

City Council

Agenda

AMENDED
Item 10D Removed

Tuesday, January 7, 2025
Council Chambers
749 Main Street
5:00 PM

Members of the public are welcome to attend and give comments remotely; however, the in-person meeting may continue even if technology issues prevent remote participation.

- You can call in to +1 719 359 4580 or 877 853 5247 (toll free)
Webinar ID #876 9127 0986.
- You can log in via your computer. Please visit the City's website here to link to the meeting: www.louisvilleco.gov/council

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

- 1. CALL TO ORDER & ROLL CALL**
- 2. PLEDGE OF ALLEGIANCE**
- 3. EXECUTIVE SESSION**

PERFORMANCE REVIEW OF OFFICIALS APPOINTED BY THE CITY COUNCIL

(Louisville Charter, Section 5-2(b) – Authorized Topics – Discussion of a personnel matter involving employees directly appointed by the City Council and C.R.S. 24-6-402(4)(f))

The Mayor is Requesting the City Council Convene an Executive Session for the Purpose of Discussion of Annual Performance Evaluations of the Municipal Judge, Prosecuting Attorney, and City Attorney

Citizen Information

If you wish to speak at the City Council meeting in person, please fill out a sign-up card and present it to the City Clerk at the meeting; if you are attending remotely, please use the "raise hand" icon to show you wish to speak in public comments.

Persons planning to attend the meeting who need sign language interpretation, translation services, assisted listening systems, Braille, taped material, or special transportation, should contact the City Clerk's Office (303.335.4536 or 303.335.4574) or ClerksOffice@LouisvilleCO.gov. A forty-eight-hour notice is requested.

Si requiere una copia en español de esta publicación o necesita un intérprete durante la reunión del Consejo, por favor llame a la Ciudad al 303.335.4536 o 303.335.4574 o email ClerksOffice@LouisvilleCO.gov.

REGULAR BUSINESS ITEMS SUSPENDED

- Request for Executive Session
- City Clerk Statement
- City Attorney Statement of Authority
- City Council Action on Motion for Executive Session
- Council Convenes Executive Session
- Council Reconvenes in Open Meeting

REGULAR BUSINESS ITEMS CONTINUED

- 4. REPORT – DISCUSSION/DIRECTION/ACTION – ANNUAL EVALUATIONS OF MUNICIPAL JUDGE, PROSECUTING ATTORNEY, AND CITY ATTORNEY**

***THE FOLLOWING MEETING ITEMS WILL START
NO EARLIER THAN 6 PM***

- 5. APPROVAL OF AGENDA**
- 6. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA AND ITEMS ON THE CONSENT AGENDA**

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

- 7. CONSENT AGENDA**

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

- A.** Approval of Bills
- B.** Approval of Posting Locations
- C.** Distribution of Open Government Pamphlet
- D.** Resolution No. 1, Series 2025 – A Resolution Approving the Extension of an Intergovernmental Agreement from One Year to Five Years with Boulder County Partners for a Clean Environment (PACE)
- E.** Resolution No. 2, Series 2025 – A Resolution Approving the Extension of an Intergovernmental Agreement from One Year to Five Years with Boulder County EnergySmart
- F.** Approval of Golf Cart Replacement Purchase Agreement

8. COUNCIL INFORMATIONAL COMMENTS AND COMMITTEE REPORTS

9. CITY MANAGER'S REPORT

10. REGULAR BUSINESS

A. DR. MARTIN LUTHER KING, JR. DAY PROCLAMATION

- Introduction
- Action

B. YOUTH ADVISORY BOARD PET MAYOR PRESENTATION

- Presentation

C. ORDINANCE NO. 1888, SERIES 2024 – AN ORDINANCE AMENDING THE LOUISVILLE MUNICIPAL CODE TO ADD A NEW CHAPTER 3.25 REGARDING ENHANCED ASSISTANCE FOR TARGETED BUSINESSES – 2ND READING, PUBLIC HEARING (advertised *Daily Camera* 11/24/24) *continued from 12/3/24*

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

E. 2025 CITY OF LOUISVILLE LEGISLATIVE AGENDA

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

11. CITY ATTORNEY'S REPORT

12. IDENTIFICATION OF FUTURE AGENDA ITEMS

13. ADJOURN

ITEMS TENTATIVELY SCHEDULED FOR REGULAR MEETING
01/21/2025

This list is not inclusive; items are subject to change; additional items may be added.

- Comprehensive Plan Update
- International Energy Conservation Code (IECC) Update – 2nd Reading
- Contract for Downtown Vision Plan
- Colorado Energy Office Grant for Decarbonization
- Parks Irrigation Controller Purchase Agreement
- Construction Contract for Enclave and Sunflower Parks
- Fresca Foods Water Tap Agreement Amendment
- Sewer Tap Fees
- Industrial Tap Fees

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- Additional Public Comments (Please limit to three minutes each)
- Mayor Closes Public Hearing
- Action

D. DISCUSSION / DIRECTION FOR ESTABLISHMENT OF A STEERING COMMITTEE FOR THE DOWNTOWN PUBLIC URBAN LANDSCAPE AND STREETScape ENHANCEMENTS (PULSE) PROJECT

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

E. 2025 CITY OF LOUISVILLE LEGISLATIVE AGENDA

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- Sewer Tap Fees
- Industrial Tap Fees

CASH ACCOUNT: 001000 101001		WARRANT: 121224	12/12/2024
VENDOR	VENDOR NAME	PURPOSE	AMOUNT
7760	DBA OF LOUISVILLE	Remaining payment for 202	18,159.04
15382	DELLACAVA/TEBO DEVELOPMENT CO.	JAN 2025 RENT 1805 HWY 42	5,746.96
5255	FAMILY SUPPORT REGISTRY	Payroll Run 1 - Warrant 1	173.53
15743	KRISTEN POPPE	HAND MENDING WORKSHOP 12/	150.00
5432	LOUISVILLE FIRE PROTECTION DIS	NOV 2024 FIRE PROT DISTRI	1,760.00
6456	LOUISVILLE UNITED METHODIST CH	GRANT REIMB FOR HSA 741 J	9,000.00
99999	WILDFLOWER CONDO ASSOCIATION	UTILITY BILLING REFUND 38	2,861.22
99999	ZOEY INGRAM	REPLACE PR CK #1894 DATED	163.93
99999	JENNIFER LEONESIO	REPLACE PR CK #1858 DATED	297.30
99999	LOUISVILLE 1 INDUSTRIAL INVEST	REFUND UTILITY BILLING 13	34.56
15497	SENERGY PETROLEUM LLC	2024 Fuel Purchase CUST	12,301.53
4875	UNIVAR SOLUTIONS USA INC	CUST #790754 Water Plant	13,827.94
10884	WORD OF MOUTH CATERING INC	LUNCHES SERVED 12/2/24 -	3,897.50
3875	XCEL ENERGY	ACCT #53-1879595-0	847.02
3875	XCEL ENERGY	ACCT #53-1879596-1	37,143.94
3875	XCEL ENERGY	ACCT #53-1879593-8	121.05
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16 INVOICES		WARRANT TOTAL	106,485.52
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|City of Louisville, CO
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CASH ACCOUNT: 001000 101001

WARRANT: 122024 12/20/2024

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
640	BOULDER COUNTY	BOULDER COUNTY USE TAX NO	36,038.34
10301	COLORADO COMMUNITY SHARES	Payroll Run 1 - warrant 1	690.00
15682	CURATE WORKPLACE	workstations for OS/Parks	4,520.65
5255	FAMILY SUPPORT REGISTRY	Payroll Run 1 - warrant 1	173.53
14002	KANSAS PAYMENT CENTER/ SN20DM0	Payroll Run 1 - warrant 1	30.14
7735	LINCOLN FINANCIAL GROUP	000400001000-26902 DEC 20	1,719.02
7735	LINCOLN FINANCIAL GROUP	B00000001696 DEC 2024 ACC	1,603.26
99999	SCOTT DEWAR	REFUND UTILITY BILLING AC	1,067.47
99999	ADAM OLSON	REPLACE PR CK #1812 DATED	110.82
99999	SMASH IT BREAKROOM	OPEN SPACE DIVISION TEAM	380.00
99999	DEBRA ONKEN	UTILITY BILLING REFUND 13	125.86
14867	REBECCA L BENNETTI	WILLMAKER CLASS 12/5/24	560.00
15497	SENERGY PETROLEUM LLC	CUST ID #84628	736.26
10884	WORD OF MOUTH CATERING INC	BREAKFAST FOR PROS ALL ST	772.50
10884	WORD OF MOUTH CATERING INC	LUNCHES SERVED 12/12/24 -	1,891.25
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15 INVOICES			WARRANT TOTAL
			50,419.10
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City of Louisville, CO
DETAIL INVOICE LIST

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CASH ACCOUNT: 001000 101001

WARRANT: 123124A 12/31/2024

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14599	120 WATER, INC.	Lead and Copper Sampling	2,597.91
15205	3RD HARMONIC LIVE PRODUCTIONS	SOUND REINFORCEMENT FOR E	1,704.00
14121	ACUSHNET COMPANY	Acct #US00002149/US000602	1,021.40
14121	ACUSHNET COMPANY	Acct #US00002149/US000602	-558.00
15449	AECOM TECHNICAL SERVICES, INC.	2024 Lot Grading Review S	3,025.00
15333	AKILA ARUMUGAM	CULTURE OF INDIA WORKSHOP	275.00
4160	ALARM DETECTION SYSTEMS, INC.	Install New Fire Alarm Sy	516.50
14737	ALEX THOELE	GUITAR LESSONS DECEMBER 2	924.00
14528	ALL AMERICAN DISTRIBUTING INC	utility trailer for Open	5,945.00
1006	ALL CURRENT ELECTRIC INC	Building Inspections 10/2	5,187.50
12150	ANIMAL & PEST CONTROL SPECIALI	2024 Prairie Dog Manageme	2,500.00
10801	BADGER METER INC	NOV 2024 ORION CELLULAR	109.20
15566	BIOBAG AMERICAS, INC	BIO BAG BULK DOG WASTE BA	822.00
14251	BK TIRE INC	TIRE DISPOSAL	60.00
14251	BK TIRE INC	VEHICLE #3260 - TIRE REPA	46.00
640	BOULDER COUNTY	2024 COORDINATED ELECTION	2,964.00
15204	BOULDER COUNTY PUBLIC WORKS	NOV 2024 GATE FEES	1,301.16
7706	BRANNAN SAND & GRAVEL CO LLC	2024 Roadbase and Squeege	1,807.82
7706	BRANNAN SAND & GRAVEL CO LLC	2024 Hot mix asphalt	298.54
7706	BRANNAN SAND & GRAVEL CO LLC	2024 Hot mix asphalt	300.00
7706	BRANNAN SAND & GRAVEL CO LLC	2024 Hot mix asphalt	301.49
15100	BRENNTAG PACIFIC INC	Sodium Bicarb - WWTP	931.77
13344	BROWNS HILL ENGINEERING & CONT	11/4/24 SERVICE WORK	1,375.50
14403	CALLAWAY GOLF	ACCT #18883 CHROMESOFT G	4,469.25
14403	CALLAWAY GOLF	ACCT #18883 RESALE MERCH	1,053.58
14403	CALLAWAY GOLF	ACCT #18883 RESALE MERCH	864.48
248	CDW GOVERNMENT	Cust #5143572 - monitors	1,616.83
14036	CENTER COPY BOULDER INC	NO PARKING SIGNS	186.30
14036	CENTER COPY BOULDER INC	Fall Comp Plan Postcards	5,864.56

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CASH ACCOUNT: 001000 101001

WARRANT: 123124A 12/31/2024

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
10773	CENTRIC ELEVATOR CORP	ACCT #156600 REC CENTER	579.25
10773	CENTRIC ELEVATOR CORP	ACCT #156501 POLICE DEPT	323.50
10773	CENTRIC ELEVATOR CORP	ACCT #156502 LIBRARY	624.07
10773	CENTRIC ELEVATOR CORP	ACCT #156600 REC CENTER	365.35
10773	CENTRIC ELEVATOR CORP	ACCT #164400 CITY HALL	371.98
10773	CENTRIC ELEVATOR CORP	ACCT #156502 LIBRARY	180.00
15336	CHARLES ABBOTT ASSOCIATES, INC	Building Inspection Servi	13,267.25
15216	CHARLES D JONES CO	CUST #12341 RTU8 PARTS	92.09
4785	CINTAS CORPORATION #66	CUST #12522401 STAFF SUP	308.05
4785	CINTAS CORPORATION #66	CUST #12522401 STAFF SUP	306.76
4785	CINTAS CORPORATION #66	CUST #12522401 STAFF SUP	313.79
4025	CINTAS CORPORATION NO. 2	CUST #10389214 FIRST AID	268.52
1120	COLORADO ANALYTICAL LABORATORY	CITY OF LOUISVILLE C 0010	126.00
1120	COLORADO ANALYTICAL LABORATORY	CITY OF LOUISVILLE CO0107	16.20
1120	COLORADO ANALYTICAL LABORATORY	WATER PLANT QUARTERLY IPP	79.40
1120	COLORADO ANALYTICAL LABORATORY	CITY OF LOUISVILLE CO010	191.00
1120	COLORADO ANALYTICAL LABORATORY	WWTP - INFLUENT - WEEKLY	180.20
1120	COLORADO ANALYTICAL LABORATORY	WWTP - INFLUENT - WEEKLY	180.20
1120	COLORADO ANALYTICAL LABORATORY	TOTAL PHOSPHORUS STUDY	321.30
1120	COLORADO ANALYTICAL LABORATORY	WWTP - CTC LIFT SURFACTAN	315.00
1120	COLORADO ANALYTICAL LABORATORY	WWTP REG-85-MONTHLY	391.51
1120	COLORADO ANALYTICAL LABORATORY	WWTP - EFFLUENT - MONTHLY	223.20
1120	COLORADO ANALYTICAL LABORATORY	WWTP - UPSTREAM MONTHLY	475.40
14678	COLORADO AVIAN RESEARCH & REHA	LIVE PRESENTATION OWLS	150.00
15414	CORA BRACHO-TROCONIS	HOLIDAY FAMILY EVENT 12/1	210.00
13162	CORE & MAIN LP	ACCT #103796 WASTEWATER	637.00
15304	CORONA ENVIRONMENTAL CONSULTIN	Water Systems Sampling an	3,630.00
15190	DANIEL LASHER	12/11/24 ASL INTERPRETATI	649.58
14182	DAWSON INFRASTRUCTURE SOLUTION	Hydro excavator	520,747.00
11476	DBC IRRIGATION SUPPLY	CUST #1268 IRRIGATION SU	1,542.50
15149	DENALI WATER SOLUTIONS LLC	2024 WWTP Biosolids	2,092.42
11142	DESIGN CONCEPTS	NOV 2024 Professional Se	13,398.08
15683	DESIGN WORKSHOP, INC.	NOV 2024 Comprehensive p	21,791.59
15711	EASY KLEEN PRESSURE SYSTEMS, L	HIGH PRESSURE CLEANING	2,060.00

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VENDOR	VENDOR NAME	PURPOSE	AMOUNT
1785	ECO-CYCLE INC	2024 Leaf Disposal	19,111.60
15916	EIDOS ARCHITECTS, PC	NOV 2024 SCWTP Admin Bui	8,362.58
15909	EXPRESS MULCHING & SOIL LLC	Soil back fill at Mission	3,000.00
14896	FASTSIGNS OF BROOMFIELD	PERMANENT GRAZING SIGNS	2,391.14
14606	FEHR AND PEERS	10/26/24 - 11/29/24 Techn	1,220.00
13615	FELSBURG HOLT & ULLEVIG INC	RTR-Civil Roadway & Drain	3,450.00
13615	FELSBURG HOLT & ULLEVIG INC	RTR-Civil Roadway & Drain	18,722.50
13030	FJ TURNER COMPANY INC	Pavement Booster-equipmen	15,500.00
10623	FRONT RANGE LANDFILL INC	landfill fees	78.45
1175	GEORGE T SANDERS COMPANY	CUST #5415 TOILET REPAIR	11.62
14936	GOLDEN AUTOMATION LLC	WWTP 11/1/24 LABOR & MILE	1,725.00
11504	GOODLAND CONSTRUCTION INC	2024 Sanitary Sewer Main	1,850.59
2310	GRAINGER	ACCT #802864512	66.87
2310	GRAINGER	ACCT #802864512 EMERGENC	276.80
2310	GRAINGER	ACCT #802864512 FAN FOR	317.29
2415	HARCROS CHEMICALS INC	SALT CUST #01605450-GOL10	931.00
15381	HICKS CONTRACTORS SERVICES LLC	2" valve replacement in c	800.00
15619	ICON ENGINEERING INC	Storm Water Quality Maste	305.00
15337	SLADE GLASS CO.	CITY HALL GLASS REPLACEME	1,935.00
15261	WESTERN PAPER DISTRIBUTORS	CUST #244097 TRASH BAGS	708.32
15261	WESTERN PAPER DISTRIBUTORS	CUST #244097 PD BREAKRO	131.98
15261	WESTERN PAPER DISTRIBUTORS	CUST ID #244097 REC CTR	4,419.64
2615	INGRAM LIBRARY SERVICES INC	Account #2050766	728.45
2615	INGRAM LIBRARY SERVICES INC	Account #2050766	224.95
2615	INGRAM LIBRARY SERVICES INC	Account #20AM925	119.86
2615	INGRAM LIBRARY SERVICES INC	Account #20AM925	22.03
2615	INGRAM LIBRARY SERVICES INC	Account #20AM925	93.69
14938	INNOVISE BUSINESS CONSULTANTS	FIRST-AID SUPPLIES ACCT	1,170.00
10772	INTEGRATED SAFETY SERVICES LLC	12/5/24 PARKS DEPT ANNUAL	1,160.75
10772	INTEGRATED SAFETY SERVICES LLC	12/5/24 STEINBAUGH PAV FI	8.25

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VENDOR	VENDOR NAME	PURPOSE	AMOUNT
10772	INTEGRATED SAFETY SERVICES LLC	12/5/24 WTPS FIRE EXTIN I	74.25
10772	INTEGRATED SAFETY SERVICES LLC	12/5/24 WATER TRMT PLANT	189.75
10772	INTEGRATED SAFETY SERVICES LLC	12/9/24 HARPER LAKE PUMP	8.25
10772	INTEGRATED SAFETY SERVICES LLC	12/9/24 CENTER FOR ARTS A	33.00
10772	INTEGRATED SAFETY SERVICES LLC	12/4/24 MUSEUM FIRE EXT	692.50
10772	INTEGRATED SAFETY SERVICES LLC	12/9/24 DEPT OF LAND MGMT	8.25
10772	INTEGRATED SAFETY SERVICES LLC	11/22/24 HOOD INSPECTION	395.00
10772	INTEGRATED SAFETY SERVICES LLC	11/21/24 FIRE ALARM ANNUA	645.00
10772	INTEGRATED SAFETY SERVICES LLC	11/27/24 FIRE SPRINKLER/A	645.00
10772	INTEGRATED SAFETY SERVICES LLC	11/25/24 FIRE SPRINKLER/A	879.00
10772	INTEGRATED SAFETY SERVICES LLC	11/26/24 ANNUAL FIRE EXT/	769.50
10772	INTEGRATED SAFETY SERVICES LLC	12/12/24 ANNUAL FIRE ALAR	645.00
10772	INTEGRATED SAFETY SERVICES LLC	PARKS DEP - ANNUAL ALARM/	645.00
9761	INTERMOUNTAIN SWEEPER CO	REPAIRS #3260	85.28
10552	INTERNATIONAL MARTIAL ARTS ASS	Karate Contract Classes J	3,129.00
14544	INTERPRETIVE GRAPHICS / ENVIRO	Two new interpretive sign	3,511.57
11289	JVA INC	NOV 2024 WWTP Expansion	612.00
11289	JVA INC	WWTP Solids Handling CM	16,562.01
11289	JVA INC	WTP Chlorine Dioxide Repl	721.20
15499	KATHRYN A MIHELIC	Pickleball Instructor Fee	1,106.00
15743	KRISTEN POPPE	Senior Tap Dancing Fees 9	451.50
15357	LANGUAGE USA, INC.	Winter Rec Center Catalog	3,316.76
15754	LIGHTHOUSE TRANSPORTATION GROU	2024 Traffic Signal Maint	4,229.10
3070	LL JOHNSON DISTRIBUTING CO	CUST #158907 PARKS-EQUIP	1,007.77
3070	LL JOHNSON DISTRIBUTING CO	CUST #158907 SNOW EQUIPM	85.68
15946	LONGMONT WINAIR CO	CUST #00339-001954 LIFT M	1,966.40
3100	LOUISVILLE CHAMBER OF COMMERCE	PARADE OF LIGHTS FENCING	5,450.00
15082	MALLORY SAFETY & SUPPLY LLC	BUMP GAS/HYDROGEN SULFIDE	122.81
15082	MALLORY SAFETY & SUPPLY LLC	GAS MONITOR	611.74
13703	MCDONALD FARMS ENTERPRISES INC	VAC DISPOSAL CHARGE 11/4/	1,020.00
13654	METRO PAVERS INC	2024 Miscellaneous Asphal	16,363.56
15696	MIDWEST CARD & ID SOLUTIONS LL	K30D Color Ribbon Film	422.44
6168	MOTION & FLOW CONTROL PRODUCTS	CUST ID #104001 FLEET S	34.38

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|City of Louisville, CO
|DETAIL INVOICE LIST

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WARRANT: 123124A 12/31/2024

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
13334	MSPS	100W ENCODR W/INTEGRAL CN	2,496.00
99999	PLANET PLUMBING, INC.	REFUND PERMIT #MEP-5888-2	130.75
99999	ALEX KELL	REF MARSHALL FIRE USE TAX	271.80
99999	GARY ST. ONGE	REF MARSHALL FIRE USE TAX	447.09
99999	GARY ST. ONGE	REF MARSHALL FIRE USE TAX	1,008.60
99999	TIMOTHY LEFOLEY	REF MARSHALL FIRE USE TAX	454.43
99999	JENNIFER LEONISIO	Partial refund for expire	5,529.84
99999	NANCY HODGES	Dardano's boot reimbursem	225.00
99999	DENVER PERGOLA SYSTEMS, LLC	Professional C&D license	88.00
99999	ROTO-ROOTER SERVICES COMPANY	Partial refund for withdr	125.80
99999	MAJOR HEATING & AIR CONDITIONI	Refund for permit - 1815	114.00
99999	MAJOR HEATING & AIR CONDITIONI	Refund for permit - 1736	114.00
99999	MAJOR HEATING & AIR CONDITIONI	Refund for permit - 1815	114.00
14899	OTAK INC	2024 MF Grading Inspectio	2,916.00
15374	PANNIER GRAPHICS	CUST #666497 TWO PEDEST	1,805.00
14675	POINT AND PAY LLC	OCT 2024 CREDIT CARD FEES	12,745.08
14675	POINT AND PAY LLC	NOV 2024 CREDIT CARD FEE	7,839.19
11329	POLYDYNE INC	CUST #LOUISVILLE 000 CL	7,522.38
14160	PRECISE MRM LLC	2024 NOVEMBER PRECISE SUB	380.00
13395	PRECISION CONCRETE CUTTING	SKATE PARK CONCRETE REPAI	2,378.75
15795	PROGRESSIVE COMMERCIAL AQUATIC	Cust ID #2L220003	5,656.04
15554	PURELINE TREATMENT SYSTEMS, LL	CUST #00-CTL010 SUPPLIES	930.05
13549	PUSH PEDAL PULL INC	CUST #0002335 PREV MAINT	1,858.91
14844	REPUBLIC SERVICES INC #535	ACCT #3-0535-0109715	5,727.59
14297	ROCKFAN ENTERTAINMENT	Cust ID #886 - Conference	18,269.68
14297	ROCKFAN ENTERTAINMENT	Cust ID #886 - Library Ca	5,604.29
13695	ROCKY MOUNTAIN PUMP & CONTROLS	ANNUAL PREVENTATIVE MAINT	300.00
13695	ROCKY MOUNTAIN PUMP & CONTROLS	ANNUAL PREVENTATIVE MAINT	300.00
14468	SAVATREE LLC	Grind brush, log piles, a	16,525.00
10005	SCHAEFER ATHLETIC, INC.	Recreation/Senior Center	698.25
10005	SCHAEFER ATHLETIC, INC.	Recreation/Senior Center	999.05
15497	SENERGY PETROLEUM LLC	Cust ID #84626 2024 Fuel	5,880.00
15497	SENERGY PETROLEUM LLC	Cust ID #84627 2024 Fuel	13,533.10

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|City of Louisville, CO
|DETAIL INVOICE LIST

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CASH ACCOUNT: 001000 101001

WARRANT: 123124A 12/31/2024

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
14612	SOME LIKE IT GREEN, LLC	DEC 2024 PLANT CARE	90.00
4365	SOUTH BOULDER & COAL CREEK IRR	30-31 / 40 STOCK SHARES	2,462.00
4365	SOUTH BOULDER & COAL CREEK IRR	16-31 - 40 STOCK SHARES	1,342.00
14358	SPLIT RAIL FENCE COMPANY LLC	Hecla Lake Fencing Project	32,473.00
13059	SPRAGUE PEST SOLUTIONS	12/14/24 MUSEUM	75.00
13059	SPRAGUE PEST SOLUTIONS	12/18/24 CITY HALL	82.50
13059	SPRAGUE PEST SOLUTIONS	12/14/24 ART CENTER	75.00
13059	SPRAGUE PEST SOLUTIONS	12/14/24 LIBRARY	75.00
13059	SPRAGUE PEST SOLUTIONS	12/18/24 WATER TRMT N WT	82.50
13059	SPRAGUE PEST SOLUTIONS	12/18/24 WASTE WATER TRM	82.50
13059	SPRAGUE PEST SOLUTIONS	12/23/24 CITY SERVICES	145.00
13059	SPRAGUE PEST SOLUTIONS	12/26/24 WATER TRMT S WT	99.83
13059	SPRAGUE PEST SOLUTIONS	12/26/24 REC/SENIOR CENT	105.00
13059	SPRAGUE PEST SOLUTIONS	12/26/24 POLICE DEPT	75.00
13059	SPRAGUE PEST SOLUTIONS	12/26/24 COAL CREEK GOLF	92.00
15451	SYLVESTER'S MAINTENANCE & MECH	CS BAY DOOR #2 REPAIR 12/	801.90
15825	TERPSTRA ROOFING	Roof Repairs above Front	4,600.00
15825	TERPSTRA ROOFING	WASTEWATER TREATMENT PLAN	1,720.00
15825	TERPSTRA ROOFING	ROOFING REPAIRS AT PD	1,100.00
15825	TERPSTRA ROOFING	ROOFING REPAIRS NORTH WAT	1,400.00
15949	TFF 1040 LAFARGE AVENUE LLC	GRANT REIMBURSEMENT FOR H	4,000.00
7917	THE AQUEOUS SOLUTION INC	Taylor Reagents	108.78
7917	THE AQUEOUS SOLUTION INC	Acid Magic, Taylor Reagen	1,457.98
15627	THE LOUISVILLE HISTORY FOUNDAT	HISTORY FOUND - HISTORICA	1,405.00
15951	TREEHOUSE LEARNING	REIMB TIMBERLINE MECHANIC	1,000.00
6707	TRI STATE OIL RECLAIMERS INC	USED OIL DISPOSAL	50.00
15065	UNDERWATER RECOVERY SPECIALIST	Pond Maint	806.63
15560	USABBLUEBOOK	CUST #69261 DIAPHRAM VAL	529.95
15560	USABBLUEBOOK	CUST #69261 80 PVC PIPE	10.32
15560	USABBLUEBOOK	CUST #69261 ASAHI TYPE-2	139.95
15560	USABBLUEBOOK	CUST #69261 PVC PIPE NIP	81.68
15560	USABBLUEBOOK	CUST #69261 80 PVC THREA	62.28
15560	USABBLUEBOOK	CUST #69261 PVC PIPE-VAR	63.87
15560	USABBLUEBOOK	CUST #69261 BALL CHECK V	503.37
4900	VRANESH AND RAISCH LLP	NOV 2024	1,236.88
15832	WAAS CAMPBELL RIVERA JOHNSON &	NOV 2024 LEGAL SERVICES	6,599.20

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|City of Louisville, CO
|DETAIL INVOICE LIST

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CASH ACCOUNT: 001000 101001

WARRANT: 123124A 12/31/2024

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
15948	WAC 921 MAIN STREET LLC	GRANT REIMBURSEMENT FOR H	9,000.00
1191	WEED WRANGLERS	CUST #461270 BULLHEAD GU	328.04
1191	WEED WRANGLERS	CUST #461270 DAUGHENBAUG	473.98
1191	WEED WRANGLERS	CUST #461270 DAVIDSON MES	1,476.72
1191	WEED WRANGLERS	CUST #461270 AQUARIUS OP	307.69
14373	WEIFIELD GROUP CONTRACTING INC	ELECTRICAL SAFETY TRAININ	1,350.00
15668	WELL GROUNDED ELECTRICAL SERVI	CTC LIFT STATION POWER MI	750.00
15952	WELSH ELECTRIC INC	Sauna electrical work	609.24
15912	WESTERN STATES LAND SERVICES,	2024 Raw Water Aug Statio	2,391.72
7924	WORLD BOOK INC	22 2025 Encyclopedias	1,196.05
=====			=====
	205 INVOICES	WARRANT TOTAL	995,106.27
=====			=====

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|City of Louisville, CO
|DETAIL INVOICE LIST

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CASH ACCOUNT: 001000 101001

WARRANT: 010725 01/07/2025

VENDOR	VENDOR NAME	PURPOSE	AMOUNT
4160	ALARM DETECTION SYSTEMS, INC.	ACCT #870159 2025 ANNUA	11,781.60
4160	ALARM DETECTION SYSTEMS, INC.	ACCT #802604 JAN-MAR 202	489.33
9319	AMERICAN DATA GROUP INC	2025 ANNUAL SOFTWARE SUPP	11,270.00
14938	INNOVISE BUSINESS CONSULTANTS	2025-2026 Crime Policy	4,612.00
14938	INNOVISE BUSINESS CONSULTANTS	2025-2026 Inland Marine S	13,419.00
14938	INNOVISE BUSINESS CONSULTANTS	2025-2026 Commercial Pack	1,052,863.00
13468	MANGO LANGUAGES	Mango Conversations Enter	4,071.33
15474	MARMOT LIBRARY NETWORK, INC.	Annual Membership 2025	67,914.35
3605	NEWSBANK INC	Cust #9793, Jan-Dec 2025	7,277.00
13986	OPEN MEDIA FOUNDATION	2025 web Streaming Servic	6,000.00
14776	PHILADELPHIA INSURANCE COMPANI	2025 VOLUNTEER COVERAGE	837.00
=====			
	11 INVOICES	WARRANT TOTAL	1,180,534.61
=====			

**SUBJECT: APPROVAL OF DESIGNATION OF PLACES FOR POSTING
NOTICES FOR PUBLIC MEETINGS**

DATE: JANUARY 7, 2025

PRESENTED BY: GENNY KLINE, INTERIM CITY CLERK

SUMMARY:

Section 24-6-402(2)(c) of the Colorado Open Meetings Law requires all public bodies of the City designate the public place or places for posting of notices of public meetings. The designation must be made at the local body's first regular meeting of each calendar year.

