current Ascent parcel and therefore would be 311 feet from 96th Street far exceeding current design standards if they were applied. United Properties is in discussion with the Archdiocese to expand Industrial development into a portion of there site. If that happens, it is likely that Industrial would be placed 55' from the arterial, but enhanced architecture and landscaping would be provided to offset the 5' reduction.

Reducing the 60' setback along S. 96th Street to 55' will not be detectable to the human eye but has significant impact to the success of the project. The reduction allows parcel to achieve minimum necessary dimensions needed east/west to develop, while still providing a 40' landscaping buffer along 96th Street for great landscaping opportunities and enhancements that will facilitate a gradual transition between the rural area to the west and the developed area to the east as well as meet the intention of the comprehensive plan. In addition, landscaping buffers in excess of 40' will be provided on the entrances of the access drives to soften appearance of asphalt and enhanced building architecture will be provided to ensure an aesthetically pleasing entrance into the City of Louisville. Each parcel with work with Staff to ensure these requirements are met and City Council will approve through the Final PUD process.

BUILDING AND PARKING LOT ORIENTATIONS

The current GDP language states: buildings adjacent to or fronting to S. 96th Street to be located so as to primarily place the building between S. 96th Street and the parking lot. Parking lots extending beyond the shadow of the building shall be shielded from S. 96th Street using landscaping and berms that are a minimum of 30" above the parking level. We feel the current language within the GDP allows for parking to be placed in front of the buildings with enhanced landscaping techniques, but request language be changed to further clarify "Parking lots adjacent to south 96th Street shall be shielded from 96th Street using enhanced landscaping techniques such that is effectively buffered" given staff comments and concerns.

In addition, urban design configuration requirements would further challenge and already tight east/west design dimensions for each development, requiring a greater reduction in the setback than 55' and landscaping buffer to be provided and is contradictory to maintaining a "rural entryway into the City" as proposed in the Comprehensive Plan. In addition, requiring urban design standards in this highly vehicular/commuter area with limited to no foot traffic will negatively impact the marketability and success of establishing retail development along S. 96th Street. Retailers tend to see significant impact to sales when parking is placed behind buildings along arterials.

Therefore, amending the GDP to clarify the parking lot and building configuration requirement within this zone would provide more aesthetically pleasing street fronts leading into the City and provide consistency with other developments that have been approved along the Dillon and S. 96th Street corridors. Also, placing the backside of the building along S. 96th Street exposes the mechanical, electrical, and garbage facilities to the street and does not allow for a transitional

zone between rural west and developed east and it creates additional access constraints for the overall development.

In order to maintain this GDP area as a transition zone between the rural area to the west and the developed area to the east while providing some flexibility in site design, we are proposing to require a buffer in the form of enhanced landscape techniques to be used along S. 96th Street in order shield the parking. The site will sit 3-4 feet below the roadway and effectively be screened by the visual eye through grades, but in addition development specific enhanced landscaping techniques will occur in the newly defined 55-foot setback area from S. 96th Street and be detailed in Final PUD plans.

PRIVATE ROADS INSTEAD OF LOCAL COLLECTORS

The design and traffic study support three (3) common access drives to S. 96th Street that will serve all three (3) parcels and a future RI/RO access to Dillon Road. The RI/RO and ¾ turn access point and full movement access will be constructed with the United Properties development. The future 96th Street RI/RO and Dillon RI/RO would be constructed with the Archdiocese develops.

Since the access drives will be phased and serve the three (3) properties only, they are better served as private roads instead of local connectors. A private drive section detail has been included in the GDP, which includes attached sidewalks and will be further detailed in Final PUD plans and once future property owner developments are known.

The property owners will establish common access roads, grant cross-access rights and maintenance obligations of these areas through separate legal agreements to be recorded with PUD and plat approvals. This reduces cost and design for all three (3) property owners eliminating local street section requirements, increases buffer capabilities along S. 96th Street, puts the control of guaranteed maintenance and snow plow removal of these roads into the property owners' hands and reduces the city's long-term maintenance costs.

ZONE AND FAR REALIGNMENT TO PROPERTY BOUNDARIES

The current GDP has three (3) different zones and then subdivides those zones further across all three parcels. It is very confusing, does not align with property boundaries and bifurcates the parcels significantly. The property owners prefer to simplify the zones and FAR by aligning it with property boundaries going forward to alleviate confusion, allow for greater flexibility within the property boundaries and reduce further amendments of the GDP. Furthermore, each site-specific development plan must still come in front of City Council for approval to ensure quality development and standards are being met.

On Page 2 Zone 2 is further broken into 2A and 2B to show the delineation between the 25-foot height requirements for Retail and 40-foot for the Industrial buildings and the intent to transition height higher as you move away from the arterial towards CTC for Ascent's parcel.

The FAR requirements proposed for each property are as follows:

Ascent Parcel - .25 FAR = 137,223 SF of proposed retail/industrial building on 548,892 SF

Games Parcel - .25 FAR = 56,416 SF of proposed building on 225,666 SF

Archdiocese – No FAR limits if developed as school/church (consistent with current GDP) and .25 if portion is developed for any other permitted use = 296,863 SF building/1,187,452 SF

The Comprehensive Plan has intent to maintain a .25 FAR. The CTC development directly east these properties averages .3 or higher. We believe the FAR requirements being requested are consistent with intention of the comprehensive plan, comparable to surrounding development and provides a complimentary balance between building and green space on each parcel.

ADDITIONAL PERMITTED USES

United Properties wishes to develop the Ascent Church piece with Industrial building behind the proposed retail lots and has interest from a tunnel car wash user. The underlying zoning on the site is PCZD. The GDP further restricted the allowed permitted uses within PCZD zoning at the time of approval in 2004 not listing all uses in PCZD as allowed. The proposed additional permitted uses are consistent with the underlying PCZD zoning that allows for research/office and corporate uses, facilities for the manufacturing, fabrication, processing or assembly of scientific or technical products, or other products and automobile service stations. We believe car washes fall within this broader language but would prefer clarification written into the approved GDP. Although they would be allowed uses within the GDP, the Final PUD and Special Review would come in front of Council for approval detailing specifics on those development.