Staff requests City Council approve the following locations for the posting of meeting notices for 2024:

- City Hall, 749 Main Street
- Police Department/Municipal Court, 992 West Via Appia
- Recreation/Senior Center, 900 West Via Appia
- Library, 951 Spruce Street

Pursuant to the Home Rule Charter, meeting notices and agendas are also published on the City's web site at www.LouisvilleCO.gov

FISCAL IMPACT:

None.

PROGRAM/SUB-PROGRAM IMPACT:

This helps meet the goal of the Governance & Administration Sub-Program to ensure transparent governance.

RECOMMENDATION:

Approve designation of posting locations as listed above.

ATTACHMENTS:

None.

SUBJECT: DISTRIBUTION OF 2025 OPEN GOVERNMENT PAMPHLET

DATE: JANUARY 7, 2025

PRESENTED BY: GENNY KLINE, INTERIM CITY CLERK

SUMMARY:

Section 4-16 (b) of the Home Rule Charter requires the City to “publish and update a pamphlet or other summary of Articles 4 and 5 of this Charter, and other laws relating to citizen participation in municipal government. The pamphlet or summary shall be provided to each member of a public body at its first meeting of the calendar year.”

FISCAL IMPACT:

None.

PROGRAM/SUB-PROGRAM IMPACT:

This helps meet the goal of the Governance & Administration Sub-Program to ensure transparent governance.

RECOMMENDATION:

N/A

ATTACHMENTS:

1. 2025 Open Government Pamphlet

STRATEGIC PLAN IMPACT:

☐	 Financial Stewardship & Asset Management	☒	 Reliable Core Services
☐	 Vibrant Economic Climate	☐	 Quality Programs & Amenities
☒	 Engaged Community	☐	 Healthy Workforce
☐	 Supportive Technology	☐	 Collaborative Regional Partner



Open Government & Ethics Pamphlet 2025

This pamphlet is prepared pursuant to the Home Rule Charter of the City of Louisville.

This is a compilation of Articles 4 and 5 of the Charter of the City of Louisville and is available at all times in the City Clerk's Office, 749 Main Street, Louisville, Colorado, and on the City's web site at www.LouisvilleCO.gov. This pamphlet is also provided to every member of a public body at that body's first meeting each year.



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Citizen Participation in Government

The City of Louisville encourages citizen involvement and participation in its public policy process. There are many opportunities for citizens to be informed about and participate in City activities and decisions. All meetings of City Council, and of appointed Boards and Commissions, are open to the public and include an opportunity for public comments. No action or substantive discussion on an item may take place unless that item has been specifically listed as an agenda item for a regular or special meeting. Some opportunities for you to participate include:

Reading and inquiring about City Council activities and agenda items, and attending and speaking on topics of interest at public meetings

City Council Meetings:

- Regular meetings are generally held the first and third Tuesdays of each month at 6:00 PM in the City Council Chambers, located on the second floor of City Hall, 749 Main Street;
- Study sessions are generally held the second and fourth Tuesdays of each month at 6:00 PM in the Library Meeting Room, located on the first floor of the Library, 951 Spruce Street;
- Regular meetings include a remote participation option via Zoom, are broadcast live on Comcast Channel 8, and are available on demand on the City's website;
- Special meetings may be held occasionally on specific topics. Agendas are posted a minimum of 48 hours prior to the meeting.

Meeting Agendas for City Council meetings, other than special meetings, are posted a minimum of 72 hours prior to the meeting at the following locations:

- City Hall, 749 Main Street
- Police Department/Municipal Court, 992 West Via Appia
- Recreation/Senior Center, 900 West Via Appia
- Louisville Public Library, 951 Spruce Street
- City website at www.LouisvilleCO.gov

Meeting packets with all agenda-related materials for regular meetings are available 72 hours prior to each meeting and may be found at these locations:

- Louisville Public Library Reference Area,
- 951 Spruce Street,
- City Clerk's Office, City Hall, 749 Main Street,
- City website at www.LouisvilleCO.gov

You may receive eNotifications of City Council news as well as meeting agendas and summaries of City Council actions by registering for eNotifications on the City's web site at www.LouisvilleCO.gov. Meeting minutes of all regular and special meetings are available in the City Clerk's office and on the City's website (www.LouisvilleCO.gov) once they are approved.

Information about City activities and projects, as well as City Council decisions, is included in the quarterly *Lantern* newsletter, mailed to all City residents and businesses. Information is also often included in the monthly eNewsletter.

Communicating Directly with the Mayor and City Council Members

Contact information for the Mayor and City Councilmembers is available at www.LouisvilleCO.gov, as well as at City Hall, the Louisville Public Library, and the Recreation/Senior Center. You may email the Mayor and City Council as a group at Council@LouisvilleCO.gov.

Mayor's Town Meetings and City Council Ward Meetings are scheduled periodically. These are informal meetings at which all residents, points of view, and issues are welcome. These meetings are advertised at City facilities and on the City's website (www.LouisvilleCO.gov).

Mayor and City Council Elections

City Council members are elected from three Wards within the City and serve staggered four-year terms. There are two Council representatives from each ward. The mayor is elected at-large and serves a four-year term. City Council elections are held in November of odd-numbered years. For information about City elections, including running for City Council, please contact the City Clerk's Office, at ClerksOffice@LouisvilleCO.gov or 303.335.4536.

Serving as an Appointed Member on a City Board or Commission

The City Council makes Board and Commission appointments annually. Some of the City's Boards and Commissions are advisory, others have some decision-making powers. The City Council refers questions and issues to these appointed officials for input and advice. (Please note the Youth Advisory Board has a separate appointment process.)

The City's Boards and Commissions are:

- Board of Adjustment
- Building Code Board of Appeals
- Cultural Advisory Board
- Historic Preservation Commission
- Historical Museum Advisory Board
- Library Board of Trustees
- Local Licensing Authority
- Open Space Advisory Board
- Parks & Public Landscaping Advisory Board
- Planning Commission
- Recreation Advisory Board
- Revitalization Commission
- Sustainability Advisory Board
- Youth Advisory Board

Board information, meeting agendas, and schedules are available on the City's website (www.LouisvilleCO.gov). Agendas for all Board and Commission meetings are posted a minimum of 72 hours prior to each meeting at these locations:

- City Hall, 749 Main Street
- Police Department/Municipal Court, 992 West Via Appia
- Recreation/Senior Center, 900 West Via Appia
- Louisville Public Library, 951 Spruce Street
- City web site at www.LouisvilleCO.gov

Copies of meeting packets containing agenda- related materials are available at least 72 hours prior to each meeting and may be found at the following locations:

- Louisville Public Library Reference Area, 951 Spruce Street;
- City Clerk's Office, City Hall, 749 Main Street
- City web site at www.LouisvilleCO.gov

Planning Commission

The Planning Commission evaluates land use proposals against zoning laws and holds public hearings as outlined in City codes. Following a public hearing, the Commission makes a recommendation of approval or denial to the City Council for all land use proposals.

- Regular Planning Commission meetings are held at 6:30 PM on the second Thursday of each month.
- Overflow meetings are scheduled for 6:30 PM on the 4th Thursday of the month as needed.
- Study Sessions are held occasionally as needed.
- Regular meetings include a remote participation option via Zoom, are broadcast live on Comcast Channel 8, and are available on demand on the City's website.

Open Government Training

All City Council members and members of a permanent Board or Commission are required to participate in at least one City-sponsored open government-related seminar, workshop, or other training program at least once every two years.

Open Meetings

The City follows the Colorado Open Meetings Law ("Sunshine Law") as well as additional open meetings requirements found in the City's Home Rule Charter. These rules and practices apply to the City Council and appointed Boards and Commissions (referred to as a "public bodies" for ease of reference). Important open meetings rules and practices include the following:

Regular Meetings

All meetings of three or more members of a public body (or a quorum, whichever is fewer) are open to the public.

All meetings of public bodies must be held in public buildings and public facilities accessible to all members of the public. Meetings may be held electronically under specific circumstances.

All meetings must be preceded by proper notice. Agendas and agenda-related materials are posted at least 72 hours in advance of the meeting at the following locations:

- City Hall, 749 Main Street
- Police Department/Municipal Court, 992 West Via Appia
- Recreation/Senior Center, 900 West Via Appia
- Louisville Public Library, 951 Spruce Street
- On the City web site at www.LouisvilleCO.gov

Study Sessions

Study sessions are also open to the public however, study sessions have a limited purpose:

- Study sessions are to obtain information and discuss matters in a less formal atmosphere;
- No preliminary or final decision or action may be made or taken at any study session; further, full debate and deliberation of a matter is to be reserved for formal meetings. If a person believes in good faith that a study session is proceeding contrary to these limitations, they may submit a written objection. The presiding officer will then review the objection and determine how the study session should proceed.
- A written summary of each study session is prepared and is available on the City's website.

Executive Sessions

The City Charter also sets out specific procedures and limitations on the use of executive sessions. These rules, found in Article 5 of the Charter, are intended to further the City policy that the activities of City government be conducted in public to the greatest extent feasible, in order to assure public participation and enhance public accountability. The City's rules regarding executive sessions include the following:

Timing and Procedures

The City Council and City Boards and Commissions may hold an executive session only at a regular or special meeting. No formal action of any type, and no informal or "straw" vote, may occur at any executive session. Rather, formal actions, such as the adoption of a proposed policy, position, rule or other action, may only occur in open session.

Prior to holding an executive session, there must be a public announcement of the request and the legal authority for convening in closed session. There must be a detailed and specific statement as to the topics to be discussed and the reasons for requesting the session.

The request must be approved by a supermajority (two-thirds of the full Council, Board, or Commission). Prior to voting on the request, the clerk reads a statement of the rules pertaining to executive sessions. Once in executive session, the limitations on the session must be discussed and the propriety of the session confirmed. If there are objections and/or concerns over the propriety of the session, those are to be resolved in open session.

Once the session is over, an announcement is made of any procedures that will follow from the session.

Executive sessions are recorded, with access to those tapes limited as provided by state law. Those state laws allow a judge to review the propriety of a session if in a court filing it is shown that there is a reasonable belief that the executive session went beyond its permitted scope. Executive session records are not available outside of a court proceeding.

Authorized Topics

For City Council, an executive session may be held only for discussion of the following topics:

- Matters where the information being discussed is required to be kept confidential by federal or state law;
- Certain personnel matters relating to employees directly appointed by the Council, and other personnel matters only upon request of the City Manager or Mayor for informational purposes only;
- Consideration of water rights and real property acquisitions and dispositions, but only as to appraisals and other value estimates and strategy for the acquisition or disposition; and
- Consultation with an attorney representing the City with respect to pending litigation. This includes cases that are actually filed as well as situations where the person requesting the executive session believes in good faith that a lawsuit may result, and allows for discussion of settlement strategies.

The City's Boards and Commissions may only hold an executive session for consultation with its attorney regarding pending litigation.

Ethics

Ethics are the foundation of good government. Louisville has adopted its own Code of Ethics, which is found in the City Charter and which applies to elected officials, public body members, and employees. The Louisville Code of Ethics applies in addition to any higher standards in state law. Louisville's position on ethics is perhaps best summarized in the following statement taken from the City Charter:

Those entrusted with positions in the City government must commit to adhering to the letter and spirit of the Code of Ethics. Only when the people are confident that those in positions of public responsibility are committed to high levels of ethical and moral conduct, will they have faith that their government is acting for the good of

the public. This faith in the motives of officers, public body members, and employees is critical for a harmonious and trusting relationship between the City government and the people it serves.

The City's Code of Ethics (Sections 5-6 through 5-17 of the Charter) is summarized in the following paragraphs. While the focus is to provide a general overview of the rules, it is important to note that all persons subject to the Code of Ethics must strive to follow both the letter and the spirit of the Code, so as to avoid not only actual violations, but public perceptions of violations. Indeed, perceptions of violations can have the same negative impact on public trust as actual violations.

Conflicts of Interest

One of the most common ethical rules visited in the local government arena is the "conflict of interest rule." While some technical aspects of the rule are discussed below, the general rule under the Code of Ethics is that if a Council, Board, or Commission member has an "interest" that will be affected by his or her "official action," then there is a conflict of interest and the member must:

- Disclose the conflict, on the record and with particularity;
- Not participate in the discussion;
- Leave the room; and
- Not attempt to influence others.

An "interest" is a pecuniary, property, or commercial benefit, or any other benefit the primary significance of which is economic gain or the avoidance of economic loss. However, an "interest" does not include any matter conferring similar benefits on all property or persons similarly situated. (Therefore, a City Council member is not prohibited from voting on a sales tax increase or decrease if the member's only interest is that he or she, like other residents, will be subject to the higher or lower tax.) Additionally, an "interest" does not include a stock interest of less than one percent of the company's outstanding shares.

The Code of Ethics extends the concept of prohibited interest to persons or entities with whom the member is associated. In particular, an interest of the following persons and entities is also an interest of the member: relatives (including persons related by blood or marriage to certain degrees, and others); a business in which the member is an officer, director, employee, partner, principal, member, or owner; and a business in which member owns more than one percent of outstanding shares.

The concept of an interest in a business applies to profit and nonprofit corporations, and applies in situations in which the official action would affect a business competitor. Additionally, an interest is deemed to continue for one year after the interest has ceased. Finally, "official action" for purposes of the conflict of interest rule, includes not only legislative actions, but also administrative actions and "quasi-judicial" proceedings where the entity is acting like a judge in applying rules to the specific rights of individuals (such as a variance request or liquor license). Thus, the conflict rules apply essentially to all types of actions a member may take.

Conflicts

In addition to its purchasing policies and other rules intended to secure contracts that are in the best interest of the City, the Code of Ethics prohibits various actions regarding contracts. For example, no public body member who has decision-making authority or influence over a City contract can have an interest in the contract, unless the member has complied with the disclosure and recusal rules. Further, members are not to appear before the City on behalf of other entities that hold a City contract, nor are they to solicit or accept employment from a contracting entity if it is related to the member's action on a contract with that entity.

Gifts and Nepotism

The Code of Ethics, as well as state law, regulates the receipt of gifts. City officials and employees may not solicit or accept a present or future gift, favor, discount, service or other thing of value from a party to a City

contract, or from a person seeking to influence an official action. There is an exception for the "occasional nonpecuniary gift" of \$15 or less, but this exception does not apply if the gift, no matter how small, may be associated with the official's or employee's official action, whether concerning a contract or some other matter. The gift ban also extends to independent contractors who may exercise official actions on behalf of the City.

The Code of Ethics also prohibits common forms of nepotism. For example, no officer, public body member, or employee shall be responsible for employment matters concerning a relative. Nor can they influence compensation paid to a relative, and a relative of a current officer, public body member or employee cannot be hired unless certain personnel rules are followed.

Other Ethics Rules of Interest

Like state law, Louisville's Code of Ethics prohibits the use of non-public information for personal or private gain. It also prohibits acts of advantage or favoritism and, in that regard, prohibits special considerations, use of employee time for personal or private reasons, and use of City vehicles or equipment, except in same manner as available to any other person (or in manner that will substantially benefit City). The City also has a "revolving door" rule that prohibits elected officials from becoming City employees either during their time in office or for two years after leaving office. These and other rules of conduct are found in Section 5-9 of the Code of Ethics.

Disclosure, Enforcement, and Advisory Opinions

The Code of Ethics requires that those holding or running for City Council file a financial disclosure statement with the City Clerk. The statement must include, among other information, the person's employer and occupation, sources of income, and a list of business and property holdings.

The Code of Ethics provides fair and certain procedures for its enforcement. Complaints of violations may be filed with the City prosecutor; the complaint must be a detailed written and verified statement. If the complaint is against an elected or appointed official, it is forwarded to an independent judge who appoints a special, independent prosecutor for purposes of investigation and appropriate action. If against an employee, the City prosecutor will investigate the complaint and take appropriate action. In all cases, the person who is subject to the complaint is given the opportunity to provide information concerning the complaint.

Finally, the Code allows persons who are subject to the Code to request an advisory opinion if they are uncertain as to applicability of the Code to a particular situation, or as to the definition of terms used in the Code. Such requests are handled by an advisory judge, selected from a panel of independent, disinterested judges who have agreed to provide their services. This device allows persons who are subject to the Code to resolve uncertainty before acting, so that a proper course of conduct may be identified. Any person who requests and acts in accordance with an advisory opinion issued by an advisory judge is not subject to City penalty, unless material facts were omitted or misstated in the request. Advisory opinions are posted for public inspection; the advisory judge may order a delay in posting if the judge determines the delay is in the City's best interest.

Citizens are encouraged to contact the City Clerk's Office with any questions about the City's Code of Ethics or to request a copy. A copy of the Code is also available at the City's website (www.LouisvilleCO.gov).

Other Laws on Citizen Participation in Government

Preceding sections of this pamphlet describe Louisville's practices intended to further citizen participation in government. Those practices are intended to further dissemination of information and participation in the governing process. Some other laws of interest regarding citizen participation include:

Initiative and Referendum

The right to petition for municipal legislation is reserved to the citizens by the Colorado Constitution and the City Charter. An initiative is a petition for legislation brought directly by the citizens; a referendum is a petition

brought by the citizens to refer to the voters a piece of legislation that has been approved by the City Council. In addition to these two petitioning procedures, the City Council may refer matters directly to the voters in the absence of any petition. Initiative and referendum petitions must concern municipal legislation—as opposed to administrative or other non-legislative matters. By law the City Clerk is the official responsible for many of the activities related to a petition process, such as approval of the petition forms, review of the signed petitions, and consideration of protests and other matters. There are minimum signature requirements for petitions to be moved to the ballot; in Louisville, an initiative petition must be signed by at least five percent of the total number of registered electors. A referendum petition must be signed by at least two and one-half percent of the registered electors.

Public Hearings

In addition to the opportunity afforded at each regular City Council meeting to comment on items not on the agenda, most City Council actions provide opportunity for public comment through a public hearing process. For example, the City Charter provides that a public hearing shall be held on every ordinance before its adoption. This includes opportunities for public comment prior to initial City Council discussion of the ordinance, as well as after Council's initial discussion but before action. Many actions of the City are required to be taken by ordinance, and thus this device allows for citizen public hearing comments on matters ranging from zoning ordinances to ordinances establishing offenses that are subject to enforcement through the municipal court.

Additionally, federal, state, and/or local law requires a public hearing on a number of matters irrespective of whether an ordinance is involved. For example, a public hearing is held on the City budget, the City Comprehensive Plan and similar plans, and a variety of site-specific or person-specific activities, such as annexations of land into the city, rezonings, special use permits, variances, and new liquor licenses. Anyone may provide comments during these hearings.

Public Records

Access to public records is an important aspect of citizen participation in government. Louisville follows the Colorado Open Records Act (CORA) and the additional public records provisions in the City Charter. In particular, the Charter promotes the liberal construction of public records law, so as to promote the prompt disclosure of City records to citizens at no cost or no greater cost than the actual costs to the City.

The City Clerk is the custodian of the City's public records, except for police records which are handled by the Police Department. The City maintains a public policy on access to public records, which includes a records request form, a statement of fees, and other guidelines. No fee is charged for the inspection of records or for locating or making records available for copying, except in cases of voluminous requests or dated records, or when the time spent in locating records exceeds two hours. No fees are charged for the first 25 copies requested or for electronic records.

Many records, particularly those related to agenda items for City Council and current Board and Commission meetings, are available directly on the City's website (www.LouisvilleCO.gov). In addition to posting agenda-related material, the City maintains a communication file (email) for the City Council which is available on the City's website (www.LouisvilleCO.gov).

CORA lists the categories of public records that are not generally open to public inspection. These include, for example, certain personnel records and information, financial and other information about users of City facilities, privileged information, medical records, letters of reference, and other items listed in detail in CORA. When public records are not made available, the custodian will specifically advise the requestor of the reason.

Citizens are encouraged to review the City's website (www.LouisvilleCo.gov) for information, and to contact the City with any questions regarding City records.

Public Involvement Policy

Public participation is an essential element of the City's representative form of government. To promote effective public participation City officials, advisory board members, staff and participants should all observe the following guiding principles, roles and responsibilities:

Guiding Principles for Public Involvement

Inclusive not Exclusive - Everyone's participation is welcome. Anyone with a known interest in the issue will be identified, invited and encouraged to be involved early in the process.

- *Voluntary Participation* - The process will seek the support of those participants willing to invest the time necessary to make it work.
- *Purpose Driven* - The process will be clearly linked to when and how decisions are made. These links will be communicated to participants.
- *Time, Financial and Legal Constraints* - The process will operate within an appropriate time frame and budget and observe existing legal and regulatory requirements.
- *Communication* - The process and its progress will be communicated to participants and the community at-large using appropriate methods and technologies.
- *Adaptability* - The process will be adaptable so that the level of public involvement is reflective of the magnitude of the issue and the needs of the participants.
- *Access to Information* - The process will provide participants with timely access to all relevant information in an understandable and user-friendly way. Education and training requirements will be considered.
- *Access to Decision Making* - The process will give participants the opportunity to influence decision making.
- *Respect for Diverse Interests* - The process will foster respect for the diverse values, interests and knowledge of those involved.
- *Accountability* - The process will reflect that participants are accountable to both their constituents and to the success of the process.
- *Evaluation* - The success and results of the process will be measured and evaluated.

Roles and Responsibilities - City Council

City Council is ultimately responsible to all the citizens of Louisville and must weigh each of its decisions accordingly. Councilors are responsible to their local constituents under the ward system; however they must carefully consider the concerns expressed by all parties. Council must ultimately meet the needs of the entire community—including current and future generations—and act in the best interests of the City as a whole.

During its review and decision-making process, Council has an obligation to recognize the efforts and activities that have preceded its deliberations. Council should have regard for the public involvement processes that have been completed in support or opposition of projects.

Roles and Responsibilities - City Staff and Advisory Boards

The City should be designed and run to meet the needs and priorities of its citizens. Staff and advisory boards must ensure the Guiding Principles direct their work. In addition to the Guiding Principles, staff and advisory boards are responsible for:

- ensuring that decisions and recommendations reflect the needs and desires of the community as a whole;
- pursuing public involvement with a positive spirit because it helps clarify those needs and desires and also adds value to projects;
- fostering long-term relationships based on respect and trust in all public involvement activities;

- encouraging positive working partnerships;
- ensuring that no participant or group is marginalized or ignored;
- drawing out the silent majority, the voiceless and the disempowered; and being familiar with a variety of public involvement techniques and the strengths and weaknesses of various approaches.

All Participants

The public is also accountable for the public involvement process and for the results it produces. All parties (including Council, advisory boards, staff, proponents, opponents and the public) are responsible for:

- working within the process in a cooperative and civil manner;
- focusing on real issues and not on furthering personal agendas;
- balancing personal concerns with the needs of the community as a whole;
- having realistic expectations;
- participating openly, honestly and constructively,
- offering ideas, suggestions and alternatives;
- listening carefully and actively considering everyone's perspectives;
- identifying their concerns and issues early in the process;
- providing their names and contact information if they want direct feedback;
- remembering that no single voice is more important than all others, and that there are diverse opinions to be considered;
- making every effort to work within the project schedule and if this is not possible, discussing this with the proponent without delay;
- recognizing that process schedules may be constrained by external factors such as limited funding, broader project schedules or legislative requirements;
- accepting some responsibility for keeping themselves aware of current issues, making others aware of project activities and soliciting their involvement and input; and
- considering that the quality of the outcome and how that outcome is achieved are both important.

Updated December 2024

SUBJECT: RESOLUTION NO. 1, SERIES 2025 – A RESOLUTION APPROVING THE EXTENSION OF AN INTERGOVERNMENTAL AGREEMENT FROM ONE YEAR TO FIVE YEARS WITH BOULDER COUNTY PARTNERS FOR A CLEAN ENVIRONMENT (PACE)

DATE: JANUARY 7, 2025

PRESENTED BY: HANNAH MILLER, SUSTAINABILITY MANAGER

SUMMARY

The City currently has an intergovernmental agreement (IGA) with Boulder County to provide commercial rebates and additional staff support from the Partner's for a Clean Environment (PACE) program to Louisville businesses with funding provided by Louisville. Businesses may use the funds to make energy efficiency and electrification upgrades. This agreement will extend the IGA from a one-year term to a five-year term and allows fund to be utilized beyond May 2025; it does not require any additional funds be submitted in later years.

FISCAL IMPACT

The current contract amount is \$60,000; no additional funds are to be contributed at this time. All funds provided to the program from Louisville have been approved through the annual budget process.

PROGRAM/SUB-PROGRAM IMPACT

The IGA continues support for sustainability programming in Louisville.

RECOMMENDATION

Staff recommends approval of the IGA .

ATTACHMENT(S):

1. Resolution No. 1, Series 2025
2. IGA Amendment
3. Resolution No. 21, Series 2024 with Intergovernmental Agreement

STRATEGIC PLAN IMPACT:

☐		Financial Stewardship & Asset Management	☐		Reliable Core Services
☒		Vibrant Economic Climate	☒		Quality Programs & Amenities

SUBJECT: RESOLUTION NO. 1, SERIES 2025

DATE: JANUARY 7, 2025

PAGE 2 OF 2

☐	 Engaged Community	☐	 Healthy Workforce
☐	 Supportive Technology	☒	 Collaborative Regional Partner

**RESOLUTION NO. 1
SERIES 2025**

**A RESOLUTION APPROVING EXTENSION OF AN INTERGOVERNMENTAL
AGREEMENT FROM ONE YEAR TO FIVE YEARS WITH BOULDER COUNTY
PARTNERS FOR A CLEAN ENVIRONMENT (PACE)**

WHEREAS, an extension of the Intergovernmental Agreement has been proposed between the City and Boulder County authorizing Boulder County PACE to allocate additional staff time in Louisville and establish and administer Louisville-specific add-on rebates for commercial decarbonization; and

WHEREAS, the proposed Intergovernmental Agreement supports the newly adopted, science-based climate action and clean energy goals as follows:

- Meet all of Louisville’s municipal electric needs with 100% carbon-free sources by 2025.
- Reduce core municipal GHG emissions 60% below the 2016 baseline by 2030.
- Generate 75% of Louisville’s residential and commercial/industrial electric needs from carbon-free sources by 2030.
- Reduce core community GHG emissions 60% below the 2016 baseline by 2030.; and

WHEREAS, the proposed Intergovernmental Agreement supports the Community Decarbonization Plan (CDP) implementation; and

WHEREAS, the transition to a low-carbon community reliant on the efficient use of clean energy resources will provide a range of benefits, including improved air quality, enhanced public health, increased national and energy security, local green jobs, and reduced reliance on finite resources; and

WHEREAS, the City of Louisville is committed to helping facilitate this transition alongside other national and international communities that have prioritized addressing climate change by investing in clean energy to enhance the well-being of current and future generations; and

WHEREAS, establishing add-on commercial decarbonization rebates supports the business community through the partnership of economic vitality and environmental stewardship; and

WHEREAS, the proposed rebates and advisor provide the largest greenhouse gas reduction per dollar spent; and

WHEREAS, City Council, by this Resolution, desires to approve said Intergovernmental Agreement and authorize its execution.