We further believe this is consistent with the 2013 Comprehensive Plan, which states that S. 96th Street and Dillon Road Rural Special District serves as the rural gateway to the City of Louisville and will include a mix of commercial, institutional and industrial uses. Retail along S. 96th Street with industrial development in the back would be consistent with surrounding development along S. 96th Street and Dillon Road and serve as a continued transition to the existing industrial park approved and developed east of the railroad tracks.

With Ascent Church opting not to move forward on the development, industrial is a logical use to develop behind the retail pad users and support costs for the development to move forward for all three property owners. Given the other three (3) corners will remain open space limiting future densities in the area and direct access to the existing industrial park is prohibited by the railroad, the addition of workers to this corner will help drive retail development on the pads along S. 96th Street.

INCREASE MAX HEIGHT FOR INDUSTRIAL BUILDINGS

The Current GDP had a maximum height of 35 feet. Along with the request to add Industrial as a permitted use, we are requesting the maximum height be increased to 40' for this allowed use. This is consistent with the Industrial Development Design Standards and Guidelines and what code allows. It is also consistent with the buildings constructed in CTC east of our development.

CONCLUSION

Approval of the GDP amendments is critical for this development to move forward. This development will provide infrastructure and identified transportation master plan immediate needs and give surrounding properties the opportunity to finally move forward: 30' of land dedication along each eastern property line adjacent to the railroad for the construction of the future trail, significant cash in lieu payment for the public land dedication deficit that could fund the trail connection, expansion of south 96th Street on the east side to add one lane, curb/gutter and a 5' detached sidewalks, sanitary service extension from Arthur Avenue, under the railroad

to service the developments and future development in the area and water main extensions from Dillon Road to S. 96th Street.

We encourage the City to support the necessary amendments to allow development to move forward for all three (3) property owners bound by this aged 2004 GDP to bring public improvement benefits, jobs, sales tax dollars and much needed services to the City.

Thank you,

United Properties, Ascent Church Community, Adrian Games and the Archdiocese of Denver

the development. The systems are designed to capture and convey the 100-year storm to the detention pond. For phase 1, the development will focus on the Ascent PUD parcel, however the facilities installed are designed to be easily converted to regional systems when the future regional pond is implemented.

2. Offsite runoff is accepted into the drainage systems.

PUD

Tributary offsite runoff to the Ascent PUD area is accepted through the facilities to the site pond on Lot 1. The offsite tributary runoff is from the east half of South 96th Street. Drainage from 96th will continue in this pattern in the initial phase and future phases. The discharge of 25 CFS of the combined Ascent PUD/future Parcel 2 development is added to the CH-2. The flow as ended because this is detained release overlapping the offsite peak flow. The total runoff from the PUD and the tributary historic offsite basins will be less than historic at regulatory rates for the PUD.

OFF-SITE RUNOFF THROUGH PARCEL 1

A phased storm conveyance system is being proposed to accommodate runoff from the Ascent Church site and from off-site runoff west of S. 96th Street (City of Louisville open space). The proposed system will accept flow from Off-Site Basin F through an existing 43"x68" HERCP that runs under S. 96th Street. Off-Site Basin F produces approximately 120 cfs of flow. Off-Site Basin F corresponds with the 65.6 acre Basin 2 and Design Point 28 in the "Drainageway G Outfall Systems Plan Update" completed by Ayres Associates on October 2006.

From the existing 43"x68" HERCP, runoff is directed east. This runoff will be conveyed in an open channel or through 60" RCP (or as otherwise sized for future surface conditions) to the northeast corner of the Archdiocese (Parcel 1) property. At this point the 25 cfs from the Ascent PUD and future Parcel 2 developments enter the storm system. The combined flows of 145 cfs is directed south through a proposed in an open channel or through 66" RCP (or as otherwise sized for future surface conditions) to the Drainageway G improvements. The storm sewer system outfall initial design was to match the invert elevation of 5338.32 for the proposed dual 36" RCP that runs under Dillion Road into Drainageway G, however those initial conceptual inverts of the pipes under Dillon Rd need to be lower for a successful project. Invert elevations for the dual 36" RCP were obtained from the "Louisville Quiet Zone Dillion Road Storm Sewer Layout" prepared by Felsburg Holt & Ullevig, print date 9/26/2018.

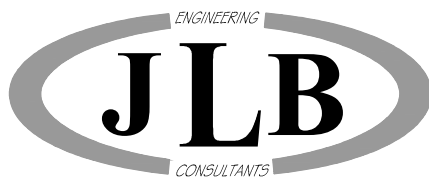
3. Various tables, charts, exhibits and supporting information is presented in the appendix of the report. In general, the included documentation is from the City's Criteria and the UDFCD DCM along with supporting information and culvert charts. Additional documentation includes spreadsheets developed by JLB Engineering that follow the

BASIN RUNOFF SUMMARY

BASIN ID	DESIGN PT	AREA (ac)	DIRECT		CUMULATIVE		DETAINED (y/n)	DESCRIPTION
			Q ₁₀ (cfs)	Q ₁₀₀ (cfs)	Q ₁₀ (cfs)	Q ₁₀₀ (cfs)		
HIST	3	58	13	51	-	-	n	Historic Site Runoff
E	40	117.1	31	130	-	-	n	West offsite basin to south
F	50	67.8	19	120	-	-	n	West offsite basin to north
10	9	209.9	69	208	-	-	n	Offsite basin to southwest
11A	10	14.4	5	69	-	-	n	Offsite basin to southwest
Hist	3	467	137	537	-	-	n	Total tributary basin