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

Section 1. The Intergovernmental Agreement (IGA) between the City of Louisville and the County of Boulder authorizing Boulder County PACE to allocate additional staff time in Louisville and establish and administer Louisville-specific add-on rebates for commercial decarbonization is hereby approved in essentially the same form as the copy of such IGA accompanying this Resolution.

Section 2. The Mayor is authorized to execute the IGA on behalf of the City, except that the Mayor is hereby further granted authority to negotiate and approve such revisions to said IGA as the Mayor determines are necessary or desirable for the protection of the City, so long as the essential terms and conditions of the IGA are not altered.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

BOCC
INTERGOVERNMENTAL
AGREEMENT (IGA) AMENDMENT
(Revenue)

AMENDMENT SUMMARY	
This amendment makes changes to the following terms:	
☐ IGA Amount ☒ Contract Dates ☐ Scope of Work	
Contract Identification from Original IGA	
Other Party's Legal Name	City of Louisville
Other Party's Contact Information - Name	Chris Leh; Genny Kline
Other Party's Contact Information - Email	Leh@LouisvilleCO.gov; GKline@LouisvilleCO.gov
County Office or Department	Office of Sustainability, Climate Action, and Resilience
County Division /Program	OSCAR/PACE
Oracle Contract Number	303691
Oracle Version Number	1
IGA Amount	
Amendment Amount (through New End Date)	
Contract Dates	
Amendment Effective Date	10/15/2024
New End Date	5/21/2029
Scope of Work	
Does this amendment change the current scope of work?	No
Scope of Work Changes IF ANY: Describe the changes to scope of work in this box and, if needed, attach an Exhibit with the details of the changes to the scope of work, including updated fee and rate sheets, if applicable: N/A	

Additional IGA Documents	
Check all that apply:	
☒	Exhibit A - Insurance Requirements
☐	Exhibit B -
☐	Exhibit C -

This AMENDMENT (“Amendment”) to the above-referenced Original IGA (“IGA”) is entered into between the Board of County Commissioners of Boulder County on behalf of the County of Boulder, State of Colorado, a body corporate and politic, for the benefit of Office of Sustainability, Climate Action, and Resilience (“County”) and the “Other Party” identified above.

1. INCORPORATION OF AMENDMENT SUMMARY

The **Amendment Summary** and **Additional IGA Documents**, if any are listed, are incorporated into the IGA by reference.

2. EFFECTIVE DATE AND ENFORCEABILITY

This Amendment is effective and enforceable on the **Amendment Effective Date**.

3. LIMITS OF EFFECT

The IGA and all prior amendments, if any, remain in full force and effect except as specifically modified by this Amendment.

4. MODIFICATIONS

The IGA Documents are updated to include any Additional IGA Documents where the corresponding box is checked above.

The IGA is also modified to the extent that a corresponding box is checked below:

☒ IGA Term. The term of the IGA is extended through the New End Date identified in the Amendment Summary.

☐ IGA Amount. The IGA Amount is amended to include the Amendment Amount identified in the Amendment Summary.

☐ Scope of Work. The Scope of Work is amended as indicated under Scope of Work Changes in the Amendment Summary and Exhibit A (if checked).

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the Parties have executed and entered into this Amendment as of the latter day and year indicated below.

SIGNED for and on behalf of Board of County Commissioners of Boulder County		SIGNED for and on behalf of <u>City of Louisville</u>
Signature:		Signature:
Name:		Name:
Title:		Title:
Date:		Date:
↓↓ <i>For Board-signed documents only</i> ↓↓		
Attest Signature:	Initial of EO/DH	
Attestor Name:		
Attestor Title:		

**RESOLUTION NO. 21
SERIES 2024**

**A RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH
BOULDER COUNTY PARTNERS FOR A CLEAN ENVIRONMENT FOR ENHANCED
1:1 COMMERCIAL ADVISING SUPPORT AND TO ESTABLISH ADD-ON REBATES
FOR COMMERCIAL DECARBONIZATION**

WHEREAS, an Intergovernmental Agreement has been proposed between the City and Boulder County authorizing Boulder County Partners for a Clean Environment (PACE) to allocate additional staff time in Louisville and establish and administer Louisville-specific add-on rebates for commercial decarbonization; and

WHEREAS, the proposed Intergovernmental Agreement supports the newly adopted, science-based climate action and clean energy goals as follows:

- Meet all of Louisville's municipal electric needs with 100% carbon-free sources by 2025.
- Reduce core municipal GHG emissions 60% below the 2016 baseline by 2030.
- Generate 75% of Louisville's residential and commercial/industrial electric needs from carbon-free sources by 2030.
- Reduce core community GHG emissions 60% below the 2016 baseline by 2030.; and

WHEREAS, the proposed Intergovernmental Agreement supports the Community Decarbonization Plan (CDP) implementation; and

WHEREAS, the transition to a low-carbon community reliant on the efficient use of clean energy resources will provide a range of benefits, including improved air quality, enhanced public health, increased national and energy security, local green jobs, and reduced reliance on finite resources; and

WHEREAS, the City of Louisville is committed to helping facilitate this transition alongside other national and international communities that have prioritized addressing climate change by investing in clean energy to enhance the well-being of current and future generations; and

WHEREAS, establishing add-on commercial decarbonization rebates supports the business community through the partnership of economic vitality and environmental stewardship; and

WHEREAS, the proposed rebates and advisor provide the largest greenhouse gas reduction per dollar spent; and

WHEREAS, City Council, by this Resolution, desires to approve said Intergovernmental Agreement and authorize its execution.

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

Section 1. The Intergovernmental Agreement (IGA) between the City of Louisville and the County of Boulder authorizing Boulder County PACE to allocate additional staff time in Louisville and establish and administer Louisville-specific add-on rebates for commercial decarbonization is hereby approved in essentially the same form as the copy of such IGA accompanying this Resolution.

Section 2. The Mayor is authorized to execute the IGA on behalf of the City, except that the Mayor is hereby further granted authority to negotiate and approve such revisions to said IGA as the Mayor determines are necessary or desirable for the protection of the City, so long as the essential terms and conditions of the IGA are not altered.

PASSED AND ADOPTED this 7th day of May, 2024.



Christopher M. Leh, Mayor

ATTEST:



Meredyth Muth, City Clerk



BOCC INTERGOVERNMENTAL AGREEMENT

(Revenue)

DETAILS SUMMARY	
Document Type	New Contract
OFS Number	303691
County Contact Information	
Department	Office of Sustainability, Climate Action, and Resilience
Division/Program	OSCAR/PACE
Mailing Address	P.O. Box 471, Boulder, CO 80306
Contact 1 – <i>Name, email</i>	Elizabeth French, efrench@bouldercounty.gov
Contact 2 – <i>Name, email</i>	
Municipality Contact Information	
Name	City of Louisville
Mailing Address	749 Main St. Louisville, CO 80027
Contact 1- <i>Name, title, email</i>	Jeff Durbin, City Manager, jdurbin@louisvilleco.gov
Contact 2- <i>Name, title, email</i>	Hannah Miller, Sustainability Specialist, hmiller@louisvilleco.gov
IGA Term	
Start Date	5/22/2024
Expiration Date	5/21/2025
IGA Amount	
IGA Amount	\$60,000
Brief Description of Services	
Boulder County will provide additional staff time to support Louisville businesses with sustainability efforts. Additionally, Boulder County will administer rebate dollars provided by the City of Louisville that will be additive to existing commercial incentives provided by Boulder County.	
IGA Documents	
☒ Exhibit A – Scope of Work ☒ Exhibit B - <u>Fee Schedule</u> ☐ Exhibit C - _____ ☐ Exhibit D - _____	

THIS INTERGOVERNMENTAL AGREEMENT ("IGA") is entered into by and between the Board of County Commissioners on behalf of the County of Boulder, State of Colorado, a body corporate and politic, for the benefit of Office of Sustainability, Climate Action, and Resilience ("County"), and City of Louisville ("Municipality"). Municipality and County are each a "Party," and collectively the "Parties."

In consideration of the mutual covenants contained in this IGA, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

- Incorporation into IGA: The **IGA document(s)** is(are) incorporated into this IGA by reference.

2. Services to be Performed: County will perform the services described in **Exhibit A – Scope of Work** (the "Services").

3. Term of IGA: The **IGA Term** begins on the **Start Date** and expires on the **Expiration Date**, unless terminated sooner. All the Services must be performed during the **IGA Term**.

4. Liability: Each Party agrees to be responsible for its own actions or omissions, and those of its officers, agents and employees in the performance or failure to perform work under this IGA. By agreeing to this provision, neither Party waives or intends to waive, as to any person not a party to the IGA, the limitations on liability that are provided to the Parties under the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq.

5. Independent Entities: **Each Party is an independent legal entity from the other for all purposes. Neither Party, its agents, personnel or subcontractors are employees of the other Party for any purpose, including the Federal Insurance Contribution Act, the Social Security Act, the Federal Unemployment Tax Act, the provisions of the Internal Revenue Code, the Colorado Workers' Compensation Act, the Colorado Unemployment Insurance Act, and the Public Employees Retirement Association.**

6. Termination

a. Breach: Either Party's failure to perform any of its material obligations under this IGA, in whole or in part or in a timely or satisfactory manner, will be a breach. In the event of a breach, the non-breaching Party may provide written notice of the breach to the other Party. If the breaching Party does not cure the breach, at its sole expense, as reasonably determined by the non-breaching Party in its sole discretion, within thirty (30) days after delivery of notice, the non-breaching Party may exercise any of its remedies provided under this IGA or at law, including immediate termination of this IGA.

b. Non-Appropriation: The other provisions of this IGA notwithstanding, Municipality is prohibited by law from making commitments beyond the current fiscal year. Payments of any nature beyond the current fiscal year are contingent on the appropriation and continuing availability of funding in any subsequent year. Any payment obligation of the Parties is expressly dependent and conditioned upon appropriation, budgeting, and availability of specific funds to discharge such obligations. Municipality may terminate this IGA without penalty by providing seven (7) days' written notice to County, provided that Municipality is not relieved of any payments obligations incurred prior to the effective date of termination.

7. Notices: All notices provided under this IGA must be in writing and sent by Certified U.S. Mail (Return Receipt Requested), electronic mail, or hand-delivery to the other Party's **Contact** at the address specified in the **Details Summary**. For certified mailings, notice periods will begin to run on the day after the postmarked date of mailing. For electronic mail or hand-delivery, notice periods will begin to run on the date of delivery.

8. Entire Agreement/Binding Effect/Amendments: This IGA represents the complete agreement between the Parties and is fully binding upon them and their successors, heirs, and assigns, if any. This IGA terminates any prior agreements, whether written or oral in whole or in part, between the Parties relating to the Services. This IGA may be amended only by a written agreement signed by both Parties.

9. Assignment/Subcontractors: This IGA may not be assigned or subcontracted by either

Party.

10. Governing Law/Venue: The laws of the State of Colorado govern the construction, interpretation, performance, and enforcement of this IGA. Any claim relating to this IGA or breach thereof may only be brought exclusively in the Courts of the 20th Judicial District of the State of Colorado and the applicable Colorado Appellate Courts.

11. No Waiver: The failure of either Party to exercise any of its rights under this IGA will not be deemed to be a waiver of such rights or a waiver of any breach of the IGA. All remedies available to a Party in this IGA are cumulative and in addition to every other remedy provided by law.

12. Severability: If any provision of this IGA becomes inoperable for any reason but the fundamental terms and conditions continue to be legal and enforceable, then the remainder of the IGA will continue to be operative and binding on the Parties.

13. Colorado Open Records Act: Both Parties are required to disclose any records that are subject to public release under the Colorado Open Records Act, C.R.S. § 24-72-200.1, et seq.

14. Conflict of Provisions: If there is any conflict between the terms of the main body of this IGA and the terms of any of the **IGA Documents**, the terms of the main body of the IGA will control.

15. Governmental Immunity: Nothing in this IGA shall be construed in any way to be a waiver of either party's immunity protection under the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq., as amended.

16. Delegation of Authority: The Parties acknowledge that the Board of County Commissioners has delegated authority to the Department Head or Elected Official that leads the beneficiary **Department** and their designees to act on behalf of the County under the terms of this IGA, including but not limited to the authority to terminate this IGA.

17. Execution by Counterparts; Electronic Signatures: This IGA may be executed in multiple counterparts, each of which will be deemed an original, but all of which will constitute one agreement. The Parties approve the use of electronic signatures, governed by the Uniform Electronic Transactions Act, C.R.S. §§ 24 71.3 101 to 121. The Parties will not deny the legal effect or enforceability of this IGA solely because it is in electronic form or because an electronic record was used in its creation. The Parties will not object to the admissibility of this IGA in the form of electronic record, or paper copy of an electronic document, or paper copy of a document bearing an electronic signature, because it is not in its original form or is not an original.

18. Limitation of Liability: NEITHER PARTY WILL BE LIABLE TO THE OTHER FOR ANY SPECIAL, CONSEQUENTIAL, INCIDENTAL, PUNITIVE, OR INDIRECT DAMAGES ARISING FROM OR RELATING TO THIS IGA, REGARDLESS OF ANY NOTICE OF THE POSSIBILITY OF SUCH DAMAGES.

19. Insurance: Each Party is a "public entity" under the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq., as amended, and shall always during the terms of this IGA maintain such liability insurance, by commercial policy or self-insurance, as is necessary to meet its liabilities under the Act. This insurance shall have minimum limits, which shall match or exceed the maximum governmental liability limits set forth in C.R.S. § 24-10-114, as amended.

20. Provisions construed as to fair meaning: The provisions of this IGA shall be construed as to their fair meaning, not for or against any party based upon any attributes to such party of the source of the language in question.

21. Third party beneficiaries: None of the terms or conditions in this IGA shall give or allow any claim, benefit, or right of action by any third person not a party hereto. Any person other than the Parties receiving services or benefits under this IGA shall be only an incidental beneficiary.

IN WITNESS WHEREOF, the Parties have executed and entered into this IGA as of the latter day and year indicated below.

SIGNED for and on behalf of Boulder County		SIGNED for and on behalf of Municipality	
Signature: <i>Susie Strife</i>		Signature: <i>Chris Leh</i>	
Name: Susie Strife		Name: Chris Leh	
Title: Director		Title: Mayor	
Date: June 10, 2024		Date: June 10, 2024	
↓↓For Board-signed documents only↓↓		Attest Signature: <i>Meredyth Muth</i> Initial	
Attest Signature:		Attestor Name: Meredyth Muth	
Attestor Name:		Attestor Title: City Clerk	
Attestor Title:			

City of Louisville

Exhibit A

Scope of Work

Background

The City of Louisville (the “City”) is committed to supporting businesses with transitioning from fossil fuel-powered equipment to heat commercial buildings to electric alternatives while ensuring buildings are operating as efficiently as possible. Additionally, the City is committed to supporting businesses in navigating rebates, incentives, and additional financial resources available to assist with costs associated with energy efficiency, electrification and sustainability-related building upgrades and accessing City programs.

The purpose of this contract is to provide additional staff support from Partner’s for a Clean Environment (PACE) to assist businesses with this effort in the City. In addition to staff support, Boulder County will administer rebate dollars provided by the City of Louisville that will be additive to the existing incentives provided by Boulder County. Exhibit B – Fee Schedule contains details on what will be rebated and the amounts. The funds will be administered as part of the PACE program, requiring businesses to work with a PACE advisor to qualify. Boulder County will promote the additional funding through the PACE program website, newsletters, and advisors.

Partnership Objectives:

- Provide in-person and digital outreach to commercial buildings throughout the City
- Target the City’s list of priority buildings, which includes but is not limited to areas/buildings who are identified as likely having equipment that is nearing or has reached its end of life
- Offer PACE rebates/incentives for electrification and efficiency upgrades as well as electrification feasibility studies
- Offer and administer City of Louisville rebates/incentives for electrification upgrades and electrification feasibility studies
- Utilize and offer Xcel Energy rebates for eligible upgrades as well as the direct install program to upgrade fluorescent tube lighting at no cost to qualifying businesses; support businesses in applying for applicable rebates/incentives
- In-kind direct mail outreach promoting electrification feasibility study incentives will be sent to all commercial buildings 5,000 square feet and larger in the City
- Business site visits will be sent to City staff as directed, including, but not limited to, Sustainability and Economic Vitality.
- Provide businesses with information about the available bag tax-funded commercial programs, including but not limited to, sharing general information regarding program options, encouraging waitlist registration and collecting feedback to inform program innovations
- Supply businesses with additional information provided by the City about additional programs and resources, including but not limited to, the Green Business Program, Property Improvement Program, Business Assistance Program and Economic Vitality contact information

- Attend Colorado Green Business Network technical trainings to understand state assessment requirements and, if necessary, adapt PACE assessments to meet minimum requirements
- Support the City with site assessments and technical assistance for Colorado Green Business Network participants within the City
- Attend City of Louisville and partner events, including but not limited to Business Forums, Economic Vitality Committee pop ups and Chamber of Commerce events to provide businesses with information about PACE programs and encourage business registration

Reporting:

- During monthly meetings and as requested, PACE will provide written updates on outreach efforts and participation in electrification feasibility studies/upgrades as well as efficiency upgrades
- Boulder County will provide data reports of how the funds from the City of Louisville have been spent monthly and after the funding is exhausted or after the term of the agreement is complete, whichever comes first

City of Louisville

Exhibit B

Fee Schedule

Staff time:

Costs:

\$30.52 per hour

Invoices will be sent:

The annual amount will be billed once per year in quarter 2.

Total annual costs will not exceed:

\$10,000

Rebates:

Costs:

\$50,000

Invoices will be sent:

The annual amounts will be billed in advance of program expenditures once per year in quarter 2.

The budget will be applied as rebates for Louisville businesses according to the table below:

	Equity Priority Rebate *Definition listed below	Standard Rebate
Upgrade		
	100% of costs covered capped at \$2,500 when/if the total project costs exceeds PACE's cap of \$20,000	20% of costs capped at \$2,500
Building Electrification Feasibility Study		
Cold Climate Air Source Heat Pumps (split, mini-split, or multi-split)	\$3,000/ton	\$1,500/ton
Ground Source Heat Pumps	\$4,000/ton	\$2,000/ton
Non-Cold Climate Air Source Heat Pumps (split, mini-split, or multi-split)	\$1,500/ton	\$750/ton
Variable Refrigerant Flow (VRF) Heat Pump	\$3,000/ton	\$1,500/ton
All-Electric Heat Pump Rooftop Unit	\$3,000/ton	\$1,500/ton

Dual Fuel Heat Pump Rooftop Unit	\$3,000/ton	\$1,500/ton
Electric Infrastructure Upgrade	100% of costs capped at \$4,000.	
Electric Infrastructure Upgrade	100% of costs capped at \$4,000.	
EnergyStar Certified Heat Pump Water Heater	\$3,000/unit	\$1,500/unit
Replacing Gas Water Heater with ENERGY STAR Certified Electric Water Heater	\$2,000/unit	\$1,000/unit
Window Film with SHGC ≤ 0.35	\$3.00/SF	\$1.50/SF
Roof insulation* standard	\$0.62/SF	\$0.32/SF
Roof insulation* for businesses <2,500 square feet and nonprofits that serve low-income populations	\$1.28/SF	\$0.64/SF
Attic insulation R-49 standard	\$0.32/SF	\$0.16/SF
Attic insulation R-49 for businesses under 2,500 square feet and nonprofits that serve low-income populations.	\$0.64/SF	\$0.32/SF
Wall insulation** standard	\$0.12/SF	\$0.06/SF
Wall insulation** for businesses under 2,500 square feet and nonprofits that serve low-income populations.	\$0.24/SF	\$0.12/SF

***All City of Louisville rebates are capped at \$5,000 per business participant**

Fees	Amount per check
Third party check processing fee	\$10.10

Equity Priority Buildings:

A building may qualify as an Equity Priority Building if it houses one or more businesses that serve frontline community members: people that are more vulnerable to the impacts of climate change due to factors including income, race, language, age, documentation status, disability, and more.

Equity Priority Buildings include:

- Deed-restricted multifamily affordable housing
- Naturally occurring affordable housing (at least 66% of the building's units must have rents at or below 80% of area median income rent limits)
- Human service providers, defined as a non-profit tax-exempt entity that offers critical services such as:
 - o Advocacy organizations (such as Community Advocacy, Social Service Advocacy, or similar)
 - o After-school providers
 - o Childcare centers
 - o Community centers
 - o Disability service providers
 - o Domestic violence centers
 - o Emergency service organizations
 - o Family support organizations
 - o Food pantries
 - o Homeless shelters
 - o Immigration service providers
 - o Job training and workforce development services
 - o Law/legal centers (non-profit and pro-bono services to income-qualified communities)
 - o Mental and behavioral health facilities
 - o Places of worship (offering critical services to frontline communities)
 - o Rehabilitation providers
 - o Senior centers (not owned by the City and County of Boulder)
 - o Transitional or supportive housing
 - o Women's or children's shelters

**SUBJECT: RESOLUTION NO. 2, SERIES OF 2025 – A RESOLUTION
APPROVING THE EXTENSION OF AN INTERGOVERNMENTAL
AGREEMENT FROM ONE YEAR TO FIVE YEARS WITH
BOULDER COUNTY ENERGYSMART**

DATE: DECEMBER 17, 2024

PRESENTED BY: HANNAH MILLER, SUSTAINABILITY MANAGER

SUMMARY

The City currently has an Intergovernmental Agreement (IGA) with Boulder County for the EnergySmart Program. This IGA allows the City to add funds to the EnergySmart rebate program for Louisville residents. This includes rebates for residential items such as heat pumps, water heaters, and insulation among other items. The proposed changes extend the existing IGA from a one-year term to a five-year term. This extension builds on the current IGA and allows Louisville to contribute funds up to, but not exceeding, \$200,000 over the next five years. Additionally, the new IGA removes the requirement for an annual update to Exhibit C, the Eligible Measures list.

FISCAL IMPACT

Extending the Boulder County EnergySmart IGA continues funding for sustainability programs in Louisville. Additionally, the extension allows the City to send funds, as needed, throughout the five-year timeframe. All funds provided to the program from Louisville will be approved through the annual budget process.

PROGRAM/SUB-PROGRAM IMPACT

The IGA continues support for sustainability programming in Louisville.

RECOMMENDATION

Staff recommends approval of the IGA extension.

ATTACHMENT(S):

1. Resolution No. 2, Series 2025
2. Louisville IGA Amendment
3. Exhibit A – Scope of Work
4. Exhibit B – Fee Schedule
5. Signed IGA with Exhibits, dated 10/30/2023

SUBJECT: RESOLUTION NO. 2, SERIES 2025

DATE: JANUARY 7, 2025

PAGE 2 OF 2

STRATEGIC PLAN IMPACT:

☐	 Financial Stewardship & Asset Management	☐	 Reliable Core Services
☒	 Vibrant Economic Climate	☒	 Quality Programs & Amenities
☐	 Engaged Community	☐	 Healthy Workforce
☐	 Supportive Technology	☒	 Collaborative Regional Partner

05/07/2024 2

**RESOLUTION NO. 2
SERIES 2024**

**A RESOLUTION APPROVING THE EXTENSION OF AN INTERGOVERNMENTAL
AGREEMENT FROM ONE YEAR TO FIVE YEARS WITH BOULDER COUNTY
ENERGYSMART**

WHEREAS, an extension of the Intergovernmental Agreement has been proposed between the City and Boulder County authorizing Boulder County EnergySmart to administer Louisville-specific add-on rebates for commercial decarbonization; and

WHEREAS, the proposed Intergovernmental Agreement supports the newly adopted, science-based climate action and clean energy goals as follows:

- Generate 75% of Louisville’s residential and commercial/industrial electric needs from carbon-free sources by 2030.
- Reduce core community GHG emissions 60% below the 2016 baseline by 2030.; and

WHEREAS, the proposed Intergovernmental Agreement supports the Community Decarbonization Plan (CDP) implementation; and

WHEREAS, the transition to a low-carbon community reliant on the efficient use of clean energy resources will provide a range of benefits, including improved air quality, enhanced public health, increased national and energy security, local green jobs, and reduced reliance on finite resources; and

WHEREAS, the City of Louisville is committed to helping facilitate this transition alongside other national and international communities that have prioritized addressing climate change by investing in clean energy to enhance the well-being of current and future generations; and

WHEREAS, establishing add-on commercial decarbonization rebates supports the residential community through the partnership of economic vitality and environmental stewardship; and

WHEREAS, the proposed rebates and advisor provide the largest greenhouse gas reduction per dollar spent; and

WHEREAS, City Council, by this Resolution, desires to approve said Intergovernmental Agreement and authorize its execution.

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

Section 1. The Intergovernmental Agreement (IGA) between the City of Louisville and the County of Boulder authorizing Boulder County EnergySmart to allocate additional staff time in Louisville and establish and administer Louisville-specific add-on rebates for residential decarbonization is hereby approved in essentially the same form as the copy of such IGA accompanying this Resolution.

Section 2. The Mayor is authorized to execute the IGA on behalf of the City, except that the Mayor is hereby granted further authority to negotiate and approve such revisions to said IGA as the Mayor determines are necessary or desirable for the protection of the City, so long as the essential terms and conditions of the IGA are not altered.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

**BOCC
INTERGOVERNMENTAL
AGREEMENT (IGA) AMENDMENT**

AMENDMENT SUMMARY	
This amendment makes changes to the following terms:	
☒ Contract Amount ☒ Contract Dates ☒ Scope of Services	
Contract Identification from Original IGA	
Other Party's Legal Name	City of Louisville
Other Party's Contact Information - Name	Hannah Miller
Other Party's Contact Information - Email	hmliller@louisvilleco.gov
County Office or Department	Office of Sustainability, Climate Action, and Resilience
County Division /Program	Built Environment
Oracle Contract Number	303114
Amendment Number	1
Contract Amount	
<u>Not to Exceed</u> Amount of current contract, including all amendments	\$36,950
Amendment Amount	\$200,000
New Cumulative <u>Not to Exceed</u> Amount	\$ 236,950
Contract Dates	
Amendment Effective Date	9/1/2024
New End Date	12/31/2029
Additional Contract Documents	
Exhibit A: Scope of Services Exhibit B: Fee Schedule	

This AMENDMENT (“Amendment”) to the above-referenced Original IGA (“IGA”) is entered into between the Board of County Commissioners of Boulder County on behalf of the County of Boulder, State of Colorado, a body corporate and politic, for the benefit of the Office of Sustainability, Climate Action, and Resilience (“County”) and City of Louisville (“City”).

1. INCORPORATION OF AMENDMENT SUMMARY

The **Amendment Summary** and **Additional Contract Documents** are incorporated into the Contract by reference.

2. EFFECTIVE DATE AND ENFORCEABILITY

This Amendment is effective and enforceable on the **Amendment Effective Date**.

3. LIMITS OF EFFECT

The IGA and all prior amendments, if any, remain in full force and effect except as specifically modified by this Amendment.

4. MODIFICATIONS

The Contract Documents are updated to include the Additional Contract Documents listed above.

The IGA is also modified to the extent that a corresponding box is checked below:

☒ Contract Term. The term of the IGA is extended through the New End Date identified in the Amendment Summary.

☒ Contract Amount. The Contract Amount is amended to include the Amendment Amount identified in the Amendment Summary. The total cost of all services performed will not exceed the **New Cumulative Not to Exceed Amount** identified in the Amendment Summary.

☒ Scope of Services. The Scope of Services is amended as indicated on Exhibit A.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, the Parties have executed and entered into this Amendment as of the latter day and year indicated below.

SIGNED for and on behalf of Board of County Commissioners of Boulder County		SIGNED for and on behalf of the City of Louisville
Signature:		Signature:
Name:		Name:
Title:		Title:
Date:		Date:
↓↓ <i>For Board-signed documents only</i> ↓↓		
Attest Signature:	Initial of EO/DH	
Attestor Name:		
Attestor Title:		

Exhibit A – Scope of Work

Boulder County will administer rebate dollars provided by the City of Louisville that will be additive to the existing incentives provided by Boulder County. The rebate measures and amounts will be agreed to in writing by both parties. Boulder County will administer the funds as part of the EnergySmart program, requiring resident engagement in EnergySmart to qualify. Boulder County will promote the additional funding through the EnergySmart program website, newsletters, and advisors.