MASTER DRAINAGE PLAN

DECEMBER 21, 2018



HISTORIC

ST. LOUIS PARISH AND
COMMERCIAL PARK - FILING NO.
1 AND ASCENT COMMUNITY
CHURCH PUD

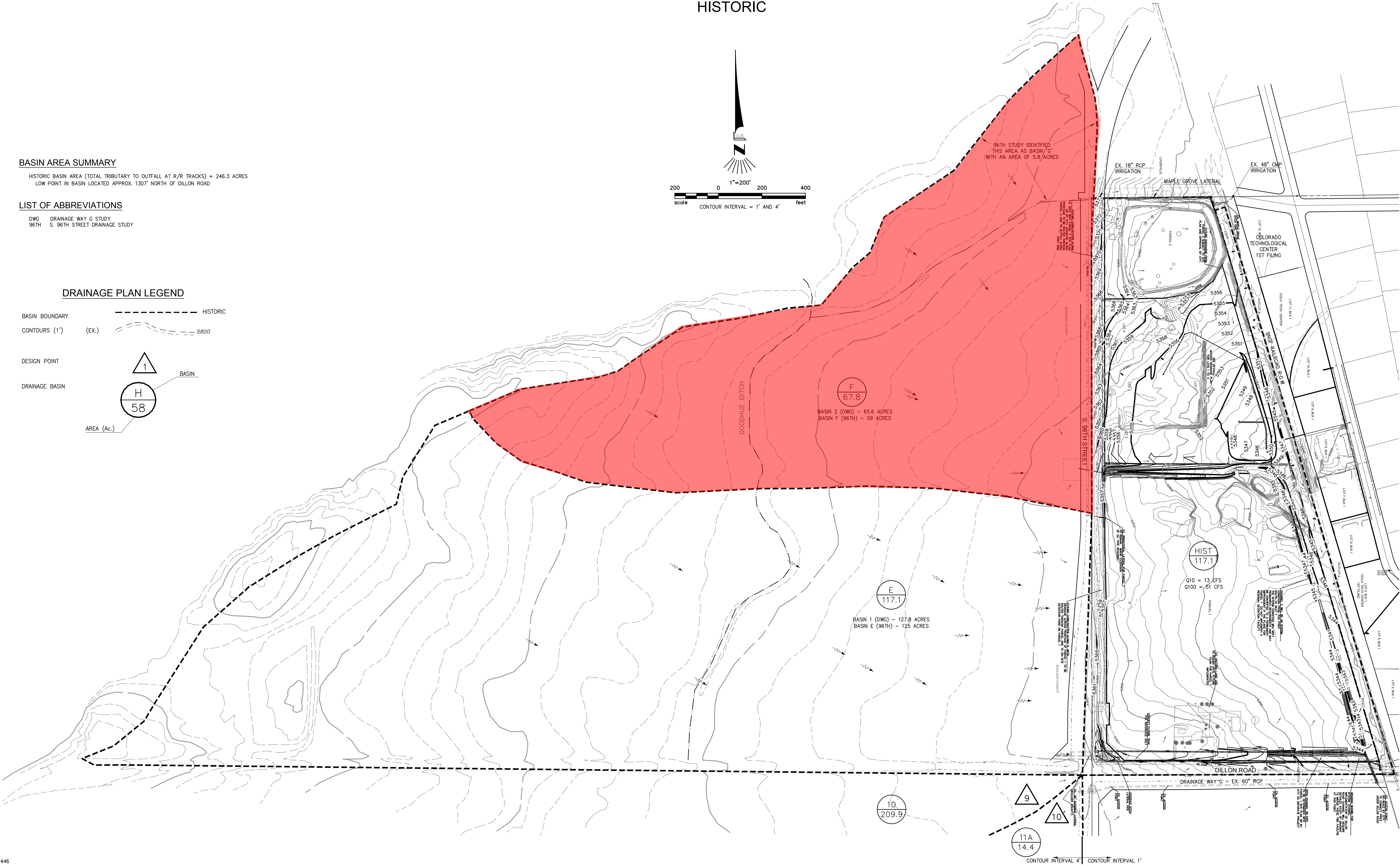
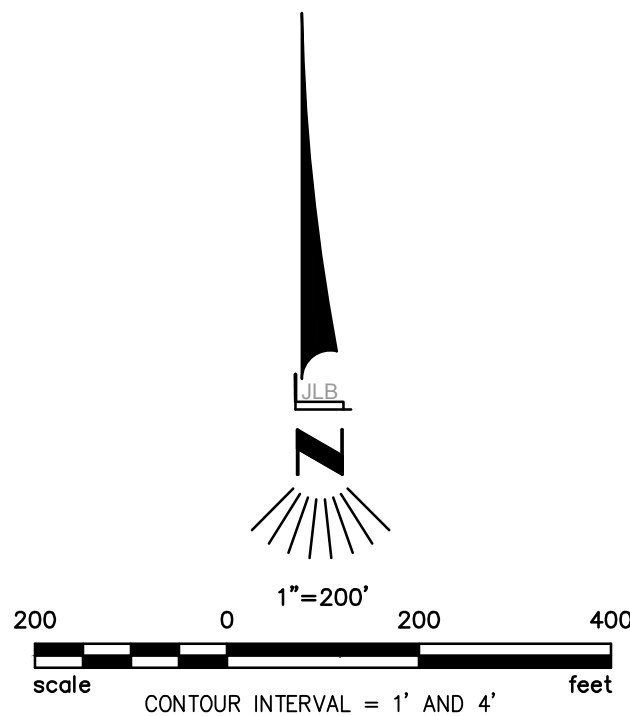
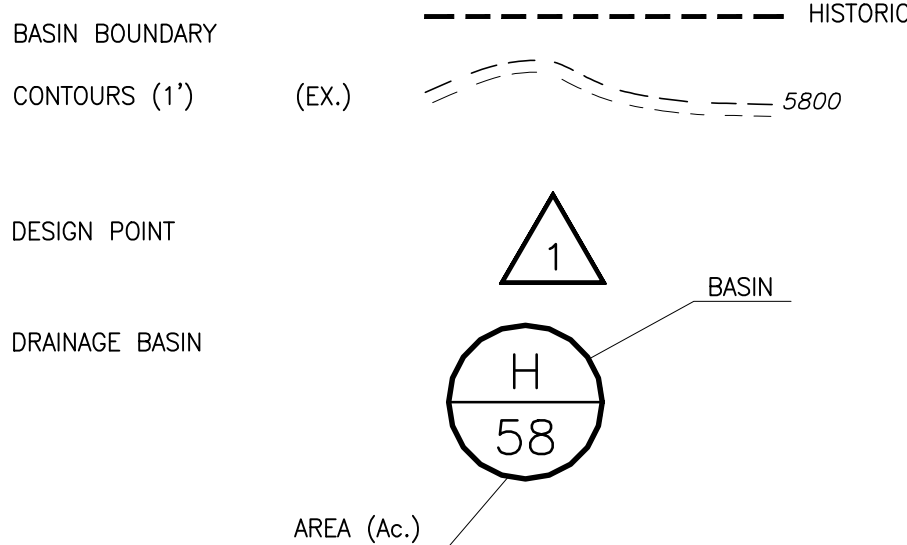
BASIN AREA SUMMARY

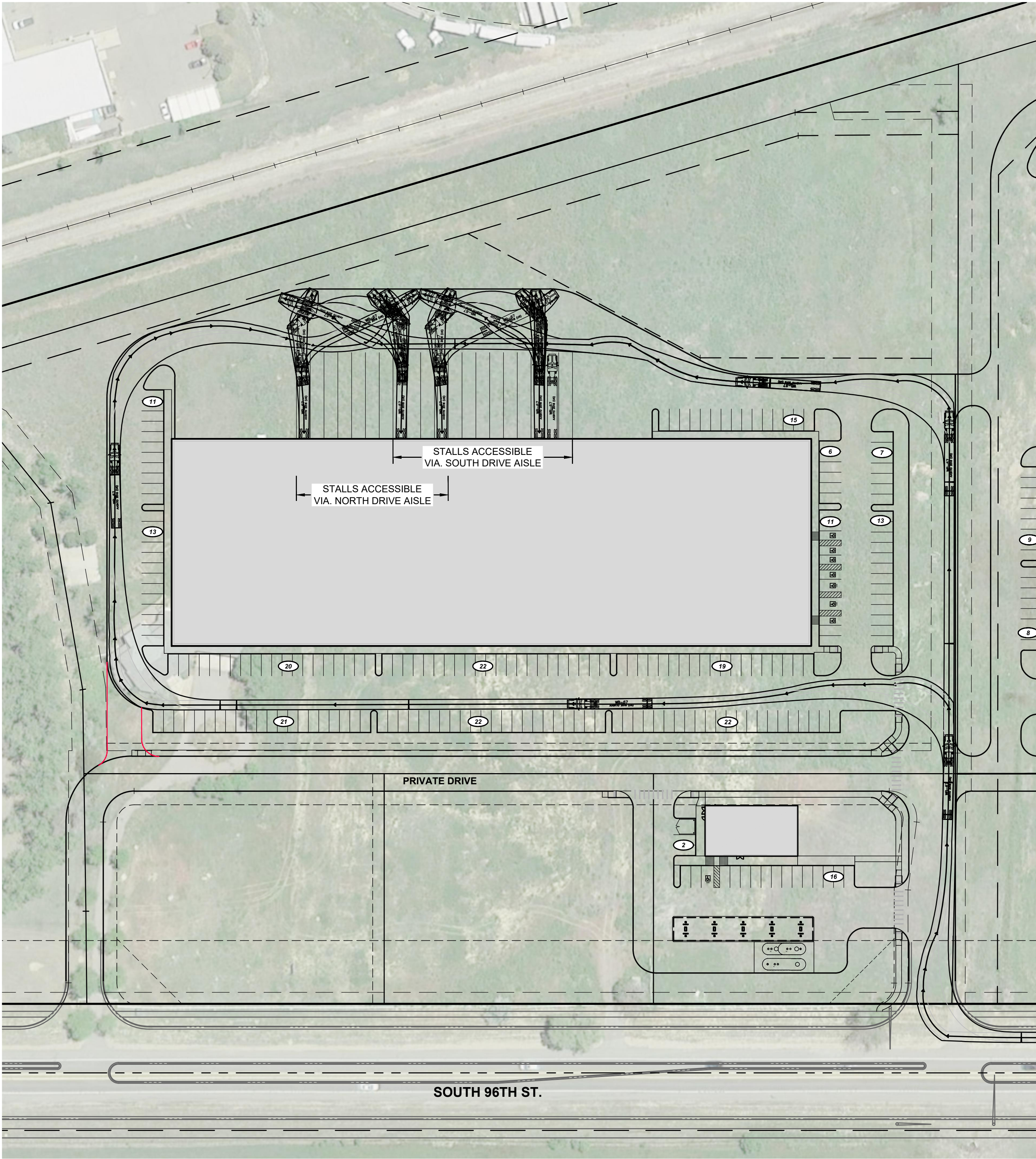
HISTORIC BASIN AREA (TOTAL TRIBUTARY TO OUTFALL AT R/R TRACKS) = 246.3 ACRES
LOW POINT IN BASIN LOCATED APPROX. 1307' NORTH OF DILLON ROAD