Boulder County will provide data reports of how the funds from the City of Louisville have been spent at the frequency requested by City of Louisville staff.

APPROVED

By Boulder County Attorney (apg) APPROVED AS TO FORM at 12:59 pm, Dec 04, 2024

Exhibit B – Fee Schedule

The City of Louisville will pay an amount not to exceed \$200,000 for the term and the annual amounts will be agreed to in writing by both parties and will be billed in advance of program expenditures once per year. Louisville will pay 3rd party check processing fees at the rate agreed to by both parties, starting at \$10 per check in 2024.

APPROVED

By Boulder County Attorney (apg) APPROVED AS TO FORM at 12:59 pm, Dec 04, 2024

INTERGOVERNMENTAL AGREEMENT

DETAILS SUMMARY	
Document Type	New Contract
OFS Number-Version	303114
County Contact Information	
Boulder County Legal Entity	Boulder County
Department	Office of Sustainability, Climate Action, and Resilience
Division/Program	Built Environment
Mailing Address	PO Box 471 Boulder CO 80306
IGA Contact – <i>Name, email</i>	Zac Swank, zswank@bouldercounty.gov
Invoice Contact – <i>Name, email</i>	Beth Bradford, eb Bradford@bouldercounty.gov
County Contact Information	
County Name	City of Louisville
County Mailing Address	749 Main St. Louisville, CO 80027
Contact 1- <i>Name, title, email</i>	Jeff Durbin, jdurbin@louisvilleco.gov
Contact 2- <i>Name, title, email</i>	Kayla Betzold, kbetzold@louisvilleco.gov
IGA Term	
Start Date	8/31/2023
Expiration Date	12/31/2024
IGA Amount	
IGA Amount	\$36,950
Fixed Price or Not-to-Exceed?	Fixed Price
COVID-19	NO
Project #	
Brief Description of Services	
Boulder County will administer rebate dollars provided by the City of Louisville that will be additive to the existing incentives provided by Boulder County.	
IGA Documents	
a. Exhibit A - Scope of Services b. Exhibit B – Fee Schedule c. Exhibit C – Louisville Eligible Measures List 2023-2024	
IGA Notes	
<i>Additional information not included above</i>	

THIS INTERGOVERNMENTAL AGREEMENT ("IGA") is entered into by and between the Board of County Commissioners on behalf of the County of Boulder, State of Colorado, a body corporate and politic, for the benefit of the Office of Sustainability, Climate Action, and Resilience ("County")

and City of Louisville ("City"). City and County are each a "Party," and collectively the "Parties."

In consideration of the mutual covenants contained in this IGA, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Incorporation into IGA: The **Details Summary** and **IGA Documents** are incorporated into this IGA by reference.
2. Services to be Performed: County perform the services described in the **Details Summary** and **IGA Documents** (the "Services").
3. Term of IGA: The **IGA Term** begins on the **Start Date** and expires on the **Expiration Date**, unless terminated sooner. All the Services must be performed during the **IGA Term**.
4. Payment for Services Performed: In consideration of the Services performed by County, and subject to conditions contained in this IGA, City will pay an amount not to exceed the **IGA Amount** to County in accordance with the **IGA Documents**.
5. Liability: Each Party agrees to be responsible for its own actions or omissions, and those of its officers, agents and employees in the performance or failure to perform work under this IGA. By agreeing to this provision, neither Party waives or intends to waive, as to any person not a party to the IGA, the limitations on liability that are provided to the Parties under the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq.
6. Independent Entities: **Each Party is an independent legal entity from the other for all purposes. None of either Party, its agents, personnel or subcontractors are employees of the other Party for any purpose, including the Federal Insurance Contribution Act, the Social Security Act, the Federal Unemployment Tax Act, the provisions of the Internal Revenue Code, the Colorado Services' Compensation Act, the Colorado Unemployment Insurance Act, and the Public Employees Retirement Association.**
7. Termination
 - a. Breach: Either Party's failure to perform any of its material obligations under this IGA, in whole or in part or in a timely or satisfactory manner, will be a breach. In the event of a breach, the non-breaching Party may provide written notice of the breach to the other Party. If the breaching Party does not cure the breach, at its sole expense, as reasonably determined by the non-breaching Party in its sole discretion, within thirty (30) days after delivery of notice, the non-breaching Party may exercise any of its remedies provided under this IGA or at law, including immediate termination of this IGA.
 - b. Non-Appropriation: The other provisions of this IGA notwithstanding, City is prohibited by law from making commitments beyond the current fiscal year. Payment to County beyond the current fiscal year is contingent on the appropriation and continuing availability of funding in any subsequent year. City has reason to believe that sufficient funds will be available for the full **IGA Term**. Where, however, funds are not allocated for any fiscal period beyond the current fiscal year, this IGA shall immediately terminate without penalty to the City on December 31 of the current fiscal year.
8. Notices: All notices provided under this IGA must be in writing and sent by Certified U.S. Mail (Return Receipt Requested), electronic mail, or hand-delivery to the other Party's **Contact**

at the address specified in the **Details Summary**. For certified mailings, notice periods will begin to run on the day after the postmarked date of mailing. For electronic mail or hand-delivery, notice periods will begin to run on the date of delivery.

9. Entire Agreement/Binding Effect/Amendments: This IGA represents the complete agreement between the Parties and is fully binding upon them and their successors, heirs, and assigns, if any. This IGA terminates any prior agreements, whether written or oral in whole or in part, between the Parties relating to the Services. This IGA may be amended only by a written agreement signed by both Parties.

10. Assignment/Subcontractors: This IGA may not be assigned or subcontracted by County without the prior written consent of the City. If County subcontracts any of its obligations under this IGA, County will remain liable to the City for those obligations and will also be responsible for subcontractor's performance under, and compliance with, this IGA.

11. Governing Law/Venue: The laws of the State of Colorado govern the construction, interpretation, performance, and enforcement of this IGA. Any claim relating to this IGA or breach thereof may only be brought exclusively in the Courts of the 20th Judicial District of the State of Colorado and the applicable Colorado Appellate Courts.

12. Breach: The failure of either Party to exercise any of its rights under this IGA will not be deemed to be a waiver of such rights or a waiver of any breach of the IGA. All remedies available to a Party in this IGA are cumulative and in addition to every other remedy provided by law.

13. Severability: If any provision of this IGA becomes inoperable for any reason but the fundamental terms and conditions continue to be legal and enforceable, then the remainder of the IGA will continue to be operative and binding on the Parties.

14. Colorado Open Records Act: Both Parties are required to disclose any records that are subject to public release under the Colorado Open Records Act, C.R.S. § 24-72-200.1, et seq.

15. Conflict of Provisions: If there is any conflict between the terms of the main body of this IGA and the terms of any of the **IGA Documents**, the terms of the main body of the IGA will control.

16. Governmental Immunity: Nothing in this IGA shall be construed in any way to be a waiver of either party's immunity protection under the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq., as amended.

17. Delegation of Authority: The Parties acknowledge that the Board of County Commissioners has delegated authority to the Department Head or Elected Official that leads the beneficiary **Department** and their designees to act on behalf of the County under the terms of this IGA, including but not limited to the authority to terminate this IGA.

18. Execution by Counterparts; Electronic Signatures: This IGA may be executed in multiple counterparts, each of which will be deemed an original, but all of which will constitute one agreement. The Parties approve the use of electronic signatures, governed by the Uniform Electronic Transactions Act, C.R.S. §§ 24 71.3 101 to 121. The Parties will not deny the legal effect or enforceability of this IGA solely because it is in electronic form or because an electronic record was used in its creation. The Parties will not object to the admissibility of this IGA in the form of electronic record, or paper copy of an electronic document, or paper copy of a document

bearing an electronic signature, because it is not in its original form or is not an original.

19. Limitation of Liability: NEITHER PARTY WILL NOT BE LIABLE TO THE OTHER FOR ANY SPECIAL, CONSEQUENTIAL, INCIDENTAL, PUNITIVE, OR INDIRECT DAMAGES ARISING FROM OR RELATING TO THIS CONTRACT, REGARDLESS OF ANY NOTICE OF THE POSSIBILITY OF SUCH DAMAGES. EACH PARTY'S AGGREGATE LIABILITY, IF ANY, ARISING FROM OR RELATED TO THIS IGA, WHETHER IN CONTRACT, OR IN TORT, OR OTHERWISE, IS LIMITED TO, AND SHALL NOT EXCEED, THE AMOUNTS PAID OR PAYABLE HEREUNDER BY CITY TO COUNTY.

20. Insurance: Each Party is a "public entity" under the Colorado Governmental Immunity Act, C.R.S. § 24-10-101, et seq., as amended, and shall always during the terms of this IGA maintain such liability insurance, by commercial policy or self-insurance, as is necessary to meet its liabilities under the Act. This insurance shall have minimum limits, which shall match or exceed the maximum governmental liability limits set forth in C.R.S. § 24-10-114, as amended.

[Signature Page to Follow]

IN WITNESS WHEREOF, the Parties have executed and entered into this IGA as of the latter day and year indicated below.

SIGNED for and on behalf of Boulder County		SIGNED for and on behalf of City of Louisville	
Signature: <i>Susie Strife</i>		Signature: <i>Jeff Durbin</i>	
Name: Susie Strife		Name: Jeff Durbin	
Title: Director, Office of Sustainability, Climate Action and Resilience		Title: City Manager, City of Louisville	
Date: October 30, 2023		Date: October 30, 2023	
↓↓ <i>For Board-signed documents only</i> ↓↓			
Attest Signature:		Initial	
Attestor Name:			
Attestor Title:			

SUBJECT: APPROVAL OF GOLF CART REPLACEMENT PURCHASE AGREEMENT

DATE: JANUARY 7, 2025

**PRESENTED BY: ADAM BLACKMORE, PROS DIRECTOR
DAVID BARIL, HEAD GOLF PROFESSIONAL**

SUMMARY:

The Parks, Recreation, Open Space & Golf Department (PROS) is seeking Council's approval for a sole source purchase of 65 refurbished golf carts for the Coal Creek Golf Course. The purchase amount of \$265,265 is less than the \$270,140 allocated in the 2025 PROS budget.

EZGO is the only major manufacturer to offer this refurbishment and trade-in program. This agreement allows PROS/Coal Creek to fully replace the existing cart inventory at purchase prices that aligns with available/budgeted funds. The course is purchasing sixty-five (65) model year 2020 golf carts with Lithium batteries and trading in our current inventory at a trade-in value of \$2,000 per cart. Thus, replacing our 5-year-old fleet of carts that utilize lead acid batteries.

The new carts have been completely refurbished: new paint, new trim, new accessories. The batteries are used but come with a 3-year warranty with an anticipated life expectancy of 10 years. The cost of the refurbished car is approximately \$5,300 compared to the cost of a new golf car with the same features of \$ 9,289.

Since reopening in 2015 we have rotated the fleet of carts every five years due to:

- 1) the life expectancy of a lead acid battery is only five years;
- 2) The wear and tear on our fleet shows significantly after five years of public use including damage from extracting and parking 65 carts in an undersized space originally designed for 40 cars.

This purchase also includes benefits towards the City's sustainability goals by transitioning to more efficient and eco-friendly lithium batteries. Benefits of Lithium batteries.

- LESS TIME CHARGING, MORE TIME MOVING - Charge the OnePack in as little as 2.5 hours and charge up during short breaks without damaging the battery.
- LONG LIFETIME. - Trojan Lithium-ion batteries last 10+ years. No more downtime or replacements for a decade.
- GO FARTHER, PLAY LONGER - Up to 60 miles on a single charge.

SUBJECT: PURCHASE OF REFURBISHED GOLF CARTS**DATE: JANUARY 7, 2025****PAGE 2 OF 2**

- **FORGET ABOUT MAINTENANCE.** - No more watering, corrosion, acid drips, or charging fumes.
- **SAFETY FIRST** - Trojan Lithium-ion batteries are engineered for safety with a self-protecting BMS (Battery Management System), stable lithium-iron-phosphate formula, and four levels of safety redundancy to protect your family and your property.
- **8-YEAR WARRANTY** - Your investment is protected by our industry-leading 8-year warranty, which offers 4 full years of protection before prorating. Beware of other manufacturer warranties that prorate early on.

FISCAL IMPACT:

Funding for this purchase is included in the approved 2025 budget. If approved, there is anticipated budget savings in the Golf Fund of approximately \$4,875.

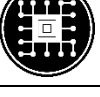
RECOMMENDATION:

Staff recommends approving the sole source purchase of 65 refurbished golf carts from E-Z-GO for the price listed above and the attached terms.

ATTACHMENT(S):

1. Purchase quote

STRATEGIC PLAN IMPACT:

☒	 Financial Stewardship & Asset Management	☐	 Reliable Core Services
☐	 Vibrant Economic Climate	☒	 Quality Programs & Amenities
☐	 Engaged Community	☐	 Healthy Workforce
☐	 Supportive Technology	☐	 Collaborative Regional Partner



Presented By:

E-Z-GO
Steve Kurilich

Presented To:

Coal Creek Golf Course
David Baril

	Year Model	Price of Vehicle	Quantity	
RXV ELiTE (Lithium Ion)	2020	\$5,300.00	65	\$344,500.00

Accessory Options

Body Colors:	Standard - Ivory, Forest Green, Black, Bright White		\$0.00	0	\$0.00
	Premium - Almond, Burgundy, Platinum, Patriot Blue, Metallic Charcoal	Metallic Charcoal	\$75.00	65	\$4,875.00
Seat Colors:	Stone Beige, Gray, Black	Gray	\$0.00	65	\$0.00
Premium Seats with High Backs	Grey, Mushroom		\$250.00		\$0.00
Signature Premium Seats	Amarillo Brown, Tundra Gray		\$350.00		\$0.00
Top Colors:	Stone Beige, Black	Black	\$0.00	65	\$0.00
Fold Down Windshield (top required)			\$0.00		\$0.00
Wheel Covers:	Gold or Silver		\$0.00		\$0.00
USB Ports			\$0.00		\$0.00
Bag Cover:	Black, Stone Beige	Black	\$0.00	65	\$0.00
Sand Bottle (single) and Bracket			\$0.00	130	\$0.00
Extra USED Hole-In-One Tire & Wheel			\$5.00		\$0.00
Paramount, 215/40-12, SBR, DOT, Rogue Alloy Wheel			\$60.00		\$0.00
Machined Alloy Wheel - Kenda Pro Tour 10" tires			\$75.00		\$0.00
Club & Ball Washer	Driver or Passenger Side		\$66.00		\$0.00
Cooler & Bracket	Driver or Passenger Side	Driver	\$48.00	65	\$3,120.00
Sand Bucket	Driver or Passenger Side		\$49.00		\$0.00
Message Holder (single)			\$8.00	65	\$520.00
Extended Warranty (price per year)			\$250.00	65	\$16,250.00
TOTAL					\$369,265.00
Freight - based on delivery location	Colorado		\$400.00		\$26,000.00
PURCHASE PRICE					\$395,265.00
TOTAL GROSS PURCHASE PRICE					\$395,265.00
TRADE IN:	2020 RXV Lead Acid / Almond (All Trades must be working)		\$2,000.00	65	\$130,000.00
TOTAL NET PURCHASE PRICE					\$265,265.00
PER UNIT PRICE					\$4,081.00

Battery Warranty Expiration 12/31/2027

1 Year Parts & Accessories Included / Customer purchased extended warranty for one (1) additional year.

While it is our intent to hold this payment, this payment is subject to change due to factors beyond the control of E-Z-GO. Final interest rates and payment will be determined 90 days prior to delivery.



E-Z-GO Division of Textron Inc.

WARNING: Operating, servicing, and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to - www.P65Warnings.ca.gov/passenger-vehicle.

Name	Title	Signature	Date
Prices DO NOT Include State and Local Taxes - All Orders Are Subject to Acceptance and Credit Approval - Incoterms: FCA Augusta. Proposal valid for 30 days. Pricing for Operating lease ONLY. Delivery dates are subject to change.			



Dr. Martin Luther King Jr. Day Proclamation January 2025

WHEREAS, Dr. Martin Luther King Jr. devoted his life to the advancement of civil rights and public service, and believed in a nation of freedom and justice for all, and challenged all citizens to live up to the purpose and potential of America; and,

WHEREAS, a guiding principle for Dr. King's work was nonviolence, once considered the highest form of activism and radical change, which in its basic truth is the way to transform unjust systems and broken relationships; and,

WHEREAS, Dr. King declared, "We shall not...relinquish our privilege and our obligation to love. This is the only way to create the beloved community," outlining his vision for beloved community as one in which our global community practices justice, peace, love, and connection; and,

WHEREAS, Dr. King and the activists of the Civil Rights Movement risked and sacrificed their lives to transform public policy from segregation to integration, resulting in the repeal of state laws mandating racial segregation in the South known as the "Jim Crow Laws," the passage of the federal Civil Rights Act of 1964, the Voting Rights Act of 1965, and other anti-discrimination laws aimed at ending economic, legal, and social segregation in America, and leading to Dr. King winning the Nobel Peace Prize on December 10, 1964; and,

WHEREAS, Dr. Martin Luther King Jr. Day is an opportunity for us to recognize his teachings in seeing the commonality of our dreams, our hopes, and our fears — the threads, truth, and dignity that binds together as human beings — and to encourage each citizen to take part in service that will benefit our communities and neighborhoods; and,

NOW, THEREFORE, BE IT RESOLVED that the City of Louisville City Council hereby proclaims January 20, 2025, as Dr. Martin Luther King Jr. Day and recognizes same as a day to seek inspiration for personal and collective action by honoring the legacy of Dr. Martin Luther King Jr.

DATED this 7th day of January 2025.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

SUBJECT: PRESENTATION – YOUTH ADVISORY BOARD

DATE: JANUARY 7, 2025

PRESENTED BY: YOUTH ADVISORY BOARD OFFICERS
SENA WILLIAMS, CHAIR
SOREN FIRESTINE, VICE-CHAIR
EVERETT WEISS, SECRETARY
SONYA SOLOMON, MARKETING MANAGER

SUMMARY:

The Youth Advisory Board will give a short presentation on their work project for the year – 2025 Pet Mayor

FISCAL IMPACT:

N/A

RECOMMENDATION:

N/A

ATTACHMENT(S):

1. Draft Press Release
2. Presentation

DRAFT PRESS RELEASE

City of Louisville Youth Advisory Board Holds Pet Mayor Election

Calling all Louisville pet parents. Your pet could be the City of Louisville's Pet Mayor!

The City of Louisville Pet Mayor Election is the initiative of the City of Louisville's 2024/2025 Youth Advisory Board (YAB). YAB is a group of talented and diverse young Louisville residents in grades 6-12 who are appointed to advise the Louisville City Council on youth-related topics and issues. Each year, board members collaborate with each other and participating adults to develop a passion project that demonstrates leadership and positively impacts the community.

This year, YAB invites you to participate in the city's Pet Mayor Election. The mission of this project is to spread a sense of community and paws-ivity by holding a fun election among the citizens of Louisville while educating youth on the power of voting and how their voice impacts issues that affect them and their communities. After all the changes that 2024 brought to our community, we would love to elect your furry friend as a positive role model for the City of Louisville!

Call for Entries!

- Submissions are open to all City of Louisville resident pet owners from DATES TBD. Entries must be submitted by **11:59 p.m. on DATE TBD**.
- Any and all pets are welcome to run for this prestigious honor- dogs, cats, goats, birds, goldfish, etc.
- Multiple entries from one owner are allowed. However, only one entry will be accepted per pet.

Pet Mayor Qualities *Generally speaking, our ideal Pet Mayor should....*

- Have a good temperament (as should their human spokesperson)
- Be an upstanding and respectable pet in the community
- Represent their constituents equally regardless of breed, species, and/or known tricks
- Be agreeable to having their photo taken and released by the City of Louisville

How to Submit an Entry:

Follow these simple steps to nominate your pet and tell us why they should be the Pet Mayor of Louisville.

- To participate in the City of Louisville Pet Mayor Contest, you must register on Engage Louisville (Click the "Register" icon in the right column)
- Click "Submit an Idea" on the City of Louisville Pet Mayor Contest page
- Add Pet Name in the "Add An Idea"
- Describe why your pet deserved to be elected Pet Mayor. Good things to include are any unique tricks, traits, or special characteristics; Things you and your pet do or places

you two visit around Louisville; and How your pet represents all the animals of Louisville.

- Add Pet Photo
- Review
- Submit (You will not be able to make changes after you submit your entry)

Voting - To vote for a pet, click the submission and hit the heart button in the bottom left corner to like the photo. You are welcome to leave a comment as well. (Note: Only likes will count towards the number of votes for each entry).

Judging Process/Criteria - The City of Louisville Youth Advisory Board members will review all submitted entries and determine the winner based on the most votes/likes. The pet with the most votes/likes will be named Pet Mayor of Louisville, and the pet with the second most votes/likes will be named Mayor Pro Tem. If two or more entries are tied with the same number of votes, the YAB board will review the candidates and vote on the winner.

Awards Presentation - The winner of the City of Louisville Pet Mayor Contest will be:

- Awarded a City of Louisville Pet Mayor plaque
- Featured on the City of Louisville website as the new Pet Mayor
- Featured in City of Louisville publications
- Featured in the Labor Day Pet Parade and other community events

Questions - Click the email in the Who's Listening section to contact the project manager with any questions you may have!

Good Luck to all City of Louisville Pets!



Youth Advisory Board 2024

YAB Officers: Sena Williams, Soren Firestine,
Everett Weiss, Sonya Solomon

1



About Us

Who We Are

- Sena Williams, Chair
- Soren Firestine, Vice Chair
- Everett Weiss, Secretary
- Sonya Solomon, Marketing Manager
- Members: Bailey Bartich, Violet Beckman, Aerith Braverman, Chelsea Dietz, Grace Firestine, Evan Hiatt, Seoyool Lee, Lexi Miller, CJ Payne, Kiana Peterson, Lily Timberlake, Hazel Van Zale

What We Do

- Create annual projects, including the Pet Mayor Campaign.
- Volunteer at local events and organizations, including the Sweetheart Dance

2

Vision and Goal for Pet Mayor Election

Vision	• Bring positivity to the community. • Promote animal and pet related organizations • Create an experience that will unite the community, kids and adults alike
Mission Statement	A fun and casual election to bring a sense of community and <i>pawsitive</i> energy to the citizens of Louisville.

3

Role of the Pet Mayor

Mascot

Serves as a loveable representative for the city

01

Leader

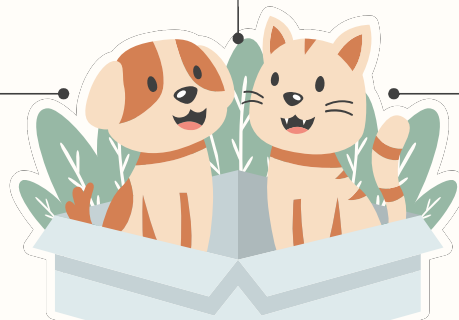
Leads the annual Pet Parade, attends other events

02

Fur-end

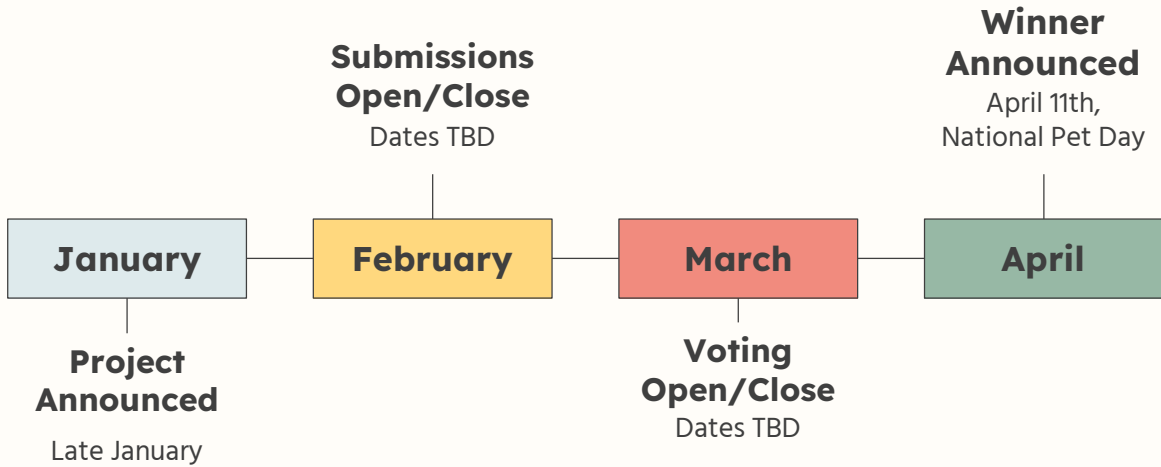
Promotes animal and pet charities and organizations

03



4

Timeline



SUBJECT: **ORDINANCE NO. 1888, SERIES 2024 – AN ORDINANCE
AMENDING THE LOUISVILLE MUNICIPAL CODE TO ADD A
NEW CHAPTER 3.25 REGARDING ENHANCED ASSISTANCE
FOR TARGETED BUSINESSES – 2ND READING, PUBLIC
HEARING (advertised *Daily Camera* 11/24/24) continued from
12/3/24**

DATE: **JANUARY 7, 2025**

PRESENTED BY: **VANESSA ZARATE, CECD, ECONOMIC VITALITY MANAGER**

SUMMARY:

In 2007, the Louisville City Council adopted Chapter 3.24 of the Louisville Municipal Code establishing the City's Tax and Fee Business Assistance Program (BAP), which authorizes rebates of certain taxes and fees to businesses to encourage the recruitment, retention, establishment and/or expansion of sales tax generating businesses and employers within the City. The intent of the program is to provide financial rebates to businesses that provide employment opportunities, provide goods and services and positively contribute to the economy and quality of life for Louisville.

The BAP has proven to be quite successful over the years. The BAP allows businesses to take advantage of multiple rebates to include building permit and sign permit fee rebates, construction and use tax rebates and sales tax rebates. If and where applicable, an applicant can receive a vacancy bonus. All incentives are performance based and rebates are determined based on true costs incurred for the project. As of October 2024, there are 35 active BAPs that include retail, office and industrial users. In addition, there are 76 completed BAPs.

The BAP is the only city-wide attraction, retention and expansion incentive available to businesses looking to locate, relocate or expand in Louisville. Businesses of all sizes and industries can apply for a BAP incentive through the Economic Vitality team. To be eligible, a company must be one of the following: a new business seeking to open in or relocate to Louisville; an existing Louisville business which proposes to expand in the City; or an existing Louisville business that must relocate to a new premises due to non-renewal of a lease or other unforeseen circumstance outside of the business owner's control. Application for inclusion in the BAP must be made prior to the proposed opening, acquisition or expansion. All agreements are structured as rebates, no up-front incentives are offered through this program.

- Through the current program, the City can offer rebates on the following items for a period of time or until a specified maximum amount is reached:

- Building Permit Fees
- Sign Permit Fees
- Construction Use Tax
- Consumer Use Tax or Retail Sales Tax

Historically, the City's most used parameters are to issue rebates equal to approximately 50% of the above-listed fees and taxes for projects that are awarded an incentive through the BAP. The 50% rebate is from 3% of the taxes charged and eligible for rebate, 0.775% of the taxes are not rebate-able as they are dedicated to various funds within the City (Historic Preservation, Parks and Open Space).

In 2010, the City adopted a tax for using, storing, distributing or otherwise consuming tangible personal property or taxable services inside the City, aka 'consumer use tax', which became effective following voter approval. In 2023, the City approved an amendment to the Business Assistance Program to codify the practice of rebating a portion of the City's consumer use tax under a BAP agreement. A definition of "consumer use tax" has been added to the Business Assistance Program and the definition of "fees" has been expanded to include the amount of consumer use taxes collected. As part of this amendment, new language requires that businesses remain open for 10 years following the issuance of a certificate of occupancy or pay back 10% of assistance for each year out of the 10 that they failed to remain open.

Staff is proposing a new amendment to the BAP to allow for additional assistance for Boulder County's targeted industries. This enhanced support would exempt software, machinery, machinery tools and property used in space flight from sales and use tax.

Boulder County's Targeted Industries

Boulder County's Targeted Industries are currently Aerospace, Bioscience, Cleantech, IT/Software, Natural Products and Outdoor Recreation. Targeted industries are industries that have been identified as providing significant economic benefits, including the creation of high-paying employment opportunities, the expansion of the tax base, and/or the elevation of the community's quality of life. Communities can pick their own targeted industries and targeted industries can be identified on the municipal, county and state-wide level. Boulder County's targeted industries, for this purpose, are those identified by the Boulder Economic Council. As economies change, industries can be added to or removed from the targeted industry list.