LIST OF ABBREVIATIONS

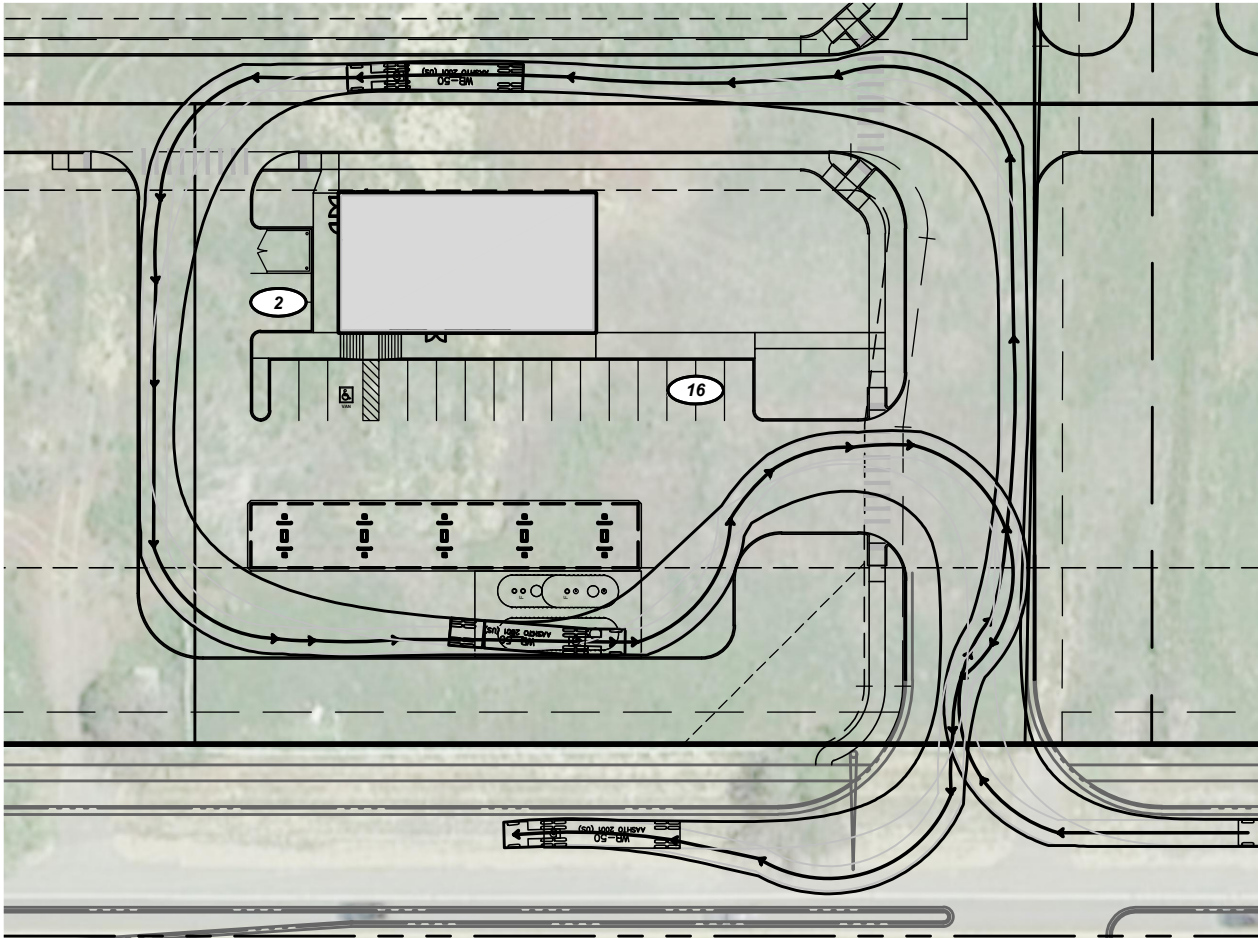
DWG DRAINAGE WAY G STUDY
96TH S. 96TH STREET DRAINAGE STUDY