Colorado's Office of Economic Development and International Trade (OEDIT) is the state's economic development arm and identifies their priorities by Key Industries. Their key industries are Advanced Manufacturing, Aerospace, Bioscience, Creative Industries, Defense & Homeland Security, Electronics, Energy & Natural Resources, Financial Services, Food & Agriculture, Health & Wellness, Infrastructure Engineering, Technology & Innovation, Tourism, Outdoor Recreation and Transportation & Logistics. OEDIT

creates programs to assist community's targeted industries across the state to include targeted incentives, workforce programming, technical support and more.

In Louisville, we operate within a larger ecosystem that includes our neighbors in Boulder County and largely across the Denver Metro. We need to be competitive to attract and retain businesses while setting the stage for expansion for businesses within Louisville, Colorado and elsewhere. Incentives are a way to remain competitive and ensure that the business climate and operating environment can support business sustainability and growth.

Louisville is located in a prime location with easy access to Boulder, Denver and other communities across the metro and state. Some key advantages for all industries locating in Louisville include proximity and access to a highly educated workforce, partnerships with institutions such as University of Colorado Boulder, hospitals, research institutions, national and federal labs and agencies and access to vast open space and outdoor recreation amenities.

Aerospace Industry

Aerospace is an identified targeted industry for both Boulder County and the State of Colorado. Aerospace thrives in Colorado for many reasons including concentration of commercial and academic space assets and concentration of military and government partners. Colorado has the second largest space economy in the U.S. and Colorado's central location within the United States provides one-bounce satellite communications to Europe and Asia in the same day. The aerospace industry also benefits from the success of Denver International Airport and other regional airports across the state.

Colorado's aerospace cluster is made up of over 350 businesses that employ over 37,000 and have a yearly economic output of \$12.7M. The average wage for an aerospace employee is \$135,550. 80% of the state's aerospace employment is in the nine-county Denver metro region. Over 60% of Colorado's aerospace companies have 10 or fewer employees, while nearly 10% have over 250 employees.

The state of Colorado passed legislation creating a Sales and Use Tax exemption for qualified property used in space flight. There are also multiple state incentives that aerospace companies in Louisville can take advantage of such as a job growth incentive tax credit, a Procurement Technical Assistance Center, accelerator programs and advanced industry accelerator programs.

Bioscience Industry

Bioscience is a target industry for both Boulder County and the State of Colorado. The Denver/Boulder metro was ranked 11th among the top metros in 2022 for bioscience support and growth. We have also been ranked second highest for density of

bioengineers and biomedical engineers. Similarly to other industries, the bioscience industry benefits from access to highly educated workers, science and research institutions and quality of life components to support their business missions.

The nine-county metro is home to over 950 companies and more than 20,220 bioscience employees. The average wage for a bioscience employee, in 2022, was \$117,220. From 2019-2023, the bioscience cluster grew over 20%, adding nearly 3,500 jobs. A majority of bioscience businesses, 75%, have 10 or fewer employees. Colorado raised \$1.6 billion in capital across the life science ecosystem in 2022.

OEDIT's Advanced Industries Accelerator has awarded over 500 grants to more than 80 life science companies, resulting in over 1,000 new jobs and over \$1 billion in follow-on capital. At the end of 2022, it was estimated that the demand for commercial life-science space was responsible for nearly 3 million feet of construction in the Denver/Boulder metro. Bioscience companies partner with federal agencies, labs, the Colorado Bioscience Association, universities, K-12 school systems and health care facilities to advance life science research, education, and breakthroughs.

Louisville is a partner within the US 36 Collaborative with the Health for Hub Impact Campaign, a national campaign promoting bioscience and other high-tech businesses. Sub-sectors include Pharmaceuticals, Biotechnology and Medical Devices & Instruments.

Cleantech Industry

Cleantech is a targeted industry in Boulder County and the State of Colorado has a key industry of Energy and Natural Resources (natural and renewable energy). Colorado was the first state to pass clean energy standards at the ballot and is 4th in the nation in terms of cleantech employment concentration. Colorado is home to many top-tier universities, labs and research institutions, resulting in being 8th, and climbing, in terms of cleantech capital investment according to the Colorado Cleantech Industries Association. In Colorado, Energy and Natural Resources has over 10,000 companies and more than 88,000 employees with an average wage of \$104,700.

Colorado is a top 10 state for renewable energy and is in the top-5 for states with most LEED-certified energy efficient buildings. Colorado is second in the nation for sustainability startups, with Boulder ranking the number one city for sustainability in the nation. The state of Colorado has energy goals to include a 50% reduction of emissions by 2030 and 90% reduction by 2050. Colorado ranked 5th in the nation in 2022 for top cleantech innovation hub.

Louisville continues to expand on its commitment to clean technology and energy standards locally with clean energy building codes, a bag tax, all electric trash service and a decarbonization plan. Louisville has aligned with partners in Boulder County to

continue to elevate cleantech and support innovation within the industry, and innovation that can be integrated into other industries.

IT/Software Industry

IT/Software are two industries that took a predominant hold on the coasts, and a few select areas internal to the United States, to include Colorado. Many companies view Colorado as a finalist for a location decision due to the access to talent and access to other markets from the airport. Many employees within the IT/Software industry are younger than some of their industry counterparts, making Colorado a prime location for businesses wanting to reach the young, smart talent that has been flocking to Colorado for many years.

IT/Software is a targeted industry in Boulder County and a key industry for the State of Colorado. Colorado is home to over 8,200 businesses and nearly 90,000 employees with an average wage of \$148,310. Colorado's IT/Software industry is a leader within startups, venture capital, second-stage growth, and rapid expansion. From 2017 to 2022, the IT/Software industry grew in Colorado by over 50%, twice that of the national average. Growth has been so significant in Colorado that growth just within this industry has outpaced US employment growth for nearly a decade. Almost 90% of the employees in IT/Software in Colorado are in the nine-county metro.

Natural Products

Natural and organic product companies are a targeted industry in Boulder County and Food and Agriculture are a key industry in the State of Colorado. Boulder county is often the epicenter of clean and natural foods, leading the county in highest per capital consumption of organic foods. Businesses in the natural products realm generally research products, make and sell products, and conduct marketing and awareness campaigns.

Boulder is home to the nation's largest concentration of natural and organic product companies. According to a 2020 Naturally Boulder Economic Impact Study done by CU-Boulder's Business Research Division, the natural and organic food industry in Colorado contributes \$3.1 billion to the state's economy and supports over 22,000 jobs across the state.

Outdoor Recreation

Outdoor recreation is a targeted industry in Boulder County and a key industry for the State of Colorado. This is often the most readily known asset residents and visitors associate with Colorado. Residents, visitors and businesses all benefit from access to a wide variety of open space and outdoor recreation amenities and options. In addition to participating in the industry, Colorado often leads in cutting-edge technology as well as

preservation and support for our outdoor spaces. In 2022, the outdoor recreation industry accounted for \$13.9 billion in value-added GDP annually and 130,000 direct jobs. Nearly 7,500 businesses statewide conduct over \$25 billion in annual sales each year.

The Outdoor Industry Association is based in Boulder, serving more than 4,000 manufacturers, distributors, suppliers, sales representatives and retailers- and is the leading trade association representing the nearly \$650 billion outdoor recreation industry in the United States. Trade shows, gear summits, and outdoor festivals often host their annual events in Colorado, creating an environment where business and recreation come together.

Louisville has dedicated 26% of the city's land area to open space, parks and public spaces. There are 32 miles of trails within the community that connect Louisville to other parts of the region and beyond. Louisville is also proud to have a wide array of bike lanes and advisory bike lanes to connect neighborhoods, commercial centers and people.

Jobs

Economic Vitality works with businesses and our partners to attract, retain and expand businesses in Louisville. The census reports that as of 2022, the median income in Louisville was \$135,000, 51% higher than the state average of \$89,300. Over 65% of Louisville's population has at least a bachelor's degree. Louisville's 1,600 businesses employ over 20,000 people, providing a diverse offering of services and employment opportunities.

The median income for Boulder County is \$102,200, with many of the targeted industries paying an average wage above this figure. Qualified employees are essential to business success and growth. Jobs provide direct and indirect benefit to the person employed and the community at large. Local jobs provide an opportunity for people to live and work in the same community, spending time, energy and money within that community.

Incentive Impact

Businesses have a lot of factors and inputs to consider when making location and expansion decisions. Businesses want to be in a place that is sustainable in the short through long term and in a community that provides them the ability to attract and retain talent and grow as needed to meet demand and company goals. Some vital inputs include availability of labor, availability of land/building, construction timeframe, business-friendliness of the community and cost of the project. One way for Louisville to impact the competitive nature of our available site opportunities is to impact the cost of the project through available incentives.

All things comparable, a location decision will come down to cost and ability to get a project completed in a timely manner. Not all costs are related to City policy or can be

influenced by the City but the City having a clear and easy to engage with incentive policy is crucial for business attraction and retention.

Some of the costs associated with business operations include salaries, overhead, property taxes, sales and use taxes, insurances, unemployment insurance, marketing, operational costs, building and tenant finish costs, permit fees, additional employee costs (health insurance), and local, county, state and federal fees/taxes. In order to be competitive, Louisville should work to positively influence the costs that are within their jurisdiction and control.

The State of Colorado has exempted sales/use tax on property used in space flight and manufacturing equipment to remain competitive with other states.

In some cases, businesses are paying costs that they would not have to pay elsewhere in Colorado or in the nation, making us no longer a competitive location. Louisville needs to be competitive to continue to attract, expand and support a robust and diverse economy. Below are some examples of current sales and use tax exemptions.

Entity	Exemption
State of Colorado	Property used in space flight and manufacturing equipment
Boulder County	Purchases of machinery or machine tools for manufacturing
Lafayette, CO	Manufacturing/wholesale purchases
Broomfield, CO	Property used in space flight
Centennial, CO	Manufacturing equipment
Lakewood, CO	Manufacturing equipment
Ft. Collins, CO	Tiered rebate for manufacturing equipment
Colorado Springs, CO	Alternative tax rate for manufacturing equipment
Grand Junction, CO	Manufacturing equipment
Texas	Manufacturing machinery and equipment
Florida	Machinery and equipment,

PROPOSED BUSINESS ASSISTANCE PROGRAM AMENDMENTS

Staff is proposing the Business Assistance Program be amended to allow for additional assistance for Boulder County's targeted industries. This additional assistance would be in the form of a rebate, up to 100%, of the sales and use taxes collected on machinery, machinery tools, software and property used in space flight.

The following criteria would need to be met in order for a business to be considered for enhanced assistance:

- Must be a targeted industry (subject to verification of operations).
- New business or qualified expansion
- The average wage of jobs must be at least 80% of the annual wage of Boulder County (not including benefits).

A qualified expansion could include an increase in personnel, production and/or product lines. The company must provide proof of ability and intent to expand at the Louisville location to be considered a qualified expansion. The BAP will not be retroactive, and must be applied for before machinery or software is purchased.

All BAP applications will continue to follow the existing application process that includes requiring the company to submit all needed information and verifications. Economic Vitality staff will review all applications for completeness and, verify supplemental information and confirm that all qualifications have been met. To ensure the stability of the program, a 'claw-back' clause is included in the ordinance amendment so that in the event a project does not remain in Louisville, a proportional portion of the rebates would be returned to the City.

This BAP amendment focuses on machinery, machinery tools, space flight property, and software due to the high-cost nature of these business components, even more so for specialized industries, product lines and business operations. The enhanced assistance would align Louisville's competitiveness with many of our direct competitors and continue to support a strong economy.

Future Considerations for the BAP

The City may want to consider additional amendments to the BAP program in the future as market and industry trends evolve. Regular review of the BAP program is crucial to ensure we are offering incentives that are needed, relevant and competitive in the market. All of the components of the Business Assistance Program are rebates. There is no up-front cost to the City and a rebate program ensures performance measures are met before any rebate is dispersed. Competitive and clear incentive programs help attract, retain and expand businesses within the City of Louisville while showcasing our business community and providing a supportive environment for businesses and employees to thrive.

FISCAL IMPACT:

Financial assistance through the Business Assistance Program is all provided on a case-by-case basis and rebated from taxes and fees paid by the business for the specified project. Incentives are paid from the revenues received by the City from the business and

SUBJECT: ORDINANCE NO. 1888, SERIES 2024

DATE: JANUARY 7, 2024

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are anticipated to be additionally offset by the increase in fees and taxes received from the new, retained or expanding entity.

As part of the application, the business must also include project costs, community impact and growth factors to highlight how the businesses will positively impact Louisville.

RECOMMENDATION:

Staff recommends that City Council adopt the proposed Business Assistance Program amendment for enhanced assistance for Boulder County's targeted industries.

ATTACHMENT(S):

1. Proposed Ordinance for Enhanced Business Assistance
2. Presentation

STRATEGIC PLAN IMPACT:

☐		Financial Stewardship & Asset Management	☐		Reliable Core Services
☒		Vibrant Economic Climate	☐		Quality Programs & Amenities
☐		Engaged Community	☐		Healthy Workforce
☐		Supportive Technology	☐		Collaborative Regional Partner

**ORDINANCE NO. 1888
SERIES 2024**

**AN ORDINANCE AMENDING THE LOUISVILLE MUNICIPAL CODE TO ADD A NEW
CHAPTER 3.25 REGARDING ENHANCED ASSISTANCE FOR TARGETED
BUSINESSES**

WHEREAS, the Boulder Chamber Economic Council has identified certain targeted industries that provide significant economic benefits to local communities, including creating high-paying employment opportunities, expanding the tax base, and enhancing the community's quality of life; and

WHEREAS, the targeted industries in Boulder County are currently aerospace, bioscience, cleantech, IT/software, natural products, and outdoor recreation; and

WHEREAS, offering incentives to businesses within these targeted industries is a way for the City to attract and retain businesses, to encourage business sustainability and growth, and to expand and support a robust and diverse economy; and

WHEREAS, the City Council previously adopted Chapter 3.24 of the Louisville Municipal Code, which established a Tax and Fee Business Assistance Program ("BAP") that authorizes the rebate of certain taxes and fees to businesses; and

WHEREAS, the City's practice under the BAP has been to rebate up to fifty (50%) of eligible taxes and fees, thus preserving the remainder for City purposes; and

WHEREAS, the City Council finds it appropriate to offer enhanced assistance to targeted businesses in order to increase the probability such businesses will locate and keep their operations in Louisville; and

WHEREAS, the City Council further finds that the enhanced assistance for targeted businesses should take the form of a rebate of sales and use tax collected on machinery, machinery tools, software, and property used in space flight due to the high-cost and specialized nature of these items; and

WHEREAS, the City Council, therefore, desires to amend Title 3 of the City Code to add a new Chapter 3.25 concerning enhanced assistance for targeted businesses.

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

Section 1. Title 3 of the Louisville Municipal Code is hereby amended by the addition of a new Chapter 3.25 to read as follows:

CHAPTER 3.25
ENHANCED ASSISTANCE FOR TARGETED BUSINESSES

- Sec. 3.25.010. Established.
- Sec. 3.25.020. Findings, intent, and purpose.
- Sec. 3.25.030. Definitions.
- Sec. 3.25.040. Basis for participation.
- Sec. 3.25.050. Approval of agreement; conditions; term.
- Sec. 3.25.060. EAP payments.
- Sec. 3.25.070. Criteria for approval.
- Sec. 3.25.080. Agreement with City; required contents.

Sec. 3.25.010. Established.

There is established within the City an Enhanced Assistance Program for Targeted Businesses ("EAP").

Sec. 3.25.020. Findings, intent, and purpose.

A. The purpose of the EAP created by this chapter is to encourage the recruitment, retention, establishment, and/or substantial expansion within the City of certain targeted businesses, including businesses in the industries of aerospace, bioscience, cleantech, IT/software, natural products, and outdoor recreation.

B. The City Council specifically finds and determines these targeted businesses have a greater-than-average potential to create a large number of jobs with high earning potential for residents of the City and others, and to otherwise stimulate the City's economy, and following the period of assistance under this chapter, the potential to increase the taxes and fees collected by the City, which increased tax and fee collections will enable the City to provide expanded and improved municipal services to and for the benefit of the residents of the City.

C. The City Council further specifically finds and determines that creation of the EAP is consistent with the City's powers as a home rule municipal corporation, and that exercise of said powers in the manner set forth in this chapter is in furtherance of the public health, safety and welfare. Notwithstanding any provision of this chapter, the City shall never be a joint venturer in any private entity or activity which participates in the EAP, and the City shall never be liable or responsible for any debt or obligation of any participant in the EAP.

Sec. 3.25.030. Definitions.

As used in this chapter and all sections thereof, the following terms and phrases shall have the following meanings:

Applicant means the owner(s) of a targeted business located or proposed to be located within the City.

Enhanced assistance means a rebate of up to one hundred percent (100%) of sales and use taxes on machinery, machinery tools, software, and property used in space flight collected by the City from a targeted business. *Enhanced assistance* shall exclude all revenues derived from: (i) the City's temporary 0.375% sales and use tax for open space and parks approved at the November 7, 2023 election; (ii) the temporary 0.125% sales tax for historic preservation approved at the November 7, 2017 election; (iii) the temporary 0.125% sales and use tax for open space approved at the November 7, 2023 election; (iv) the 0.15% sales and use tax for the Louisville Recreation & Senior Center approved at the November 8, 2016 election; and (v) any future special sales or use taxes imposed following the effective date of the EAP agreement between the City and the applicant.

Targeted business means a business engaged in an industry identified as a key or targeted industry by the Boulder Chamber Economic Council. Currently, the targeted industries are aerospace, bioscience, cleantech, IT/software, natural products, and outdoor recreation, but the Boulder Chamber of Commerce may change its list of targeted industries from time to time without further action required by City Council.

Sec. 3.25.040. Basis for participation.

A. Any owner of a proposed targeted business, or the owner of an existing targeted business which proposes to expand substantially, may apply to the City for inclusion within the EAP, provided that the proposed new or expanded business meets the eligibility criteria set forth in subsection B. Application for inclusion in the EAP must be made prior to the proposed opening, acquisition, or expansion.

B. To be eligible for enhanced assistance under this section, a targeted business must meet the following criteria:

1. The average annual wage of the business's employees must be at least eighty percent (80%) of the annual average wage for Boulder County, not including the value of any employee benefits.
2. An expanding business must show expansion in terms of personnel, production, or product lines.

C. Enhanced assistance may be used by a targeted business only for machinery, machinery tools, software, and property used in space flight.

D. Enhanced assistance may be provided to targeted businesses meeting the above-listed criteria in lieu of or in addition to the BAP assistance authorized under chapter 3.24.

E. Targeted businesses not meeting the above-listed criteria are not eligible for enhanced assistance, but may apply for BAP assistance pursuant to chapter 3.24.

Sec. 3.25.050. Approval of agreement; conditions; term.

A. Execution of an agreement by the City and an applicant implementing the EAP shall entitle the applicant to enhanced assistance in an amount not to exceed the amount specified in the agreement required by section 3.25.080.

B. The time period for enhanced assistance shall not commence until all public or public-related improvements are completed and meet City standards (where applicable) and until the targeted business has commenced its operations or completed its expansion within the City.

C. The time period for enhanced assistance shall be limited to a specified time set forth in the agreement or until a specified maximum amount is reached.

Sec. 3.25.060. EAP payments.

A. Enhanced assistance payments shall be made no less than annually and no more than quarterly, as the City and applicant shall agree.

B. Payments under this section shall commence no earlier than issuance of a certificate of occupancy or completion of a qualified expansion for the subject location and satisfaction of the requirements of this chapter and of the agreement.

C. No interest shall be paid on any enhanced assistance amounts.

Sec. 3.25.070. Criteria for approval.

Approval of an application for EAP incentives totaling \$50,000.00 or more shall require the affirmative vote of four members of the City Council.

Incentives totaling less than \$50,000.00 may be approved, and the agreement required by section 3.25.080 may be executed, by the City Manager. Whether approved by City Council or the City Manager, the decision to approve an EAP application shall be based upon consideration of the following criteria:

A. The applicant's total investment in its Louisville operation, including the cost of construction, expansion, and hiring;

B. The total number of jobs created over the five year period immediately following commencement of the targeted business's operation in Louisville;

C. The average annual wage of the targeted business's employees;

D. The quality of the proposed development;

E. Whether the proposal complements existing Louisville businesses (i.e. a buyer or supplier that serves an existing business in the City);

F. Whether the proposal represents job diversity in industry sectors and is part of a growing industry;

G. The proposal's contribution to the diversity of jobs or employment opportunities within the City;

H. Whether the proposal brings a value added result to the City or a development within the City (for example, by moving the company's corporate headquarters to the City);

I. The amount of the enhanced assistance as a percentage of new revenue anticipated to be created by the proposal (for example, by relocation of the company to the City);

J. The conformance of the applicant's property or project with the comprehensive plan and zoning ordinances of the City; and

K. Whether a proposed agreement required by section 3.25.080 has been reached, which agreement shall contain and conform to all requirements of said section 3.25.080.

Sec. 3.25.080. Agreement with City; required contents.

Each application for inclusion in the EAP submitted to the City shall be considered solely on its own merits. Approval of an application shall require that an agreement be executed by the applicant and the City, which agreement shall, at a minimum, contain:

A. The maximum amount of enhanced assistance, the timing of payment of any enhanced assistance, and the maximum time during which the agreement shall continue, it being expressly understood that any such agreement shall expire and be of no further force and effect upon the occurrence of the earlier to be reached of the maximum time of the agreement (whether or not the maximum amount of enhanced assistance has been reached) or the maximum amount of enhanced assistance (whether or not the maximum time set forth has expired);

B. A statement that the agreement is a personal agreement which does not run with the land;

C. A statement that the agreement shall never constitute a multi-year fiscal obligation, debt or other obligation of the City within the meaning of any constitutional or statutory provision;

D. A provision that, in the event the applicant, and/or its successors and assigns, ceases business operations in the City within five (5) years after the certificate of occupancy has been received or the qualified expansion was completed for the business location, the applicant, or its permitted successors and assigns, shall pay to the City ten percent (10%) of the enhanced assistance rebated by the City under the EAP agreement for each full year that the applicant, and/or its successors and assigns, cease operations at the business location.

E. A provision that any enhanced assistance subject to sharing shall be escrowed in the event there is a legal challenge to the EAP or the approval of any application therefor;

F. An affirmative statement that the obligations, benefits and provisions of the agreement may not be assigned in whole or in any part without the express written authorization of the City Council, and further that no third party shall be entitled to rely upon or enforce any provision of the agreement;

G. A statement that the agreement shall be subject to the annual appropriation of sufficient funds for payments as provided in this chapter, pursuant to Section 20, Article X of the Colorado Constitution;

H. A statement that the applicant shall have no right, claim, lien or priority in or to the City's sales or use tax revenue superior to or on parity

with the rights, claims or liens of the holders as any sales or use tax revenue bonds, notes, certificates or debentures payable from or secured by any sales or use taxes, existing or hereafter issued by the City; and that all rights of the successful applicant are, and at all times shall be, subordinate and inferior to the rights, claims and liens of the holders of any and all such existing or hereafter issued sales and use tax revenue bonds, notes, certificates or debentures, payable from or secured by any sales or use taxes issued by the City; and

I. Any other provisions agreed upon by the parties and approved by the City Council.

Section 4. If any portion of this ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares it would have passed and approved this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

Section 5. The repeal or modification of any provision of the Municipal Code of the City of Louisville by this ordinance shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under such provision, and each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.

Section 6. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

**INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED
PUBLISHED** this 19th day of November, 2024.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

APPROVED AS TO FORM:

Kelly PC
City Attorney

PASSED AND ADOPTED ON SECOND AND FINAL READING, this 7th day of
January, 2025.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

SUBJECT: **ORDINANCE NO. 1888, SERIES 2024 – AN ORDINANCE
AMENDING THE LOUISVILLE MUNICIPAL CODE TO ADD A
NEW CHAPTER 3.25 REGARDING ENHANCED ASSISTANCE
FOR TARGETED BUSINESSES – 2ND READING, PUBLIC
HEARING (advertised *Daily Camera* 11/24/24) continued from
12/3/24**

DATE: **JANUARY 7, 2025**

PRESENTED BY: **VANESSA ZARATE, CECD, ECONOMIC VITALITY MANAGER**

SUMMARY:

In 2007, the Louisville City Council adopted Chapter 3.24 of the Louisville Municipal Code establishing the City's Tax and Fee Business Assistance Program (BAP), which authorizes rebates of certain taxes and fees to businesses to encourage the recruitment, retention, establishment and/or expansion of sales tax generating businesses and employers within the City. The intent of the program is to provide financial rebates to businesses that provide employment opportunities, provide goods and services and positively contribute to the economy and quality of life for Louisville.

The BAP has proven to be quite successful over the years. The BAP allows businesses to take advantage of multiple rebates to include building permit and sign permit fee rebates, construction and use tax rebates and sales tax rebates. If and where applicable, an applicant can receive a vacancy bonus. All incentives are performance based and rebates are determined based on true costs incurred for the project. As of October 2024, there are 35 active BAPs that include retail, office and industrial users. In addition, there are 76 completed BAPs.

The BAP is the only city-wide attraction, retention and expansion incentive available to businesses looking to locate, relocate or expand in Louisville. Businesses of all sizes and industries can apply for a BAP incentive through the Economic Vitality team. To be eligible, a company must be one of the following: a new business seeking to open in or relocate to Louisville; an existing Louisville business which proposes to expand in the City; or an existing Louisville business that must relocate to a new premises due to non-renewal of a lease or other unforeseen circumstance outside of the business owner's control. Application for inclusion in the BAP must be made prior to the proposed opening, acquisition or expansion. All agreements are structured as rebates, no up-front incentives are offered through this program.

- Through the current program, the City can offer rebates on the following items for a period of time or until a specified maximum amount is reached:

- Building Permit Fees
- Sign Permit Fees
- Construction Use Tax
- Consumer Use Tax or Retail Sales Tax

Historically, the City's most used parameters are to issue rebates equal to approximately 50% of the above-listed fees and taxes for projects that are awarded an incentive through the BAP. The 50% rebate is from 3% of the taxes charged and eligible for rebate, 0.775% of the taxes are not rebate-able as they are dedicated to various funds within the City (Historic Preservation, Parks and Open Space).

In 2010, the City adopted a tax for using, storing, distributing or otherwise consuming tangible personal property or taxable services inside the City, aka 'consumer use tax', which became effective following voter approval. In 2023, the City approved an amendment to the Business Assistance Program to codify the practice of rebating a portion of the City's consumer use tax under a BAP agreement. A definition of "consumer use tax" has been added to the Business Assistance Program and the definition of "fees" has been expanded to include the amount of consumer use taxes collected. As part of this amendment, new language requires that businesses remain open for 10 years following the issuance of a certificate of occupancy or pay back 10% of assistance for each year out of the 10 that they failed to remain open.

Staff is proposing a new amendment to the BAP to allow for additional assistance for Boulder County's targeted industries. This enhanced support would exempt software, machinery, machinery tools and property used in space flight from sales and use tax.

Boulder County's Targeted Industries

Boulder County's Targeted Industries are currently Aerospace, Bioscience, Cleantech, IT/Software, Natural Products and Outdoor Recreation. Targeted industries are industries that have been identified as providing significant economic benefits, including the creation of high-paying employment opportunities, the expansion of the tax base, and/or the elevation of the community's quality of life. Communities can pick their own targeted industries and targeted industries can be identified on the municipal, county and state-wide level. Boulder County's targeted industries, for this purpose, are those identified by the Boulder Economic Council. As economies change, industries can be added to or removed from the targeted industry list.

Colorado's Office of Economic Development and International Trade (OEDIT) is the state's economic development arm and identifies their priorities by Key Industries. Their key industries are Advanced Manufacturing, Aerospace, Bioscience, Creative Industries, Defense & Homeland Security, Electronics, Energy & Natural Resources, Financial Services, Food & Agriculture, Health & Wellness, Infrastructure Engineering, Technology & Innovation, Tourism, Outdoor Recreation and Transportation & Logistics. OEDIT

creates programs to assist community's targeted industries across the state to include targeted incentives, workforce programming, technical support and more.

In Louisville, we operate within a larger ecosystem that includes our neighbors in Boulder County and largely across the Denver Metro. We need to be competitive to attract and retain businesses while setting the stage for expansion for businesses within Louisville, Colorado and elsewhere. Incentives are a way to remain competitive and ensure that the business climate and operating environment can support business sustainability and growth.

Louisville is located in a prime location with easy access to Boulder, Denver and other communities across the metro and state. Some key advantages for all industries locating in Louisville include proximity and access to a highly educated workforce, partnerships with institutions such as University of Colorado Boulder, hospitals, research institutions, national and federal labs and agencies and access to vast open space and outdoor recreation amenities.