DRAINAGE PLAN LEGEND

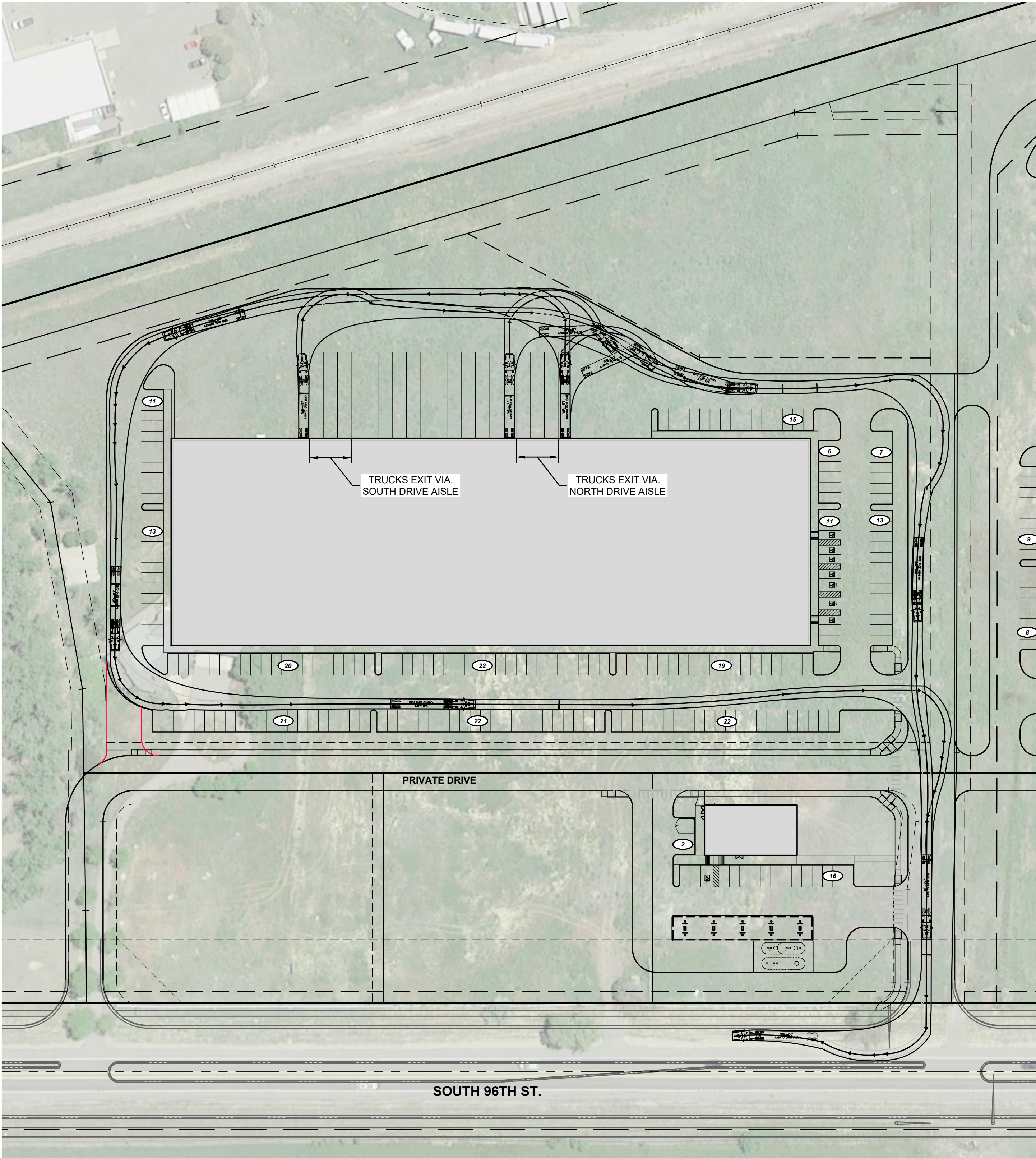




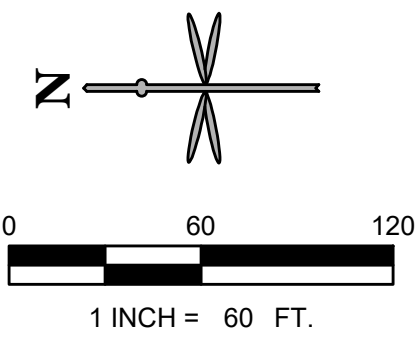
**WB-67 TRUCK ROUTE
ENTERING INDUSTRIAL SITE**



WB-50 FUELING TRUCK ROUTE - COMMERCIAL SITE



**WB-67 TRUCK ROUTE
EXITING INDUSTRIAL SITE**



CONCEPTUAL SITE PLAN
**96TH & DILLION - COMMERCIAL
DEVELOPMENT**
96TH & DILLION, LOUISVILLE, COLORADO
TRUCK TURN EXHIBIT

PROJECT NO: UPR011.01
DESIGNED BY: CRO
DRAWN BY: CRO
DATE: 01/08/20

EX-2

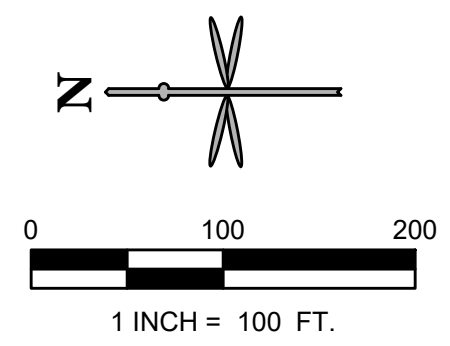
EES
ENTITLEMENT AND
ENGINEERING
SOLUTIONS, INC.
501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

**UNITED
PROPERTIES**

No.	REVISION	BY	DATE



OVERALL DEVELOPMENT AREA
SCALE: 1" = 100'