Aerospace Industry

Aerospace is an identified targeted industry for both Boulder County and the State of Colorado. Aerospace thrives in Colorado for many reasons including concentration of commercial and academic space assets and concentration of military and government partners. Colorado has the second largest space economy in the U.S. and Colorado's central location within the United States provides one-bounce satellite communications to Europe and Asia in the same day. The aerospace industry also benefits from the success of Denver International Airport and other regional airports across the state.

Colorado's aerospace cluster is made up of over 350 businesses that employ over 37,000 and have a yearly economic output of \$12.7M. The average wage for an aerospace employee is \$135,550. 80% of the state's aerospace employment is in the nine-county Denver metro region. Over 60% of Colorado's aerospace companies have 10 or fewer employees, while nearly 10% have over 250 employees.

The state of Colorado passed legislation creating a Sales and Use Tax exemption for qualified property used in space flight. There are also multiple state incentives that aerospace companies in Louisville can take advantage of such as a job growth incentive tax credit, a Procurement Technical Assistance Center, accelerator programs and advanced industry accelerator programs.

Bioscience Industry

Bioscience is a target industry for both Boulder County and the State of Colorado. The Denver/Boulder metro was ranked 11th among the top metros in 2022 for bioscience support and growth. We have also been ranked second highest for density of

bioengineers and biomedical engineers. Similarly to other industries, the bioscience industry benefits from access to highly educated workers, science and research institutions and quality of life components to support their business missions.

The nine-county metro is home to over 950 companies and more than 20,220 bioscience employees. The average wage for a bioscience employee, in 2022, was \$117,220. From 2019-2023, the bioscience cluster grew over 20%, adding nearly 3,500 jobs. A majority of bioscience businesses, 75%, have 10 or fewer employees. Colorado raised \$1.6 billion in capital across the life science ecosystem in 2022.

OEDIT's Advanced Industries Accelerator has awarded over 500 grants to more than 80 life science companies, resulting in over 1,000 new jobs and over \$1 billion in follow-on capital. At the end of 2022, it was estimated that the demand for commercial life-science space was responsible for nearly 3 million feet of construction in the Denver/Boulder metro. Bioscience companies partner with federal agencies, labs, the Colorado Bioscience Association, universities, K-12 school systems and health care facilities to advance life science research, education, and breakthroughs.

Louisville is a partner within the US 36 Collaborative with the Health for Hub Impact Campaign, a national campaign promoting bioscience and other high-tech businesses. Sub-sectors include Pharmaceuticals, Biotechnology and Medical Devices & Instruments.

Cleantech Industry

Cleantech is a targeted industry in Boulder County and the State of Colorado has a key industry of Energy and Natural Resources (natural and renewable energy). Colorado was the first state to pass clean energy standards at the ballot and is 4th in the nation in terms of cleantech employment concentration. Colorado is home to many top-tier universities, labs and research institutions, resulting in being 8th, and climbing, in terms of cleantech capital investment according to the Colorado Cleantech Industries Association. In Colorado, Energy and Natural Resources has over 10,000 companies and more than 88,000 employees with an average wage of \$104,700.

Colorado is a top 10 state for renewable energy and is in the top-5 for states with most LEED-certified energy efficient buildings. Colorado is second in the nation for sustainability startups, with Boulder ranking the number one city for sustainability in the nation. The state of Colorado has energy goals to include a 50% reduction of emissions by 2030 and 90% reduction by 2050. Colorado ranked 5th in the nation in 2022 for top cleantech innovation hub.

Louisville continues to expand on its commitment to clean technology and energy standards locally with clean energy building codes, a bag tax, all electric trash service and a decarbonization plan. Louisville has aligned with partners in Boulder County to

continue to elevate cleantech and support innovation within the industry, and innovation that can be integrated into other industries.

IT/Software Industry

IT/Software are two industries that took a predominant hold on the coasts, and a few select areas internal to the United States, to include Colorado. Many companies view Colorado as a finalist for a location decision due to the access to talent and access to other markets from the airport. Many employees within the IT/Software industry are younger than some of their industry counterparts, making Colorado a prime location for businesses wanting to reach the young, smart talent that has been flocking to Colorado for many years.

IT/Software is a targeted industry in Boulder County and a key industry for the State of Colorado. Colorado is home to over 8,200 businesses and nearly 90,000 employees with an average wage of \$148,310. Colorado's IT/Software industry is a leader within startups, venture capital, second-stage growth, and rapid expansion. From 2017 to 2022, the IT/Software industry grew in Colorado by over 50%, twice that of the national average. Growth has been so significant in Colorado that growth just within this industry has outpaced US employment growth for nearly a decade. Almost 90% of the employees in IT/Software in Colorado are in the nine-county metro.

Natural Products

Natural and organic product companies are a targeted industry in Boulder County and Food and Agriculture are a key industry in the State of Colorado. Boulder county is often the epicenter of clean and natural foods, leading the county in highest per capital consumption of organic foods. Businesses in the natural products realm generally research products, make and sell products, and conduct marketing and awareness campaigns.

Boulder is home to the nation's largest concentration of natural and organic product companies. According to a 2020 Naturally Boulder Economic Impact Study done by CU-Boulder's Business Research Division, the natural and organic food industry in Colorado contributes \$3.1 billion to the state's economy and supports over 22,000 jobs across the state.

Outdoor Recreation

Outdoor recreation is a targeted industry in Boulder County and a key industry for the State of Colorado. This is often the most readily known asset residents and visitors associate with Colorado. Residents, visitors and businesses all benefit from access to a wide variety of open space and outdoor recreation amenities and options. In addition to participating in the industry, Colorado often leads in cutting-edge technology as well as

preservation and support for our outdoor spaces. In 2022, the outdoor recreation industry accounted for \$13.9 billion in value-added GDP annually and 130,000 direct jobs. Nearly 7,500 businesses statewide conduct over \$25 billion in annual sales each year.

The Outdoor Industry Association is based in Boulder, serving more than 4,000 manufacturers, distributors, suppliers, sales representatives and retailers- and is the leading trade association representing the nearly \$650 billion outdoor recreation industry in the United States. Trade shows, gear summits, and outdoor festivals often host their annual events in Colorado, creating an environment where business and recreation come together.

Louisville has dedicated 26% of the city's land area to open space, parks and public spaces. There are 32 miles of trails within the community that connect Louisville to other parts of the region and beyond. Louisville is also proud to have a wide array of bike lanes and advisory bike lanes to connect neighborhoods, commercial centers and people.

Jobs

Economic Vitality works with businesses and our partners to attract, retain and expand businesses in Louisville. The census reports that as of 2022, the median income in Louisville was \$135,000, 51% higher than the state average of \$89,300. Over 65% of Louisville's population has at least a bachelor's degree. Louisville's 1,600 businesses employ over 20,000 people, providing a diverse offering of services and employment opportunities.

The median income for Boulder County is \$102,200, with many of the targeted industries paying an average wage above this figure. Qualified employees are essential to business success and growth. Jobs provide direct and indirect benefit to the person employed and the community at large. Local jobs provide an opportunity for people to live and work in the same community, spending time, energy and money within that community.

Incentive Impact

Businesses have a lot of factors and inputs to consider when making location and expansion decisions. Businesses want to be in a place that is sustainable in the short through long term and in a community that provides them the ability to attract and retain talent and grow as needed to meet demand and company goals. Some vital inputs include availability of labor, availability of land/building, construction timeframe, business-friendliness of the community and cost of the project. One way for Louisville to impact the competitive nature of our available site opportunities is to impact the cost of the project through available incentives.

All things comparable, a location decision will come down to cost and ability to get a project completed in a timely manner. Not all costs are related to City policy or can be

influenced by the City but the City having a clear and easy to engage with incentive policy is crucial for business attraction and retention.

Some of the costs associated with business operations include salaries, overhead, property taxes, sales and use taxes, insurances, unemployment insurance, marketing, operational costs, building and tenant finish costs, permit fees, additional employee costs (health insurance), and local, county, state and federal fees/taxes. In order to be competitive, Louisville should work to positively influence the costs that are within their jurisdiction and control.

The State of Colorado has exempted sales/use tax on property used in space flight and manufacturing equipment to remain competitive with other states.

In some cases, businesses are paying costs that they would not have to pay elsewhere in Colorado or in the nation, making us no longer a competitive location. Louisville needs to be competitive to continue to attract, expand and support a robust and diverse economy. Below are some examples of current sales and use tax exemptions.

Entity	Exemption
State of Colorado	Property used in space flight and manufacturing equipment
Boulder County	Purchases of machinery or machine tools for manufacturing
Lafayette, CO	Manufacturing/wholesale purchases
Broomfield, CO	Property used in space flight
Centennial, CO	Manufacturing equipment
Lakewood, CO	Manufacturing equipment
Ft. Collins, CO	Tiered rebate for manufacturing equipment
Colorado Springs, CO	Alternative tax rate for manufacturing equipment
Grand Junction, CO	Manufacturing equipment
Texas	Manufacturing machinery and equipment
Florida	Machinery and equipment,

PROPOSED BUSINESS ASSISTANCE PROGRAM AMENDMENTS

Staff is proposing the Business Assistance Program be amended to allow for additional assistance for Boulder County's targeted industries. This additional assistance would be in the form of a rebate, up to 100%, of the sales and use taxes collected on machinery, machinery tools, software and property used in space flight.

The following criteria would need to be met in order for a business to be considered for enhanced assistance:

- Must be a targeted industry (subject to verification of operations).
- New business or qualified expansion
- The average wage of jobs must be at least 80% of the annual wage of Boulder County (not including benefits).

A qualified expansion could include an increase in personnel, production and/or product lines. The company must provide proof of ability and intent to expand at the Louisville location to be considered a qualified expansion. The BAP will not be retroactive, and must be applied for before machinery or software is purchased.

All BAP applications will continue to follow the existing application process that includes requiring the company to submit all needed information and verifications. Economic Vitality staff will review all applications for completeness and, verify supplemental information and confirm that all qualifications have been met. To ensure the stability of the program, a 'claw-back' clause is included in the ordinance amendment so that in the event a project does not remain in Louisville, a proportional portion of the rebates would be returned to the City.

This BAP amendment focuses on machinery, machinery tools, space flight property, and software due to the high-cost nature of these business components, even more so for specialized industries, product lines and business operations. The enhanced assistance would align Louisville's competitiveness with many of our direct competitors and continue to support a strong economy.

Future Considerations for the BAP

The City may want to consider additional amendments to the BAP program in the future as market and industry trends evolve. Regular review of the BAP program is crucial to ensure we are offering incentives that are needed, relevant and competitive in the market. All of the components of the Business Assistance Program are rebates. There is no up-front cost to the City and a rebate program ensures performance measures are met before any rebate is dispersed. Competitive and clear incentive programs help attract, retain and expand businesses within the City of Louisville while showcasing our business community and providing a supportive environment for businesses and employees to thrive.

FISCAL IMPACT:

Financial assistance through the Business Assistance Program is all provided on a case-by-case basis and rebated from taxes and fees paid by the business for the specified project. Incentives are paid from the revenues received by the City from the business and

are anticipated to be additionally offset by the increase in fees and taxes received from the new, retained or expanding entity.

As part of the application, the business must also include project costs, community impact and growth factors to highlight how the businesses will positively impact Louisville.

RECOMMENDATION:

Staff recommends that City Council adopt the proposed Business Assistance Program amendment for enhanced assistance for Boulder County's targeted industries.

ATTACHMENT(S):

1. Proposed Ordinance for Enhanced Business Assistance
2. Presentation

STRATEGIC PLAN IMPACT:

☐		Financial Stewardship & Asset Management	☐		Reliable Core Services
☒		Vibrant Economic Climate	☐		Quality Programs & Amenities
☐		Engaged Community	☐		Healthy Workforce
☐		Supportive Technology	☐		Collaborative Regional Partner

**ORDINANCE NO. 1888
SERIES 2024**

**AN ORDINANCE AMENDING THE LOUISVILLE MUNICIPAL CODE TO ADD A NEW
CHAPTER 3.25 REGARDING ENHANCED ASSISTANCE FOR TARGETED
BUSINESSES**

WHEREAS, the Boulder Chamber Economic Council has identified certain targeted industries that provide significant economic benefits to local communities, including creating high-paying employment opportunities, expanding the tax base, and enhancing the community's quality of life; and

WHEREAS, the targeted industries in Boulder County are currently aerospace, bioscience, cleantech, IT/software, natural products, and outdoor recreation; and

WHEREAS, offering incentives to businesses within these targeted industries is a way for the City to attract and retain businesses, to encourage business sustainability and growth, and to expand and support a robust and diverse economy; and

WHEREAS, the City Council previously adopted Chapter 3.24 of the Louisville Municipal Code, which established a Tax and Fee Business Assistance Program ("BAP") that authorizes the rebate of certain taxes and fees to businesses; and

WHEREAS, the City's practice under the BAP has been to rebate up to fifty (50%) of eligible taxes and fees, thus preserving the remainder for City purposes; and

WHEREAS, the City Council finds it appropriate to offer enhanced assistance to targeted businesses in order to increase the probability such businesses will locate and keep their operations in Louisville; and

WHEREAS, the City Council further finds that the enhanced assistance for targeted businesses should take the form of a rebate of sales and use tax collected on machinery, machinery tools, software, and property used in space flight due to the high-cost and specialized nature of these items; and

WHEREAS, the City Council, therefore, desires to amend Title 3 of the City Code to add a new Chapter 3.25 concerning enhanced assistance for targeted businesses.

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

Section 1. Title 3 of the Louisville Municipal Code is hereby amended by the addition of a new Chapter 3.25 to read as follows:

CHAPTER 3.25
ENHANCED ASSISTANCE FOR TARGETED BUSINESSES

- Sec. 3.25.010. Established.
- Sec. 3.25.020. Findings, intent, and purpose.
- Sec. 3.25.030. Definitions.
- Sec. 3.25.040. Basis for participation.
- Sec. 3.25.050. Approval of agreement; conditions; term.
- Sec. 3.25.060. EAP payments.
- Sec. 3.25.070. Criteria for approval.
- Sec. 3.25.080. Agreement with City; required contents.

Sec. 3.25.010. Established.

There is established within the City an Enhanced Assistance Program for Targeted Businesses ("EAP").

Sec. 3.25.020. Findings, intent, and purpose.

A. The purpose of the EAP created by this chapter is to encourage the recruitment, retention, establishment, and/or substantial expansion within the City of certain targeted businesses, including businesses in the industries of aerospace, bioscience, cleantech, IT/software, natural products, and outdoor recreation.

B. The City Council specifically finds and determines these targeted businesses have a greater-than-average potential to create a large number of jobs with high earning potential for residents of the City and others, and to otherwise stimulate the City's economy, and following the period of assistance under this chapter, the potential to increase the taxes and fees collected by the City, which increased tax and fee collections will enable the City to provide expanded and improved municipal services to and for the benefit of the residents of the City.

C. The City Council further specifically finds and determines that creation of the EAP is consistent with the City's powers as a home rule municipal corporation, and that exercise of said powers in the manner set forth in this chapter is in furtherance of the public health, safety and welfare. Notwithstanding any provision of this chapter, the City shall never be a joint venturer in any private entity or activity which participates in the EAP, and the City shall never be liable or responsible for any debt or obligation of any participant in the EAP.

Sec. 3.25.030. Definitions.

As used in this chapter and all sections thereof, the following terms and phrases shall have the following meanings:

Applicant means the owner(s) of a targeted business located or proposed to be located within the City.

Enhanced assistance means a rebate of up to one hundred percent (100%) of sales and use taxes on machinery, machinery tools, software, and property used in space flight collected by the City from a targeted business. *Enhanced assistance* shall exclude all revenues derived from: (i) the City's temporary 0.375% sales and use tax for open space and parks approved at the November 7, 2023 election; (ii) the temporary 0.125% sales tax for historic preservation approved at the November 7, 2017 election; (iii) the temporary 0.125% sales and use tax for open space approved at the November 7, 2023 election; (iv) the 0.15% sales and use tax for the Louisville Recreation & Senior Center approved at the November 8, 2016 election; and (v) any future special sales or use taxes imposed following the effective date of the EAP agreement between the City and the applicant.

Targeted business means a business engaged in an industry identified as a key or targeted industry by the Boulder Chamber Economic Council. Currently, the targeted industries are aerospace, bioscience, cleantech, IT/software, natural products, and outdoor recreation, but the Boulder Chamber of Commerce may change its list of targeted industries from time to time without further action required by City Council.

Sec. 3.25.040. Basis for participation.

A. Any owner of a proposed targeted business, or the owner of an existing targeted business which proposes to expand substantially, may apply to the City for inclusion within the EAP, provided that the proposed new or expanded business meets the eligibility criteria set forth in subsection B. Application for inclusion in the EAP must be made prior to the proposed opening, acquisition, or expansion.

B. To be eligible for enhanced assistance under this section, a targeted business must meet the following criteria:

1. The average annual wage of the business's employees must be at least eighty percent (80%) of the annual average wage for Boulder County, not including the value of any employee benefits.
2. An expanding business must show expansion in terms of personnel, production, or product lines.

C. Enhanced assistance may be used by a targeted business only for machinery, machinery tools, software, and property used in space flight.

D. Enhanced assistance may be provided to targeted businesses meeting the above-listed criteria in lieu of or in addition to the BAP assistance authorized under chapter 3.24.

E. Targeted businesses not meeting the above-listed criteria are not eligible for enhanced assistance, but may apply for BAP assistance pursuant to chapter 3.24.

Sec. 3.25.050. Approval of agreement; conditions; term.

A. Execution of an agreement by the City and an applicant implementing the EAP shall entitle the applicant to enhanced assistance in an amount not to exceed the amount specified in the agreement required by section 3.25.080.

B. The time period for enhanced assistance shall not commence until all public or public-related improvements are completed and meet City standards (where applicable) and until the targeted business has commenced its operations or completed its expansion within the City.

C. The time period for enhanced assistance shall be limited to a specified time set forth in the agreement or until a specified maximum amount is reached.

Sec. 3.25.060. EAP payments.

A. Enhanced assistance payments shall be made no less than annually and no more than quarterly, as the City and applicant shall agree.

B. Payments under this section shall commence no earlier than issuance of a certificate of occupancy or completion of a qualified expansion for the subject location and satisfaction of the requirements of this chapter and of the agreement.

C. No interest shall be paid on any enhanced assistance amounts.

Sec. 3.25.070. Criteria for approval.

Approval of an application for EAP incentives totaling \$50,000.00 or more shall require the affirmative vote of four members of the City Council.

Incentives totaling less than \$50,000.00 may be approved, and the agreement required by section 3.25.080 may be executed, by the City Manager. Whether approved by City Council or the City Manager, the decision to approve an EAP application shall be based upon consideration of the following criteria:

A. The applicant's total investment in its Louisville operation, including the cost of construction, expansion, and hiring;

B. The total number of jobs created over the five year period immediately following commencement of the targeted business's operation in Louisville;

C. The average annual wage of the targeted business's employees;

D. The quality of the proposed development;

E. Whether the proposal complements existing Louisville businesses (i.e. a buyer or supplier that serves an existing business in the City);

F. Whether the proposal represents job diversity in industry sectors and is part of a growing industry;

G. The proposal's contribution to the diversity of jobs or employment opportunities within the City;

H. Whether the proposal brings a value added result to the City or a development within the City (for example, by moving the company's corporate headquarters to the City);

I. The amount of the enhanced assistance as a percentage of new revenue anticipated to be created by the proposal (for example, by relocation of the company to the City);

J. The conformance of the applicant's property or project with the comprehensive plan and zoning ordinances of the City; and

K. Whether a proposed agreement required by section 3.25.080 has been reached, which agreement shall contain and conform to all requirements of said section 3.25.080.

Sec. 3.25.080. Agreement with City; required contents.

Each application for inclusion in the EAP submitted to the City shall be considered solely on its own merits. Approval of an application shall require that an agreement be executed by the applicant and the City, which agreement shall, at a minimum, contain:

A. The maximum amount of enhanced assistance, the timing of payment of any enhanced assistance, and the maximum time during which the agreement shall continue, it being expressly understood that any such agreement shall expire and be of no further force and effect upon the occurrence of the earlier to be reached of the maximum time of the agreement (whether or not the maximum amount of enhanced assistance has been reached) or the maximum amount of enhanced assistance (whether or not the maximum time set forth has expired);

B. A statement that the agreement is a personal agreement which does not run with the land;

C. A statement that the agreement shall never constitute a multi-year fiscal obligation, debt or other obligation of the City within the meaning of any constitutional or statutory provision;

D. A provision that, in the event the applicant, and/or its successors and assigns, ceases business operations in the City within five (5) years after the certificate of occupancy has been received or the qualified expansion was completed for the business location, the applicant, or its permitted successors and assigns, shall pay to the City ten percent (10%) of the enhanced assistance rebated by the City under the EAP agreement for each full year that the applicant, and/or its successors and assigns, cease operations at the business location.

E. A provision that any enhanced assistance subject to sharing shall be escrowed in the event there is a legal challenge to the EAP or the approval of any application therefor;

F. An affirmative statement that the obligations, benefits and provisions of the agreement may not be assigned in whole or in any part without the express written authorization of the City Council, and further that no third party shall be entitled to rely upon or enforce any provision of the agreement;

G. A statement that the agreement shall be subject to the annual appropriation of sufficient funds for payments as provided in this chapter, pursuant to Section 20, Article X of the Colorado Constitution;

H. A statement that the applicant shall have no right, claim, lien or priority in or to the City's sales or use tax revenue superior to or on parity

with the rights, claims or liens of the holders as any sales or use tax revenue bonds, notes, certificates or debentures payable from or secured by any sales or use taxes, existing or hereafter issued by the City; and that all rights of the successful applicant are, and at all times shall be, subordinate and inferior to the rights, claims and liens of the holders of any and all such existing or hereafter issued sales and use tax revenue bonds, notes, certificates or debentures, payable from or secured by any sales or use taxes issued by the City; and

I. Any other provisions agreed upon by the parties and approved by the City Council.

Section 4. If any portion of this ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares it would have passed and approved this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

Section 5. The repeal or modification of any provision of the Municipal Code of the City of Louisville by this ordinance shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under such provision, and each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.

Section 6. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portion hereof are hereby repealed to the extent of such inconsistency or conflict.

**INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED
PUBLISHED** this 19th day of November, 2024.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

APPROVED AS TO FORM:

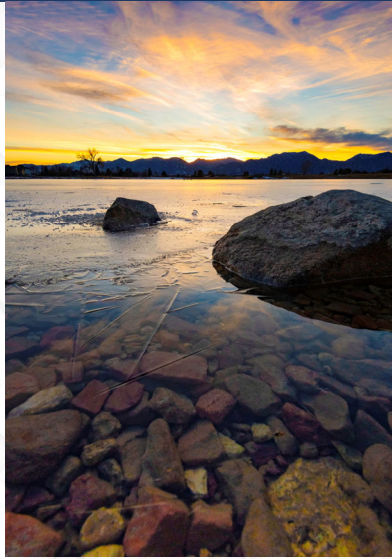
Kelly PC
City Attorney

PASSED AND ADOPTED ON SECOND AND FINAL READING, this 7th day of
January, 2025.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk



Enhanced Assistance for Targeted Industries

January 7, 2025



1

Existing Business Assistance Program

- New, expanding or relocating businesses
- Expenses eligible
 - Building Permit Fees
 - Sign Permit Fees
 - Construction Use Tax
 - Consumer Use Tax or Retail Sales Tax
 - Vacancy Bonus**



2

Program to date

- 35 Active BAPs
- 76 Completed Baps
- Some previous applicants include
 - Fresca
 - Ironton
 - Loxo Oncology
 - Snarf's
 - Tilt

Targeted Industry

- Industries identified as providing significant economic benefits including the creation of high-paying employment opportunities, the expansion of the tax base or the elevation of a community's quality of life.
- Aerospace
- Bioscience
- Cleantech
- IT/Software
- Natural Products
- Outdoor Recreation

Competitiveness

Entity	Exemption
State of Colorado	Property used in space flight and manufacturing equipment
Boulder County	Purchases of machinery or machine tools for manufacturing
Lafayette, CO	Manufacturing/wholesale purchases
Broomfield, CO	Property used in space flight
Centennial, CO	Manufacturing equipment
Lakewood, CO	Manufacturing equipment
Ft. Collins, CO	Tiered rebate for manufacturing equipment
Colorado Springs, CO	Alternative tax rate for manufacturing equipment
Grand Junction, CO	Manufacturing equipment
Texas	Manufacturing machinery and equipment
Florida	Machinery and equipment



5

Proposed Amendment

- Enhanced assistance for Boulder County's targeted industries
- Exempt Property Used in Space Flight, Software, Machinery, and Machinery Tools from the Sales and Use Tax
 - Allow a full rebate on the 3% tax paid on these business components (only 3% of the tax paid is eligible for rebate as other percentages are dedicated to other purposes)
 - The assistance would be the form of a rebate on true tax paid on the property and equipment



6

Business Eligibility

- Must be a targeted industry (subject to verification of operations).
- New business or qualified expansion
- The average wage of jobs must be at least 80% of the annual wage of Boulder County (not including benefits)

*A qualified expansion could include an increase in personnel, production or product lines.



7

Agreement Structure

- Applicants apply with all applicable information, and should eligibility and community impact requirements be met; staff will bring forward a proposal to City Council.
- All components will be rebates, the applicant will pay the costs and will be rebated based on true costs.
- Company should remain in Louisville for length of the agreement, or the City is eligible for a proportional return of rebates provided



8

Questions?

SUBJECT: DISCUSSION/DIRECTION – ESTABLISHMENT OF A STEERING COMMITTEE FOR THE DOWNTOWN PUBLIC URBAN LANDSCAPE AND STREETScape ENHANCEMENTS (PULSE) PROJECT

DATE: JANUARY 7, 2025

PRESENTED BY: KURT KOWAR, DIRECTOR OF PUBLIC WORKS AND UTILITIES

SUMMARY:



Staff is providing opportunity for discussion of the establishment of a steering committee for the upcoming Downtown Public Urban Landscape and Streetscape Enhancements (**Downtown PULSE**) project anticipated to last from 2025 to 2028. (Logo for illustrative creative juice only)

The PULSE is focused on implementing the downtown vision plan and connections with the pure mission of keeping downtown spaces lively and thriving as the heart of the community.

This topic is being provided for discussion with Council to get a PULSE on:

- Should there be a steering committee?
- What should the scope of input or key milestones be for the steering committee?
- What should the steering committee composition be?

The Downtown PULSE has created a pitter patter of excitement, concern, and questions within the community and there is an opportunity to establish a monthly rhythm with our key stakeholders.

On November 19, 2024, City Council adopted the Downtown Vision Plan for Streetscapes and Public Places (the Plan) that outlines conceptual improvements to be implemented over the next decade aimed at improving the aesthetics, accessibility, and functionality of key corridors within the City's downtown area.

A Request for Proposals (RFP) to select a professional design consultant for portions of the Plan are due in early January. A contract will be recommended for award by City Council to the selected consultant on January 21, 2025.

Construction is anticipated to be split into multiple design packages to allow for phasing within downtown activities and to provide for an expedited groundbreaking in Fall 2025. Project completion is expected in mid-2028.

There are significant challenges to performing construction in the downtown area with business activities and events taking place throughout the year. Sequencing construction while coordinating with businesses and events staff will be important to ensure the success of the project and to minimize any negative impacts.

Design timelines to begin construction in the Fall of 2025 are very aspirational and streamlining input and design decisions is critical to project delivery success. The timelines being worked under will not provide for continuous check ins or feedback meetings with multiple boards and/or commissions.

The steering committee is envisioned to meet monthly to be informed and provide input on:

- Key project components have stakeholder input on design considerations, cost allocation, and prioritization.
- Inform high level design decisions.
- Discuss key budgetary impacts or value engineering opportunities.
- Advise staff on development of construction outreach opportunities and impact mitigation.
- Act as ongoing listening liaison through construction with the community as necessary.

An initial proposed composition of the steering committee is as follows:

- Two (2) downtown business owners (adjacent to anticipated construction)
- Two (2) Louisville residents (located within or near the project area)
- One (1) member of the Louisville Revitalization Commission (appointed by the board)
- One (1) representative from the Downtown Business Association or Chamber of Commerce to be decided by City Council (appointed by the organization)
- One (1) member of the Public Parks & Landscape Advisory Board (PPLAB) (appointed by the board)
- One (1) member of the Louisville Cultural Advisory Board (appointed by the board)

Selection for residents (2) and business owners (2) positions would be advertised on social media and the city website and a brief application would be required for those applying for the opening. Staff recommends the Council then appoint a committee of two members to review the applications and determine the appointments.

This is a multi-year commitment and member availability will be critical to meet monthly to be apprised of project information and provide requested feedback. Special meetings may occasionally be required in addition to the monthly meeting to address time sensitive issues.

If the Council chooses to move forward with a steering committee, staff will bring a resolution for consideration at a future meeting. A resolution is needed to formally create the committee and outline its duties and responsibilities.

FISCAL IMPACT:

There is no fiscal impact required to establish a steering committee for the Downtown Streetscape project.

PROGRAM/SUB-PROGRAM:

The recommended adoption supports the Transportation and Economic Prosperity programs providing a safe, well-maintained effective and efficient multimodal transportation system at a reasonable cost and will help promote a thriving business climate that provides job opportunities, facilities investment, and produces reliable revenue to support City services.

STAFF RECOMMENDATION:

Staff recommends Council provide direction on the establishment of a steering committee for the Downtown PULSE project.

ATTACHMENT(S):

1. Request for Proposals – Downtown Streetscape Project – Phase 1
2. Draft Schedule

STRATEGIC PLAN IMPACT:

☒		Financial Stewardship & Asset Management	☒		Reliable Core Services
☒		Vibrant Economic Climate	☒		Quality Programs & Amenities
☒		Engaged Community	☐		Healthy Workforce
☐		Supportive Technology	☐		Collaborative Regional Partner

Request for Proposals (RFP)

To Provide

**Professional Design Services
For**

**LOUISVILLE DOWNTOWN STREETSCAPE
PROJECT – PHASE 1**

RFP



December 11, 2024

For Submittal and Presentation

To
The Selection Committee
City of Louisville
Department of Public Works
Engineering Division

NOTICE TO CONSULTANTS

Project Name: Louisville Downtown Streetscape Project – Phase 1
City of Louisville Project Number: TBD

Thank you for your interest in the Request for Proposals (RFP) for Professional Design Services for the Louisville Downtown Streetscape project.

Proposals (pdf format only) shall be submitted via email to pworks@louisvilleco.gov by **2:00 pm MST (City clock), Wednesday, January 8, 2025**, at which time proposals will be date and time stamped upon receipt. Only proposals received by the City Engineer's office prior to the deadline noted above will be considered. ***No late proposals will be accepted.***

A pre-proposal meeting is scheduled for December 20 at 11:00am MST. The purpose of the pre-proposal meeting is to provide assistance to interested consultants in interpretation of the Request for Proposals, Scope of Services, Sample Contract, and other technical matters. Attendance is **mandatory**.

The meeting will be held via Microsoft Teams:

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 230 092 078 71

Passcode: 7LV2hx3D

Alternate meeting link: https://teams.microsoft.com/l/meetup-join/19%3ameeting_MjAxODY1ODMtOGZmNS00MmZhLWJiZGUtOGE1N2VIN2ViZDBI%40thead.v2/0?context=%7b%22Tid%22%3a%22bdc34c2-e919-4b54-b6ba-01080ac35832%22%2c%22Oid%22%3a%22352b7264-5c1d-49b4-b53a-83ada25517d5%22%7d

DESCRIPTION:

The City of Louisville is requesting written proposals from qualified consulting and engineering firms for advancing the initial phase of the "Downtown Vision Plan for Streetscapes and Public Places" ("Downtown Vision Plan") within the City of Louisville, Colorado. The selected consultant will be tasked with refining and advancing the concepts presented in the Downtown Vision Plan to final design and preparing construction documents. The project will have multiple areas of improvement within downtown Louisville, but will generally be confined to the area between Jefferson Street and the Burlington Northern Santa Fe railway to the east and west, and South Street and Elm Street to the north and south.

The conceptual designs shown in the Downtown Vision Plan will require refinement to ensure that the project can be constructed within the City's available budget. During this concept refinement and throughout the design process, the selected consultant will be required to coordinate with the City, the Downtown Streetscape Steering Committee, local businesses,

BNSF Railway Company and other various stakeholders to ensure that the overall vision for the project is maintained as refinements are made. Interested consultants should become familiar with the Downtown Vision Plan, which is included in this RFP as Exhibit A.

The City is interested in exploring alternative project delivery methods for this project due to the extensive construction impacts anticipated in the downtown area, which is home to several businesses and hosts multiple events throughout the year. A major goal of the project will be to minimize these impacts to businesses, residents, and downtown events. To accomplish this goal, construction phasing and sequencing and communications will be critical. By bringing a contractor or construction manager onto the team early in the design process, many of these phasing and construction sequencing issues can be identified early in the design process, allowing for development of phasing plans and construction sequencing alternatives aimed at minimizing impacts during construction.

The consultant will develop advanced designs for streetscape, urban landscaping, complete streets, traffic-calming, pavilion structure, drainage, lighting/electrical, irrigation, signage and monuments.

The purpose of this RFP is to provide qualified consultants with sufficient information to prepare and submit a proposal for consideration by the City of Louisville for professional engineering and design services for this project.

Professional design services consist of all services necessary to review existing conditions, studies, and reports, provide topographical and boundary survey, conduct geotechnical investigation, solicit input from the City and various stakeholders, and perform preliminary and final designs tasks to prepare construction documents (plans and specifications) for the recommended improvements.

SPECIAL PROJECT REQUIREMENTS

Certain tasks must be done by a Licensed Professional Engineer or Professional Land Surveyor who is registered with the Colorado State Board of Registration of Licensure for Professional Engineers and Land Surveyors or by a Licensed Landscape Architect registered with the Colorado State Board of Licensure for Landscape Architects.

INTERESTED CONSULTANTS:

The successful consulting team is responsible for obtaining and maintaining all required licenses for complying with federal, state, and local laws, codes, and regulations necessary to complete this project, including any required business licenses. The costs associated with obtaining these licenses is the responsibility of the consultant.

The prime firm must show, for the prime firm or any member of its team, capacity in the following disciplines: CE-Civil Engineering; LA – Landscape Architect. It is preferred that the prime firm or any member of its team have experience working on projects within or adjacent to railroad right-of-way (BNSF).

The City of Louisville anticipates that the compensation format on this contract will be Time and Materials subject to further review by the City. The City reserves the right to utilize other compensation formats, including but not limited to, a specific rate of pay or lump sum format at its sole and exclusive discretion. The selected consultant firm will be required to execute the

attached Independent Contractor Agreement with the City.

The City will only accept a digital (pdf) file of your proposal. Please email pdf documents to: pworks@louisvilleco.gov and copy jjefferies@louisvilleco.gov. Dropbox (or similar) links will be acceptable due to potential file size limits with email. A reply email will be sent from the pworks@louisvilleco.gov email to verify receipt of the proposal. If the consultant does not receive this reply within 4 hours of submitting, please contact the project manager, Jordan Jefferies, at (303) 335-4684.

Please refer to the Proposal and Submittal Requirements section to ensure compliance with the page and exhibit limits for the sections of your submittal. Submit all copies of the proposal by the due date and time as stated above. By submitting a proposal on this project the consultant is deemed to agree to the process described herein.

Tentative RFP Schedule:

First Advertisement	December 11, 2024
Second Advertisement	December 13, 2024
Pre-Proposal Meeting.....	December 20, 2024
Proposal Submission Deadline.....	January 8, 2025
Short List Consultant Notification.....	January 9, 2025
Consultant Interviews.....	January 13, 2025
Complete Contract Negotiations	January 15, 2025
Contract Approval / Execution (Council)	January 21, 2025
Project Completion (Design).....	July 2026

The City reserves the right to amend, by an addendum or addenda, this RFP prior to the date set for receipt of the submission of proposals. If an addendum is necessary for this proposal it will be placed on the Rocky Mountain E-Purchasing website on or before **Friday, December 27, 2024**. It shall be the responsibility of the interested consulting firms to obtain all addenda from Rocky Mountain E-Purchasing System. Parties obtaining bid information from any other sources do so with the understanding the information may be incomplete, out dated, inaccurate, or unreliable therefore should only be used for informational purposes.

The City of Louisville assumes no obligation of any kind for expenses incurred by any respondent to this solicitation. The City reserves the right to reject any and all bids and to waive any informalities and irregularities therein. All proposals should be assumed to be public record.

The City of Louisville will notify firms selected for interviews by email. Please include the

primary point of contact email address in your cover letter.

Consultant Acceptance of the RFP

By submitting a proposal in response to this RFP, the Consultant accepts all of the conditions described in this RFP, and agrees to abide by all final decisions made by the City. Consultants who wish to propose, but do not fully accept the conditions outlined in the Service Agreement shall do so at risk of the proposal's rejection. Exceptions to the conditions shall be clearly outlined with alternative language proposed in the Consultant's written questions submitted prior to the written question deadline noted above.

If you have any questions/comments, please contact the Project Manager, Jordan Jefferies, by email at jjefferies@louisvilleco.gov or by cell phone at 303-335-4684.

Jordan Jefferies, P.E.
Assistant City Engineer
City of Louisville

TECHNICAL QUALIFACTIONS PROPOSAL SUBMITTAL REQUIREMENTS

The following is a general description to aid you in preparing the RFP. The general outline and content should be followed. **However, the discussion of the specific elements should be determined by your interpretation of the specific project.** The listed elements are presented to help you determine the discussion content. The selection committee will evaluate your interpretation of the most important factors to address for this project within the page limits to arrive at its rating for you.

Limit the TOTAL LENGTH of the core proposal to ten (10) pages maximum, which does not include cover letter, index and/or table of contents, front and back covers, title page, separation tabs, and/or key staff resumes (keep resumes to 1 page each, maximum). Consultant must use 10-point font, or larger. Use of figures, photographs, or other graphics within the page constraints indicated is up to the discretion of the consultant. Up to two (2) 11"x17" pages may be included in the proposal, to be included in the ten-page maximum. The City cannot guarantee review of voluminous firm-specific or other information contained as an appendix. The qualified firm's proposal shall include at a *minimum* the following information:

COVER OR INTRODUCTORY LETTER

Address the cover or introductory letter to:

Jordan Jefferies, P.E.
Assistant City Engineer
Department of Public Works
City of Louisville
749 Main Street
Louisville, CO 80026

Include the following elements of information in the letter as a minimum:

- Project location.
- Certification that the information and data submitted is true and complete to the best knowledge of the individual signing the letter.
- Name, email address, and telephone number of the individual to contact regarding their submittal.
- City of Louisville requires an original signature, by a representative of the firm fully authorized to submit proposals and sign contracts on the firm's behalf. The letter shall include a statement to that effect.
- Acknowledgement of all addenda issued.

STATEMENT OF QUALIFICATIONS

- General firm information including both local and firm-wide resources pertinent to this project

- Local experience and qualifications and brief description of streetscape related project experience
- Identify experience with alternative project delivery methods
- List of licenses and professional certifications
- Location of key project personnel and availability

PROJECT TEAM

- (1) Identify:
 - (a) Project Principal
 - (b) Project Manager
 - (c) Key Staff
 - (d) Sub-consultants
- (2) Present a brief discussion regarding how the team's qualifications and experience relate to this project.
- (3) Include the following:
 - (a) Principal's level of involvement in the project
 - (b) Qualifications and relevant individual experience of prime and sub-consultant team members
 - (c) Experience on similar projects as a team
 - (d) Commitment of time and availability of key staff members over the next 24 months.
 - (e) Unique knowledge of team members related to project
 - (f) Length of time with the firm for each key team member
- (4) A project team organization chart may be included in the optional section.

FIRM CAPABILITY

- Address the firm's size and the disciplines of technical staff
- Indicate the consultant and sub-consultants availability to do the project concurrent with existing and projected workloads
- Outline computer software availability and its compatibility with City software. AutoCAD should be the primary drafting software for this project.
- Provide brief discussion of experience, if any, working on projects that required coordination with or work within the right-of-way of Burlington Northern Santa Fe railroad or other railroads.
- Consider including the following:
 - (a) Graphs depicting firm's capacity to do the project
 - (b) Information on the sub-consultant's role
 - (c) The sub-consultant function and integration into the team
 - (d) Match of personnel to the existing and future work load

PAST PERFORMANCE ON SIMILAR PROJECTS OR SIMILAR TEAMS

- List *three* relevant past projects with similar size and scope completed within the past five years with another municipality or equivalent agency fitting the project description.
- List any past projects within the past five years with the City of Louisville.
- These projects should demonstrate the experience of the project team
- Demonstrate your firm's or team's ability to do the following for projects listed above:
 - a. Control engineering and construction costs
 - b. Estimate construction costs
 - c. Quality Assurance/Quality Control Plan
 - d. Meet schedules
 - e. Provide quality work
- Include a name, telephone number, and email address of the owner's Project Manager for every project listed
- Describe your firm's role for all the projects listed above
- The descriptions should include whether the project was completed on time and within budget per the original schedule and budget; any discrepancies should be explained.

WORK PLAN and SCOPE OF SERVICES

Approach to completing the Scope of Services contained within this RFP, and any additional anticipated issues and proposed strategies for addressing the issues based on additional insight, capabilities or perspectives of the consultant. This includes demonstrating familiarity with federal, state and local agency guidelines, policies and procedures, addressing coordination with the public and other entities and defining project milestones, including project meetings and workshops.

Alternative project delivery approaches, including discussion of the pros and cons of proposed alternative delivery methods, are encouraged.

Any tasks identified in this RFP that the firm believes can be excluded shall be identified with a detailed explanation. Further, any tasks the firm believes will be critical to the success of the project should be included and fully explained.

PRELIMINARY SCHEDULE

Attach a schedule detailing project milestones and tasks to achieve and meet the indicated deadlines. Note that the design can be further phased and broken out into separate design packages in order to accommodate early construction. Not all design elements will be required to be at 100% completion at the start of construction. If the proposed schedule does not generally meet that outlined below, please include an explanation:

- Initiate Phase 1A construction by September 2025. This will likely require 100%

completion of Phase 1A design elements in July 2025. Construction of Phase 1A improvements shall be complete by mid-2027.

- Initiate Phase 1B construction by September 2026. This will likely require 100% completion of Phase 1B design elements by July 2026. Construction of Phase 1B improvements shall be complete by mid-2028.

The current schedule is provided below for additional detail:

		2024	2025				2026				2027				2028	
		Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Design	RFP Advertise															
	Design - Phase 1A															
	Design - Phase 1B															
Construction																
	Bidding - Phase 1A															
	Construction-Phase 1A															
	Bidding - Phase 1B															
Project Completion																
June - 2028																

All material submitted regarding this RFP becomes the property of the City of Louisville and will only be returned to the proposer at the City's option. The City of Louisville has the right to use any or all ideas presented in reply to this RFP. Disqualification of proposer does not eliminate this right. Proposers shall assume the document will become public record.

The Selection Committee will score the firms based on their RFP submittals. The RFP will be scored based on the attached Evaluation Criteria.

The City reserves the right to obtain financial data or other supplemental information concerning the firm and/or its proposed sub-consultants.

TECHNICAL QUALIFICATIONS PROPOSAL SCOPE OF SERVICES

The City of Louisville is seeking consulting and engineering design services of qualified professional engineering or architectural firms to provide design services for Phase 1 of the Louisville Downtown Streetscape project. This project is part of the broader downtown revitalization effort, aimed at improving the aesthetics, accessibility, and functionality of key corridors within the City's downtown area. The Downtown Streetscape project will enhance public spaces, promote pedestrian activity, and integrate sustainable, long-term improvements in line with the City's vision for a vibrant and accessible downtown. This RFP is seeking firms with the expertise and experience to advance a portion of the conceptual designs outlined in the "Downtown Vision Plan for Streetscapes and Public Places" ("Downtown Vision Plan"), included as Exhibit A, to final construction documents.

The Downtown Vision Plan establishes the vision for improvements in the downtown Louisville area over the next decade. The downtown area was last significantly improved approximately 30 years ago and various improvements have been identified that will improve aesthetics, mobility, and function and contribute to increased social interaction, economic activity, and non-vehicular travel. The Downtown Vision Plan makes recommendations for landscaping, mobility improvements, sidewalks, curbless streets, intersection enhancements, signage and wayfinding, bumpouts, and enhanced public gathering spaces.

Proposers will be expected to review the Downtown Vision Plan, which establishes the overall vision for downtown improvements over the next decade and beyond. This phase of the project, Phase 1, is focused on implementation of a portion of the "short-term" (2025 – 2027) improvements identified in the Downtown Vision Plan:

- South Street Angled Parking
- Front Street – Conversion to curbless street
- Steinbaugh Plaza
- Signage and Wayfinding Program
- Main Street – Streetscape improvements
- Main Street – Intersection improvements

The City currently doesn't have the full \$14.25M funding required to construct all of the short-term improvements identified in the Downtown Vision Plan. As such, the consultant will be required to refine the concepts of the short-term improvements listed above to align with the City's available construction budget. These refined concepts will become Phase 1 of the Downtown Streetscape project. Upon development of Phase 1, the consultant will then be required to advance the concepts to final design. It is anticipated that Phase 1 will be further split into Phase 1A and Phase 1B design packages, to create an early action design package (Phase 1A) that allows construction to begin before the entire project is fully designed.

This project is being funded by the Louisville Revitalization Committee (LRC) and the City's Capital Improvement program. The City will assemble a steering committee that will review the proposed Phase 1 improvements and approve final concepts prior to advancing to the detailed design phase.

Downtown Louisville is home to over 100 businesses and hosts several community events throughout the year. Minimizing impacts to businesses, residents, and community events through creative construction sequencing and phasing, detailed scheduling, and consistent communications will be a significant goal of this project. To this end, the City is considering alternative project delivery methods, such as Construction Manager at Risk or Design-Build, to engage construction professionals for input early in the design process. Proposers are encouraged to provide discussion on the benefits and risks of various alternative delivery methods and propose the method(s) that will allow for detailed coordination between design and construction professionals to minimize the impacts of construction downtown. Depending on the delivery method chosen, the consultant may anticipate some level of preconstruction coordination with the construction manager during the design phase.

The intent of the project is to bring the downtown vision to life by implementation of the Phase 1 improvements. To expedite the construction of the project, the Phase 1 improvements can be further phased (e.g. Phase 1A and Phase 1B) to allow for initiation of construction in some areas while design is still being finalized in other areas.

The scope of services for Phase 1 of the Downtown Streetscape project generally includes:

- Review the proposed “short-term” improvements identified in the Downtown Vision Plan and the City’s available construction budget and propose modifications to the “short-term” conceptual designs to bring them within the City’s available construction budget. The modified conceptual designs will become Phase 1 of the project;
- Develop exhibits and cost estimates (approximately 15% design development) for the proposed Phase 1 improvements for communications with City Council and steering committee;
- Perform design level topographic and boundary survey;
- Perform geotechnical investigation of the project area(s) as necessary;
- Determine applicable design criteria and requirements and memorialize in a memorandum or basis of design report;
- Determine extent of subsurface utility engineering required and develop utility plans as necessary;
- Evaluate utility conflicts and coordinate relocation of utilities as necessary;
- Develop phasing plan for the improvements to allow for construction to be initiated in limited locations in Fall of 2025. This effort may require coordination with the City’s construction manager and the steering committee;
- Prepare plans, specifications, and opinion of probable construction cost for 30%, 60%, and 90% design milestones;
- Prepare any necessary reports and studies such as drainage reports, various traffic analyses, etc.;
- Develop Stormwater Management Plan
- Prepare detailed construction schedule and sequencing for major construction activities;
- Coordinate with a construction manager on cost estimating, construction scheduling and sequencing, and other tasks if a CMAR or CM/GC project delivery method is implemented;
- Develop exhibits and assist with presentation at one public engagement event at approximately 30% design;
- Acquire all necessary permits for construction;
- Prepare plans, specifications, and opinion of probable construction costs for bid package;
- Assist with bid phase by responding to bidder questions and issuing addenda;

- Prepare construction documents including plans, specifications, and opinion of probable construction costs; and
- Provide engineering services during construction

The consultant shall plan to have an early action design package (Phase 1A) advanced to 100% by July 2025 to allow construction to begin in key areas in September 2025. Phase 1A construction is anticipated to extend through mid-2026. Design for the remainder of the Phase 1 improvements (Phase 1B) shall be complete by the third quarter of 2026 with construction anticipated to begin in September 2026 and be complete by June 2028.

DESIGN AND CONSTRUCTION STANDARDS

All design and construction shall be done in accordance with the latest edition of the applicable standards including, but not limited to, the following:

- City of Louisville Design and Construction Standards
- Americans with Disabilities Act Accessibility Guidelines. U.S. Department of Justice, United States Access Board
- Manual on Uniform Traffic Control Devices
- Mile High Flood Control District (formerly Urban Drainage Flood Control District) Storm Drainage Design and Technical Criteria
- BNSF Standards and Criteria

AGENCIES AND INTERESTED STAKE HOLDERS

- City of Louisville
 - o Public Works Department
 - o Parks and Recreation Department
 - o Library
- Regional Transportation District (RTD Denver)
- Burlington Northern Santa Fe Railroad (BNSF) – portions of the project are in BNSF ROW and affect current agreements with BNSF
- Louisville Revitalization Committee (LRC)
- Louisville Sustainability Office
- Louisville Economic Vitality Department
- Residents of nearby neighborhoods
- Downtown businesses, employees, & local chamber of commerce
- Utility companies
- Local mobility partners

The consultant will work closely with the City of Louisville Project Manager to perform the work necessary to create design plans, technical specifications, cost estimates, reports, and engineering studies for this project based on standard City formats. Electronic drawing files submitted to the City shall be in both .pdf and .dwg format, or as determined by the City of Louisville Project Manager.

The project is anticipated to include the following tasks as outlined below. It is expected that the top consultant will hold a final scoping and scheduling meeting with City staff prior to finalizing the contract.

I. GENERAL SERVICES AND PROJECT MANAGEMENT

As a part of their project management plan, the consultant will, at a minimum, regularly schedule meetings and coordinate with City staff, project team and, all appropriate entities outside of the City; identify and facilitate milestone meetings, workshop(s), and public meeting(s); and submit monthly schedule, budget, and project status reports. Status reports shall be submitted electronically. Schedules shall be prepared and submitted in pdf format.

A. PROJECT MANAGEMENT PLAN

The consultant will prepare and submit for approval a Project Management Plan (PMP) to include, at a minimum, the following elements:

- Scope
- Budget
- Baseline project schedule
- Permitting requirements anticipated
- Outside agency coordination
- Resident/Business meetings
- Public outreach
- Anticipated project meetings
- Stakeholder list
- Communications plan
- Quality Assurance/Quality Control (QA/QC) plan

B. PROJECT COORDINATION/MEETINGS

The consultant's project manager will coordinate with the City's project team, the consultant's team, and outside entities regarding the project. The first step in project coordination will be to establish the Project Management Team (PMT) that will guide and oversee the execution of this project and develop a list of stakeholders. Coordination will occur within the PMT and Stakeholder groups as discussed below:

1. INITIAL PROJECT MEETINGS

The consultant will be required to coordinate and attend the project kickoff meeting. This meeting will include the consultant and their subconsultants, City staff (including Public Works, Planning, and Parks), and others as required.

2. PROGRESS MEETINGS

At minimum, monthly meetings will be conducted with the Project Management Team (PMT) at the City, or virtually. Consultant shall demonstrate ability to host meetings virtually. At these meetings, the team will review the tasks completed, the tasks planned, discuss the schedule and make key decisions. At a minimum, the PMT is expected to include City decision-making staff, consultant discipline leads as needed, and sub consultants as needed.

Action items will be tracked, and a list will be kept with each agenda. This list will denote who is responsible, when action is needed, and whether or not the action item is completed. Conference calls will also be used to provide project management

updates.

These Progress Meetings will be used to coordinate and track the work effort and resolve problems. The meetings will review the following:

- o Activities required to be completed since the last meeting
- o Problems encountered and effectiveness of previous meeting
- o Activities required to be completed by the next meeting
- o Solutions proposed for unresolved and anticipated issues
- o Coordination and information or items required from other agencies and stakeholders

3. AGENCY AND STAKEHOLDER COORDINATION

The consultant shall conduct independent coordination meetings, as needed with the affected agencies and stakeholders for project development and success.

Affected agencies may include but are not limited to: those listed in the "Agencies and Interested Stakeholders" section above, utility providers, mobility groups, and other potential permitting authority agencies.

The consultant will be required to develop and maintain a project stakeholder list. Stakeholder meetings will be held as needed to provide updates to stakeholders and obtain input on project elements. The consultant shall coordinate with the City Project Manager to develop a communications plan to guide stakeholder communications.

4. STEERING COMMITTEE COORDINATION

The consultant will be required to coordinate with and provide periodic updates to the steering committee that will be established for this project. The steering committee is anticipated to be small group of local business owners, residents, Louisville Revitalization Committee members, and Louisville Parks & Public Landscaping Board members that will provide direction and input on the overall project.

The steering committee will provide key feedback on the refinement of the initial concepts and development of the Phase 1 scope. The steering committee may also be involved in design reviews, selecting a construction manager and/or contractor, providing guidance on project issues, aiding in selection of aesthetic components, and other tasks as warranted.

5. DESIGN REVIEW AND/OR COMMENT RESOLUTION MEETINGS

The consultant shall coordinate and attend meetings with the City, agencies, or other stakeholder reviewers and/or decision-makers as needed to present designs and/or issues, and to seek resolution of comments and issues. These meetings shall include consultant PM, discipline leads, and subconsultants as needed. At a minimum, the consultant shall plan on the following types and intervals of such meetings:

- Design development meetings
- Maintenance agency/entity reviews
- Pre-submittal meetings
- Comment resolution Meetings
- Utility coordination meetings

The consultant shall coordinate with City project manager or designee for meeting logistics and coordination requirements and make recommendations to align, combine, and/or overlap meetings as applicable to maintain efficiency.

The consultant shall obtain written concept approval from the City of Louisville prior to proceeding with the detailed design phase.

6. PUBLIC MEETINGS/COORDINATION

In coordination with the City's Project Manager, City Communications staff, and outside agencies, the consultant shall provide presentation material, support City staff, and assist in conducting a public presentation of the 30% design prior to advancing to the final design phase. This presentation will be informational only and will not be a means to seek actionable feedback from the public. City Communications staff will provide notification to the public regarding the meeting

7. COMMUNICATION AIDS

The consultant shall provide graphic support using displays, exhibits, and write-ups for updating project information on the City's web and social media pages. The City's communication department will update the project web page with this information. The information presented will be reviewed and approved by the project management staff and communication department prior to posting on the project web page.

II. CONCEPTUAL DESIGN

The consultant shall review the conceptual designs for the short-term improvements detailed in the Downtown Vision Plan. Initial cost estimates for these improvements currently exceed the City's available construction budget. Therefore, it is necessary to make modifications to these conceptual designs to bring the costs in line with the City's available budget. The modified short-term improvements will become Phase 1.

The consultant shall provide exhibits and cost estimates for the Phase 1 conceptual design at approximately 15% design. These exhibits will be utilized by City staff to seek final approval of the concepts from the steering committee or City Council prior to advancing to the preliminary design phase (30%).

III. DATA COLLECTION

Consultant shall perform necessary due diligence and data collection to develop the design packages and any associated reports and studies. Utilities shall be located and evaluated for final location and determine if additional easements and ROW are necessary for those relocations.

A. TOPOGRAPHIC SURVEY

Field survey information shall meet the requirements of the City of Louisville. (Benchmarks and Survey Control Drawings). Topographic mapping shall include contours at 1-foot intervals.

B. GEOTECHNICAL INVESTIGATION

A geotechnical investigation shall be conducted to gather information on existing conditions and inform the design process in areas where any foundations or structural work is anticipated.

C. UTILITY LOCATES AND SUBSURFACE UTILITY ENGINEERING (SUE)

Consultant shall propose and recommend amount of utility investigations necessary in sufficiently evaluating existing utility conflicts and any potential relocations.

All existing underground and overhead utilities within the proposed survey area shall be clearly marked. The consultant shall, if necessary, provide a Subsurface Utility Engineering (SUE) plan that outlines the process for accurately locating (both horizontally and vertically) ALL below ground utilities. The consultant shall coordinate with utility companies regarding future plans they may have for additional utilities within the corridor.

The consultant shall contact and coordinate with all utility providers within the project corridor. Consultant shall provide the Quality Level appropriate for final design and corridor study consistent with ASCE 38-02 standards for the entire corridor. The consultant shall locate ALL utilities within the corridor. This includes ALL active and abandoned utilities. Utility test hole locations shall be of a frequency to accurately depict a 3D model of both above ground and below ground facilities. Utility locates will be coordinated and conducted for the project during the field survey phase.

The City reserves the right to increase, reduce, or eliminate the quality level based on the development of the project.

The consultant shall be prepared to evaluate and make recommendations for potential major utility conflicts and demonstrate prior experience in coordinating with various agencies.

D. FLOODPLAIN and FLOODWAY ASSESSMENT

Identify locations of floodplains and floodways and any planned changes to the floodplains using floodplain mapping. A portion of the project area was formerly in the floodplain prior to recent storm sewer improvements. The consultant will be required to verify that proposed drainage improvements do not expand the floodplains in the downtown area or to the extent that other properties are impacted.