CONCEPTUAL SITE PLAN
96TH & DILLON - COMMERCIAL DEVELOPMENT
96TH & DILLON, LOUISVILLE, COLORADO
OVERALL DEVELOPMENT PLAN

PROJECT NO: UPR011.01
DESIGNED BY: CRO
DRAWN BY: CRO
DATE: 02/27/20

EX-1



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

No.	REVISION	BY	DATE

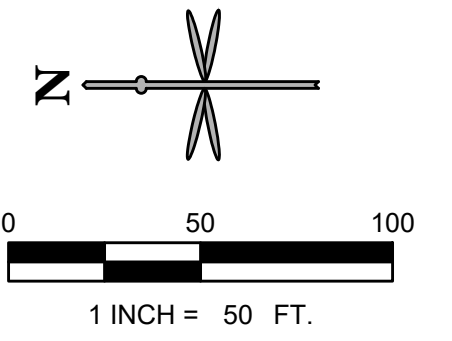
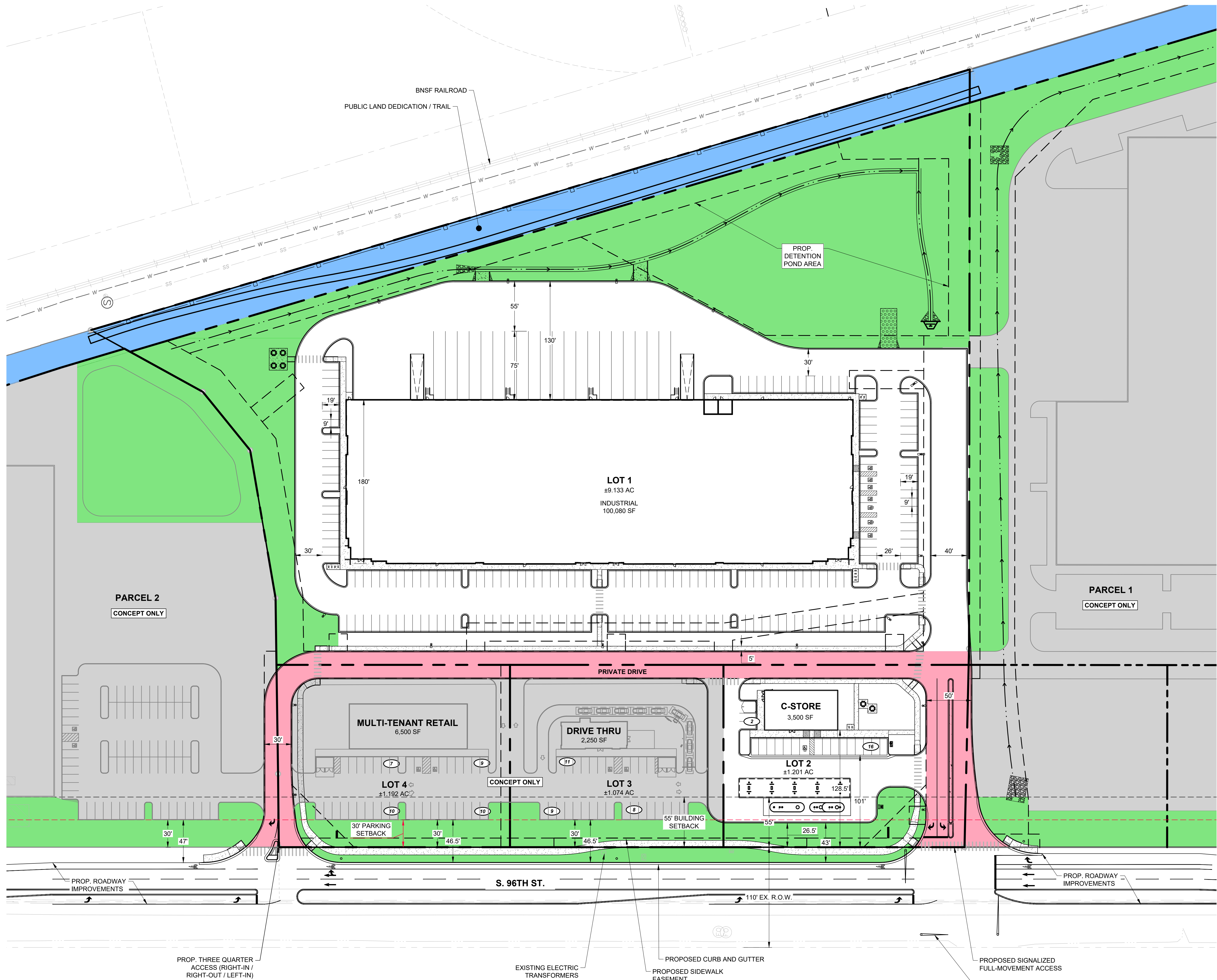






COLORADO TECHNOLOGY CENTER (CTC) ENTITLEMENT COMPARRISON

NO.	DEVELOPMENT	TYPE	PUD DATE	BLDG. SF	SITE SF	SITE AC	F.A.R.	PARKING RATIO PER 1,000	PARKING RATIO PER 1,000 WITH OFFICE	LANDSCAPE COVERAGE	FRONT SETBACK (PL To Bldg.)	REAR SETBACK (PL To Bldg.)	SIDE SETBACK (PL To Bldg.)	TRUCK COURT DEPTH	BLDG PARAPET HT. (Tallest Arch. Feature)	BLDG. DEPTH
1	1775 Cherry St.	Rear Load Industrial	1/2/2007	130,030	388,120	8.91	0.335	1.91	3.44	25.0%	87'-7"	111'-5"	69'-0"	103'-2"	31'-6"	154'-0"
2	1900 Cherry St.	Rear Load Industrial	8/7/2007	66,776	210,678	4.84	0.317	2.00	3.23	38.5%	98'-9"	121'-0"	20'-7"	104'-0"	32'-0"	151'-0"
3	1960 Cherry St.	Rear Load Industrial	8/2/2011	59,137	175,370	4.03	0.337	2.22	3.28	26.1%	87'-0"	105'-11"	30'-0"	100'-0"	33'-6"	150'-0"
4	S. 104th St. Between Dogwood St. & Cherry St.	2-Story R&D	7/17/2001	106,240	326,731	7.50	0.325	-	3.45	37.5%	117'-6"	70'-6"	149'-0"	-	32'-0"	-
5	NWC S. 104th St. & Dogwood St.	Rear Load Industrial	9/4/2007	63,476	246,397	6.68	0.257	2.84	-	28.6%	123'-5"	134'-8"	66'-6"	107'-4"	24'-10"	157'-4"
6	195 CTC Blvd.	Rear Load Industrial	1/2/2007	64,368	215,725	4.95	0.298	1.80	3.45	26.4%	148'-6"	109'-10"	30'-0"	102'-2"	34'-6"	149'-3"
7	1900 Taylor Ave.	Rear Load Industrial	12/3/2013	136,701	485,287	11.14	0.280	3.34	4.32	28.3%	169'-7"	192'-8"	30'-0"	172'-8"	35'-10"	205'-0"
8	2000 Taylor (Fed Ex BTS)	Rear Load Industrial	10/6/2015	120,581	481,301	11.05	0.250	3.47	4.38	27.7%	177'-2"	215'-0"	81'-0"	110'-0"	35'-10"	180'-0"
9	321 S. Taylor	Rear Load Industrial	9/2/1997	85,100	255,300	5.86	0.333	2.20	-	25.0%	98'-0"	132'-0"	63'-0"	109'-6"	31'-0"	140'-0"
10	633 CTC Blvd	Rear Load Industrial	1/19/2016	153,018	531,012	12.19	0.290	2.78	3.61	26.0%	170'-0"	120'-0"	80'-0"	110'-0"	37'-0"	180'-0"
11	1795 Dogwood St.	Rear Load Industrial	5/12/206	109,068	330,979	7.60	0.329	1.87	2.82	25.0%	Varies	64'-6"	81'-0"	119'-6"	32'-2"	157'-0"
12	700 Tech Court - Building A	Rear Load Industrial	11/15/2015	136,610	414,454	9.51	0.318	2.73	3.76	27.6%	79'-0"	92'-6"	105'-6"	127'-6"	38'-0"	165'-0"
13	725 Tech Court - Building B	Rear Load Industrial		146,323	456,096	10.47					143'-0"	77'-6"	104'-6"	127'-6"	38'-0"	192'-0"
14	600 Tech Court - Building C	Rear Load Industrial		113,280	373,563	8.58					87'-9"	135'-4"	99'-10"	124'-10"	38'-0"	160'-0"
	UP - Building 1 (Ascent Church)	Rear Load Industrial		100,080	397,839	9.13	0.252	2.09	-					130'-0"		180'-0"



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

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

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

30' PARKING SETBACK

PROJECT NO: UPR011.01

DESIGNED BY: CRO

DRAWN BY: CRO

DATE: 07/06/2020

EX-4

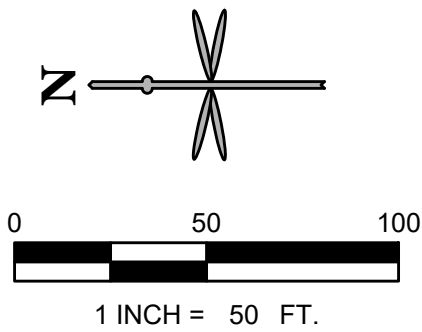
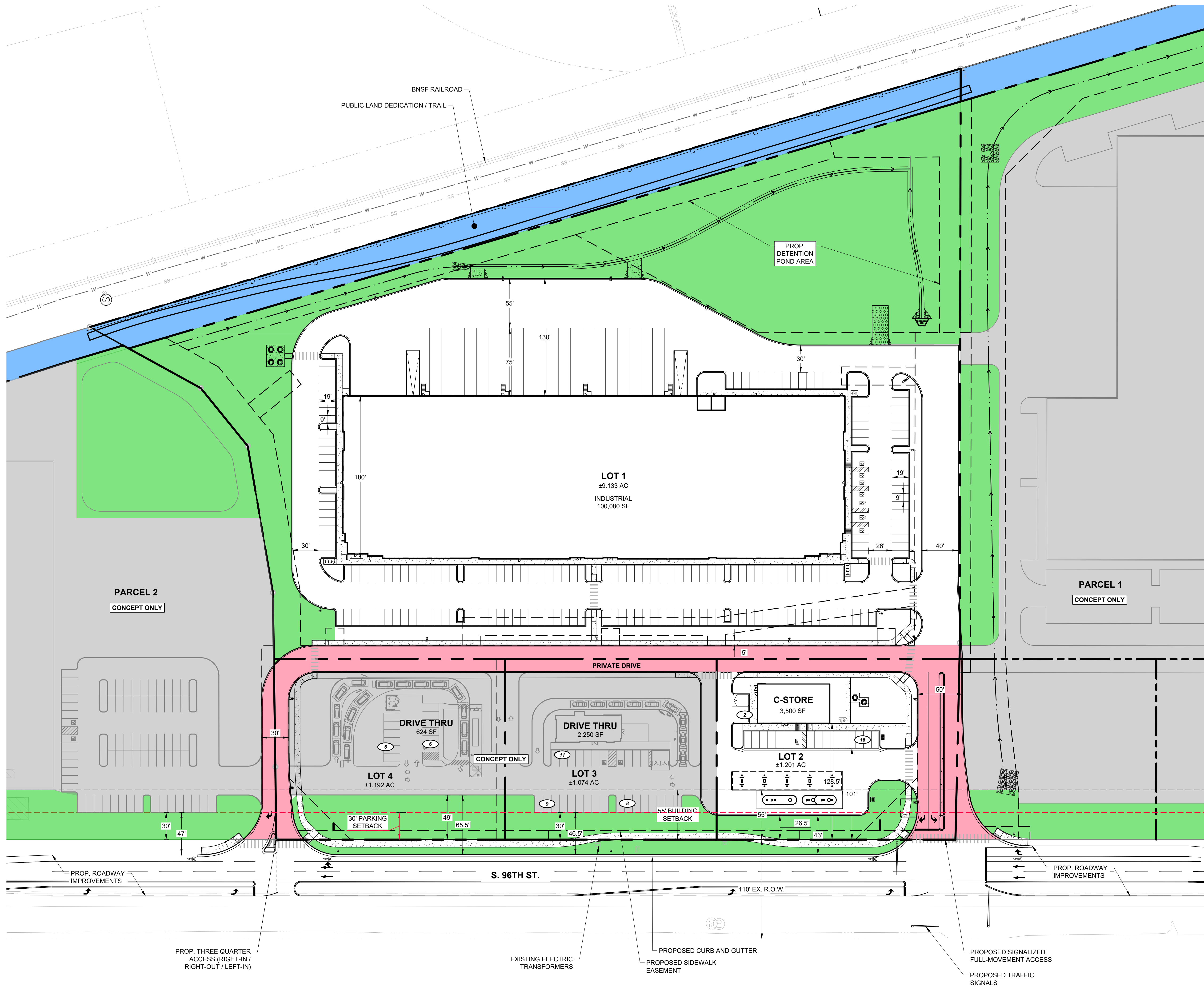
UNITED PROPERTIES

EES

ENTITLEMENT AND
ENGINEERING
SOLUTIONS, INC.

501 S Cherry St, Suite 300
Denver, CO 80246
303-572-7997 www.ees.us.com

No.	REVISION	BY	DATE



REVISION		DATE	
No.		BY	



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ENGINEERING
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Denver, CO 80246
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**UNITED
PROPERTIES**

FINAL P.U.D. AND S.R.U. PLANS
**LOT 1 AND LOT 2, ST. LOUIS PARISH
AND BOLDER INNOVATION CAMPUS**
SOUTH 96TH STREET & DILLON ROAD, CITY OF LOUISVILLE, BOULDER COUNTY, CO

30' SETBACK WITH DRIVE THRU

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

EX-5