E. DRAINAGE

The consultant shall perform a review of existing runoff and drainage patterns to assist in preparing preliminary drainage analysis and make recommendations for water quality. Selected consultant shall also perform preliminary designs and evaluate runoff

and make recommendations on inlet frequency, capacity, and stormwater conveyance.

Consultant shall prepare a preliminary and final drainage report that will lay the framework for final design and analysis.

F. PREVIOUS PLANS AND STUDIES

Confirm commitments/approaches from previous studies or plans.

IV. DESIGN SERVICES

The design effort will utilize the information gathered during the Data Collection phase of the project and the conceptual designs modified from the Downtown Vision Plan. The consultant will advance the modified conceptual designs to a bid-ready set of Construction Documents, with design milestones at 30%, 60%, and 90%. Additionally, if any addenda are issued during the bid phase, these shall be incorporated into a final Construction Document set.

At each design milestone, a design package shall be issued to the City for review and comment. A design workshop may be held at key milestones to discuss and resolve comments. The City may distribute plans to additional stakeholders for review at each design milestone.

It will be the responsibility of the consultant to advise the City as to anticipated tasks beyond those detailed in this RFP to create a successful design for the project. Should the consultant believe additional designs tasks are needed beyond what has been scoped in this RFP; the consultant shall include that detail in the written proposal.

The design plans are to adhere to City standards and may include the following sheets: Title Sheet, General Notes, Survey Control Plan, Removal Plans, Roadway Plans, Cross Sections, Landscape Plans, Irrigation Plans, Lighting/Electrical Plans, Signage & Striping Plans, Grading & Drainage Plans, Utility Plans, Monuments Plans, Architectural Plans, Structural Plans, and Standard Details.

The consultant shall evaluate underground utility locations and review for conflicts and create preliminary designs and recommendations for any necessary relocations.

Consultant shall evaluate and size necessary storm water collection, conveyance, detention, and outfall. It is not anticipated that extensive drainage design will be required. Existing inlets and collections systems in the project area may require modification with the addition of bumpouts and the elimination of the curb and gutter along a portion of Front Street.

Construction sequencing and phasing will be critical to minimize impacts to downtown businesses and events. The engagement of a construction manager or general contractor early in the design phase may help provide valuable insight into phasing and sequencing construction to minimize impacts downtown. The consultant will need to coordinate closely with City staff to understand the constraints that will inform the sequencing and phasing plan.

A. CONCEPTUAL DESIGN SUBMITTAL

The consultant shall provide scoping and conceptual design for the Phase 1

improvements, at approximately 15% design development, to align with the City's available budget. The conceptual design submittal shall include exhibit and cost estimates. A phasing plan shall also be provided for phasing the improvements into Phases 1A and 1B.

B. 30% PRELIMINARY DESIGN PACKAGE SUBMITTAL – PHASE 1A & 1B

The consultant shall prepare all preliminary design documentation including; plans, details, quantities and reports necessary to develop the design package. The 30% design package submittal shall include plans, cost estimate, and a list of required technical specifications. A public presentation and steering committee meeting will be required at the 30% design milestone as outlined in sections above.

C. 60% / 90% / BID SET DESIGN PACKAGE SUBMITTALS – PHASE 1A & 1B

The 60% and 90% design packages shall include plans, cost estimate, proposed construction schedule, and draft technical specifications. The Bid Set shall include all the items in the 60% and 90% design package advanced to 100% completion with all review comments resolved.

D. CONSTRUCTION DOCUMENT SUBMITTAL – PHASE 1A & 1B

The construction documents shall include final plans, specifications and opinion of probable construction cost. Any revisions arising from the bid phase due to addenda shall be incorporated into the final construction documents.

E. PRELIMINARY REPORTS

Consultant shall provide preliminary reports at the 30% design milestone to include:

- Preliminary drainage to include runoff analysis, changes to impervious areas, proposed modifications to stormwater collection/conveyance, analysis of water quality/detention requirements
- Utility impact report
- Others necessary for successful project delivery

Reports shall be finalized based on City and stakeholder comments at the 30% level and resubmitted as final at the 90% design milestone.

F. COORDINATION OF DESIGN

The consultant shall coordinate design as needed with the City's designated project management team. The consultant shall ensure the design is in compliance with all Federal, state, local, and City requirements. If an alternative delivery method is utilized that engages a construction manager in the design phase, then additional coordination with the construction manager will be required. These coordination efforts will be focused on constructability, construction sequencing, and construction cost estimating.

G. DRAINAGE

The consultant shall coordinate with City of Louisville and the Mile High Flood District staff and coordinate any necessary maintenance agreements. Consultant shall prepare a preliminary and final drainage report in accordance with City of Louisville requirements.

H. FLOODPLAIN ANALYSIS

The consultant will conduct a floodplain analysis for the preferred alternative to verify that proposed drainage improvements do not expand the floodplains in the downtown

area or to the extent that other properties are impacted.

I. QUANTITIES AND COST ESTIMATES

A detailed engineer's opinion of probable construction costs shall be provided at each milestone design package submittal. If a construction manager is engaged early through an alternative project delivery method, the consultant may be required to coordinate with them on development of the cost estimates.

J. CONSTRUCTION SCHEDULE

A construction schedule shall be submitted with each milestone design package submittal. Special consideration shall be given to sequencing and phasing construction to minimize impacts to businesses and downtown community events. A detailed schedule of community events, heavy shopping times, etc. will be provided to the selected consultant during the preliminary design phase. If a construction manager is engaged early through an alternative project delivery method, the consultant may be required to coordinate with them on development of the sequencing plan and schedule.

V. ENGINEERING SERVICES DURING CONSTRUCTION

The consultant shall provide engineering services during construction to support the successful implementation of the project. The consultant shall ensure that construction aligns with the approved design documents, quality standards, and regulatory requirements. Services shall include:

- Attend pre-construction and periodic progress meetings to provide engineering input and address design-related questions
- Review and respond to contractor requests for information (RFIs), shop drawings, and submittals.
- Provide clarifications or revisions to design as needed to resolve unforeseen conditions or conflicts in the field.
- Review and assess proposed changes to the design or scope of work.
- Prepare and issue change orders and document all modifications to the project scope of design.
- Provide recommendations for final acceptance and assist with the preparation of as-built drawings, warranties, and project closeout documentation.
- Oversee required testing and commissioning of irrigation, electrical and other critical infrastructure.

Construction inspections will be performed by City of Louisville staff, so it is anticipated that field inspections will not be included in the consultant's scope.

VI. ADDITIONAL SERVICES

As authorized in writing by the City of Louisville's Project Manager, consultant shall coordinate, support and perform any further services or assignments as needed and requested by the City for the project, contingent upon additional fee, contract budget reallocations, and/or project funding negotiations. These services could include unforeseen and currently unidentified scope of services including but not limited to: additional coordination meetings, unforeseen design challenges, changing conditions, etc.

TECHNICAL QUALIFACTIONS PROPOSAL EVALUATION CRITERIA

Technical qualification proposals will be evaluated on the criteria listed below. The selection committee will review each firm's approach to ascertain their understanding of the project and issues to ensure that a proper effort will be devoted to the project, and to entertain the firm's special perspective on approach, techniques, and work efforts.

1. STATEMENT OF QUALIFICATIONS: Exhibited strength of firm to complete this project based on the information provided in the proposal including Project Manager; project management structure; QA/QC program; technical discipline leads, including support project engineers and other professional staff; sub-consultants; and location (s) of key personnel, including sub-consultants. Firm shall acknowledge they are capable of meeting the insurance requirements outlined in the Design Services Agreement. A sample agreement is included in this solicitation.
2. PROJECT UNDERSTANDING AND APPROACH: Project approach and scope of work, including demonstrated understanding of technical and non-technical issues associated with the project, understanding of City policies and procedures, demonstrated familiarity with Federal, State and Local Agency guidelines and value added by the firm's proposed approach and schedule. Includes demonstrated understanding of permitting and institutional requirements. Firms should indicate experience with alternative delivery methods on projects, if proposed.
3. PRIOR PROJECT EXPERIENCE: Firms should list relevant projects and include a record of past performance. If projects were not on-time and on-budget it should be clearly indicated as to why.
4. PROJECT SCHEDULE: Firms should provide an initial project schedule based on the information provided in the RFP. Should firms wish to include (or exclude) additional tasks not identified in the proposal, it should be clearly indicated in the project understanding and approach.
5. OVERALL QUALITY: Firms will be graded on the clarity and quality of the proposal along with ability to follow the directions of the RFP including the overall quality, readability and responsiveness of the proposal and adherence to submittal requirements.

Note: The team of key personnel presented in the proposal shall work on the project until completion. Any substitute of personnel shall require the approval, in writing, of the City. Personnel changes shall only be considered for valid reasons such as an employee leaving the firm, major illness or accident. Only persons as well qualified as the proposed individual shall be approved.

Proposals will be evaluated based on the following criteria:

1. Statement of Qualifications:

- | | |
|--|------------------|
| a. Qualifications of firm, project team and personnel: | 20 points |
| b. Firm's QA/QC program: | <u>5 points</u> |
| Subtotal: | 25 points |

2. Project Understanding and Approach:

- | | |
|--|------------------|
| a. Project understanding and approach: | 30 points |
| b. Understanding of project permitting and institutional requirements: | <u>5 points</u> |
| Subtotal: | 35 points |

3. Prior Project Experience:

- | | |
|---|------------------|
| a. Experience and performance of the project team/firm on similar projects: | 15 points |
| b. Project delivery history for time and budget: | <u>5 points</u> |
| Subtotal: | 20 points |

4. Project Schedule:

Subtotal: 10 points

5. Overall Quality:

Subtotal: 10 points

TOTAL: 100 points

Selection Process:

This RFP is being solicited under a multi-step procurement procedure consisting of three phases generally described below:

Phase 1: All interested consultants must submit a proposal addressing those items in this solicitation. The Selection Committee will evaluate each proposal based on the evaluation criteria outlined in this section to create a short list of consultants to be further evaluated in the next phase. Only those consultants who are placed on the short list will be considered during the second phase. The City will typically invite two or three consulting firms to interview in phase two. However, the City reserves the right to waive the second phase interview requirements and enter directly into Phase 3 with the top ranked firm.

Phase 2: During the second phase all those firms that the City has notified of being placed on the short list for further evaluation will be required to participate in an interview. This interview will be held on-site at the City of Louisville with a conference room to be selected at a later date. The interview could be scheduled as soon as one week after the completion of the evaluations in Phase 1. The firm that is selected as the top ranked firm will then enter into Phase 3 with the City.

Phase 3: The top ranked firm shall begin the negotiation process for award of the contract. Within 5 days of being notified of being the top-ranked firm the consultant shall schedule the

project kickoff meeting with the City and submit the following:

- Draft of the Detailed Scope of Work (SOW)
- Draft Detailed Project Schedule
- Price Proposal, including rate sheets for all staff by title

The detailed SOW shall include a detailed breakdown by tasks and sub tasks that shows the services that will be required to complete the project, including any tasks not previously identified in the RFP.

The detailed project schedule should directly correspond to the proposed SOW and be in bar chart format showing tasks and sub tasks from the beginning to end, including key milestones.

The detailed price proposal shall include all tasks and sub tasks shown in the SOW with estimated hours to perform the work with enough detail including team member title and rates that should be reflected in the agreed upon rate sheet.

The consultant shall be prepared to discuss the scope and schedule during the kickoff meeting.

Should the City be unable to reach an agreement with the top-ranked firm the City will initiate negotiations with the second-ranked firm. This process will continue until a satisfactory contract is negotiated, or the City exercises its right to reject all proposals.

SAMPLE AGREEMENT

**AN AGREEMENT BY AND BETWEEN THE CITY OF LOUISVILLE
AND _____
FOR CONSULTING SERVICES**

1.0 PARTIES

This AGREEMENT FOR CONSULTING SERVICES (this “Agreement”) is made and entered into this ____ day of _____, 20____ (the “Effective Date”), by and between the **City of Louisville**, a Colorado home rule municipal corporation, hereinafter referred to as the “City”, and _____ [Name of Contractor], a _____ [State of Formation and Type of Entity] hereinafter referred to as the “Consultant”.

2.0 RECITALS AND PURPOSE

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

3.0 SCOPE OF SERVICES

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

4.0 COMPENSATION

- 4.1 The City shall pay the Consultant for services under this agreement a total not to exceed the amounts set forth in Exhibit “B” attached hereto and incorporated herein by this reference. [Further revise as needed to reflect whether contract is hourly or flat amount] The City shall not pay mileage and other reimbursable expenses (such as meals, parking, travel expenses, necessary memberships, etc.), unless such expenses are (1) clearly set forth in the Scope of Services, and (2) necessary for performance of the Services (“Pre-Approved Expenses”). The foregoing amounts of compensation shall be inclusive of all costs of whatsoever nature associated with the Consultant’s efforts, including but not limited to salaries, benefits, overhead, administration, profits, expenses, and outside consultant fees. The Scope of Services and payment therefor shall only be changed by a properly authorized amendment to this Agreement. No City employee has the authority to bind the City with regard to any payment for any services which exceeds the amount payable under the terms of this Agreement.

- 4.2 The Consultant shall submit monthly an invoice to the City for Services rendered and a detailed expense report for Pre-Approved Expenses incurred during the previous month. The invoice shall document the Services provided during the preceding month, identifying by work category and subcategory the work and tasks performed and such other information as may be required by the City. The Consultant shall provide such additional backup documentation as may be required by the City. The City shall pay the invoice within thirty (30) days of receipt unless the Services or the documentation therefor are unsatisfactory. Payments made after thirty (30) days may be assessed an interest charge of one percent (1%) per month unless the delay in payment resulted from unsatisfactory work or documentation therefor.

5.0 PROJECT REPRESENTATION

- 5.1 The City designates _____ as the responsible City staff to provide direction to the Consultant during the conduct of the Services. The Consultant shall comply with the directions given by _____ and such person's designees.
- 5.2 The Consultant designates _____ as its project manager and as the principal in charge who shall be providing the Services under this Agreement. [The Services shall not be provided by persons other than _____.] [or] [Should any of the representatives be replaced, particularly _____, and such replacement require the City or the Consultant to undertake additional reevaluations, coordination, orientations, etc., the Consultant shall be fully responsible for all such additional costs and services.]

6.0 TERM

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

7.0 INSURANCE

- 7.1 The Consultant agrees to procure and maintain, at its own cost, the policies of insurance set forth in Subsections 7.1.1 through 7.1.4. The Consultant shall not be relieved of any liability, claims, demands, or other obligations assumed pursuant to this Agreement by reason of its failure to procure or maintain insurance, or by reason of its failure to procure or maintain insurance in sufficient amounts, durations, or types. The coverages required below shall be procured and maintained with forms and insurers acceptable to the City. All coverages shall be continuously maintained from the date of commencement of services hereunder. The required coverages are:
- 7.1.1 Workers' Compensation insurance as required by the Labor Code of the State of Colorado and Employers Liability Insurance. Evidence of qualified self-insured status may be substituted.
 - 7.1.2 General Liability insurance with minimum combined single limits of ONE MILLION DOLLARS (\$1,000,000) each occurrence and TWO MILLION DOLLARS (\$2,000,000) aggregate. The policy shall include the City of Louisville, its officers and its employees, as additional insureds, with primary coverage as respects the City of Louisville, its officers and its employees, and shall contain a severability of interests provision. The policy shall also include the Colorado Department of Transportation (CDOT), its officers and its employees, as additional insureds, with primary coverage as respects the City of Louisville, its officers and its employees, and shall contain a severability of interests provision.
 - 7.1.3 Comprehensive Automobile Liability insurance with minimum combined single limits for bodily injury and property damage of not less than FOUR HUNDRED THOUSAND DOLLARS (\$400,000) per person in any one occurrence and ONE MILLION DOLLARS (\$1,000,000) for two or more persons in any one occurrence, and auto property damage insurance of at least FIFTY THOUSAND DOLLARS (\$50,000) per occurrence, with respect to each of Consultant's owned, hired or non-owned vehicles assigned to or used in performance of the services. The policy shall contain a severability of interests provision. If the Consultant has no owned automobiles, the requirements of this paragraph shall be met by each employee of the Consultant providing services to the City of Louisville under this Agreement.
 - 7.1.4 Professional Liability coverage with minimum combined single limits of ONE MILLION DOLLARS (\$1,000,000) each occurrence and ONE MILLION DOLLARS (\$1,000,000) aggregate.
- 7.2 The Consultant's general liability insurance, automobile liability and physical damage insurance, and professional liability insurance shall be endorsed to include the City, and its elected and appointed officers and employees, as additional insureds, unless the City in its sole discretion waives such requirement. Every policy required above shall be primary insurance, and any insurance carried by the City, its officers, or its employees, shall be excess and not contributory insurance to that provided by the Consultant. Such policies

shall contain a severability of interests provision. The Consultant shall be solely responsible for any deductible losses under each of the policies required above.

- 7.3 Certificates of insurance shall be provided by the Consultant as evidence that policies providing the required coverages, conditions, and minimum limits are in full force and effect, and shall be subject to review and approval by the City. No required coverage shall be cancelled, terminated or materially changed until at least 30 days' prior written notice has been given to the City. The City reserves the right to request and receive a certified copy of any policy and any endorsement thereto.
- 7.4 Failure on the part of the Consultant to procure or maintain policies providing the required coverages, conditions, and minimum limits shall constitute a material breach of contract upon which the City may immediately terminate this Agreement, or at its discretion may procure or renew any such policy or any extended reporting period thereto and may pay any and all premiums in connection therewith, and all monies so paid by the City shall be repaid by Consultant to the City upon demand, or the City may offset the cost of the premiums against any monies due to Consultant from the City.
- 7.5 The parties understand and agree that the City is relying on, and does not waive or intend to waive by any provision of this Agreement, the monetary limitations or any other rights, immunities, and protections provided by the Colorado Governmental Immunity Act, § 24-10-101 et seq., C.R.S., as from time to time amended, or otherwise available to the City, its officers, or its employees.

8.0 INDEMNIFICATION

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

9.0 QUALITY OF WORK

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

10.0 INDEPENDENT CONTRACTOR

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

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

11.0 ASSIGNMENT

Except as provided in section 22.0 hereof, Consultant shall not assign or delegate this Agreement or any portion thereof, or any monies due or to become due hereunder without the City's prior written consent.

12.0 DEFAULT

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

13.0 TERMINATION

13.1 This Agreement may be terminated by either party for material breach or default of this Agreement by the other party not caused by any action or omission of the other party by giving the other party written notice at least thirty (30) days in advance of the termination date. Termination pursuant to this subsection shall not prevent either party from exercising any other legal remedies which may be available to it.

13.2 In addition to the foregoing, this Agreement may be terminated by the City for its convenience and without cause of any nature by giving written notice at least fifteen (15) days in advance of the termination date. In the event of such termination, the Consultant will be paid for the reasonable value of the services rendered to the date of termination, not to exceed a pro-rated daily rate, for the services rendered to the date of termination, and upon such payment, all obligations of the City to the Consultant under this Agreement will cease. Termination pursuant to this subsection shall not prevent either party from exercising any other legal remedies which may be available to it.

14.0 INSPECTION AND AUDIT

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

15.0 DOCUMENTS

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

16.0 ENFORCEMENT

- 16.1 In the event that suit is brought upon this Agreement to enforce its terms, the prevailing party shall be entitled to its reasonable attorneys' fees and related court costs.
- 16.2 This Agreement shall be deemed entered into in Boulder County, Colorado, and shall be governed by and interpreted under the laws of the State of Colorado. Any action arising out of, in connection with, or relating to this Agreement shall be filed in the District Court of Boulder County of the State of Colorado, and in no other court. Consultant hereby waives its right to challenge the personal jurisdiction of the District Court of Boulder County of the State of Colorado over it.

17.0 COMPLIANCE WITH LAWS

- 17.1 Consultant shall be solely responsible for compliance with all applicable federal, state, and local laws, including the ordinances, resolutions, rules, and regulations of the City; for payment of all applicable taxes; and obtaining and keeping in force all applicable permits and approvals.
- 17.2 Consultant acknowledges that the City of Louisville Code of Ethics provides that independent contractors who perform official actions on behalf of the City which involve the use of discretionary authority shall not receive any gifts seeking to influence their official actions on behalf of the City, and that City officers and employees similarly shall not receive such gifts. Consultant agrees to abide by the gift restrictions of the City's Code of Ethics.

18.0 INTEGRATION AND AMENDMENT

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

19.0 NOTICES

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

If to the City:

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

Fax: (303) 335-4550

If to the Consultant:

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

20.0 EQUAL OPPORTUNITY EMPLOYER

- 20.1 Consultant will not discriminate against any employee or applicant for employment because of race, color, religion, age, sex, disability or national origin. Consultant will take affirmative action to ensure that applicants are employed and that employees are treated during employment without regard to their race, color, religion, age, sex, disability, or national origin. Such action shall include but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Consultant agrees to post in conspicuous places, available to employees and applicants for employment, notice to be provided by an agency of the federal government, setting forth the provisions of the Equal Opportunity Laws.
- 20.2 Consultant shall be in compliance with the applicable provisions of the American with Disabilities Act of 1990 as enacted and from time to time amended and any other applicable federal, state, or local laws and regulations. A signed, written certificate stating compliance with the Americans with Disabilities Act may be requested at any time during the life of this Agreement or any renewal thereof.

21.0 NO THIRD PARTY BENEFICIARIES

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

22.0 SUBCONTRACTORS

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

23.0 AUTHORITY TO BIND

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

In witness whereof, the parties have executed this Agreement to be effective on the date first above written.

CITY OF LOUISVILLE,
a Colorado Municipal Corporation

By: _____
Ashley Stolzmann, Mayor

Attest: _____
Meredyth Muth, City Clerk

CONSULTANT:

By: _____
Title: _____

Exhibit A – Scope of Services

[Insert Scope of Service(s)]

EXHIBIT B

{Insert Consultant Service Pricing}

TECHNICAL QUALIFACTIONS PROPOSAL SPECIAL CONDITIONS

The following are special conditions to the RFP and contract:

Consultant Responsibility for Proposal Costs: The City is not liable for any costs incurred by any consultant associated with the preparation of the proposal, the negotiation of the contract, or for services prior to the award of the Agreement. Submitted proposals shall be assumed to be public record.

Sample Agreement: Included in this RFP is a sample Agreement for Professional Services used by the City. Consultants shall review this agreement – no changes to this agreement will be allowed without written City attorney approval. Consultant shall verify the City's current insurance requirements and ensure compliance.

Subletting of Contract: Subletting of the contract is strictly prohibited without prior written approval of the City.

EXHIBIT A

Louisville Downtown Vision Plan
for Streetscape and Public Places



DOWNTOWN VISION PLAN

FOR STREETSCAPES
AND PUBLIC PLACES

MAY 2024

CITY OF LOUISVILLE

MIG ARTHOUSE DESIGN FEHR+PEERS

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ACKNOWLEDGEMENTS

CITY OF LOUISVILLE

Chris Leh Mayor

CITY COUNCIL

Chris Leh Mayor
 Caleb Dickinson Mayor Pro Tem Ward 1
 Tim Bierman Ward I
 Deborah Fahay Ward II
 Judi Kern Ward II
 Barbara Hamlington Ward III
 Dietrich Hoefner Ward III

PROJECT LEADERSHIP

Adam Blazmore Director of Parks, Recreation & Open Space
 Kristen Bodine Youth Services Supervisor
 Austin Brown Economic Vitality Specialist
 Derek Cosson Senior Communications Specialist
 Cameron Fowlkes City Engineer
 Kevin Frey Facilities Manager
 Jeff Hirt Planning Manager
 Amelia B. Hogstad Senior Planner
 Grace Johnson Communications Manager
 Kurt Kowar Director of Public Works
 Chris Lichty Supervisor of Forestry & Horticulture
 Abby McNeal Parks Superintendent
 Hannah Miller Sustainability Specialist
 Geoff Newleton Assistant City Engineer
 Mindy Oljer Senior Administrative Assistant
 Byron Weber Parks Planning & Project Manager
 Gigi Yang Museum Services Supervisor
 Vanessa Zarate Economic Vitality Manager
 Rob Zuccaro Director of Community Development

DOWNTOWN BUSINESS ASSOCIATION (DBA)

BOARD OF DIRECTORS

Rick Kron President
 Mark Oberholzer Vice President, Entertainment Liaison
 Heather Bingham Treasurer

BOARD MEMBERS

Jenni Hawatch Retail Liaison
 Tom Horst Dialogue Editor
 Ashley O'Connell Communications
 Eric Reed Restaurant Liaison
 Greg Reedy Membership Coordinator
 Retail Liaison
 Services Liaison

LOUISVILLE REVITALIZATION COMMISSION (LRC)

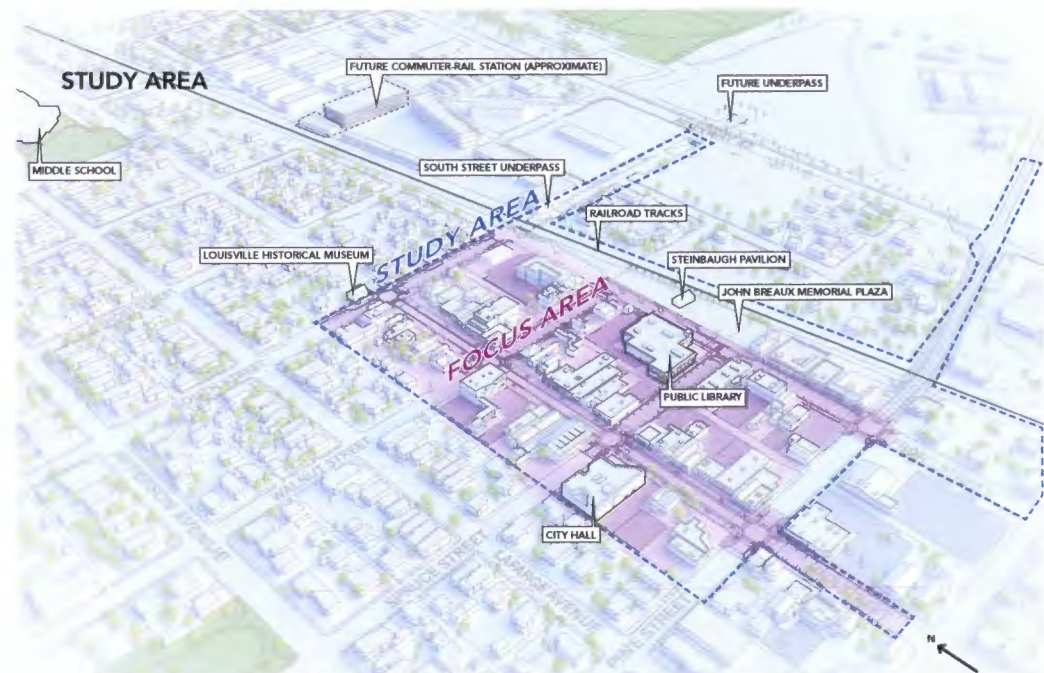
Lesli Adler Chair
 Corrie Williams Vice-Chair
 Cill Harald Secretary
 Barbie Iglesias
 Bob Toft
 Mayor Chris Leh
 Jeff Upton

The project team would also like to thank stakeholders from the following groups who attended site walks and Open Houses:

Parks And Public Landscaping Advisory Board (PPLAB)

Louisville Sustainability Advisory Board (LSAB)

Louisville Cultural Council (LCC)



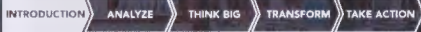


CHAPTER 1

INTRODUCTION

The Downtown Louisville Vision Plan is a strategic roadmap for shaping the future of its vibrant downtown area. Combining history with innovation, downtown Louisville offers a unique blend of charm and modernity, attracting residents, businesses, and visitors alike. This plan invites collaboration from stakeholders to create a sustainable, inclusive, and thriving downtown environment. This plan builds upon Downtown Louisville's rich character for a prosperous future.

VISION STATEMENT In the heart of Louisville is envisioned a downtown that is more than just a destination- it is a dynamic and welcoming expression of our community's spirit. This 2024 Downtown Vision Plan integrates branding, wayfinding, transportation, and placemaking, weaving a tapestry of connectivity and creativity that reflects the unique identity of Louisville.



A UNIQUE FRONT RANGE DESTINATION

BOULDER

JEFFERSON
COUNTY PARKS
LAKES



ROCKY
FLATS NATIONAL
WILDLIFE REFUGE



WORTHEN PARK
LAKES



GOLDEN



Louisville is a vibrant, walkable community with a mix of urban, suburban, and rural landscapes. The city is known for its historic architecture, including the iconic brick and mortar buildings that line the downtown streets. The city is also home to a variety of parks and recreational areas, including the Rocky Flats National Wildlife Refuge and the Jefferson County Parks Lakes. The city is a regional destination, attracting visitors from across the Front Range area.

Louisville is a diverse and inclusive community, with a mix of people from different backgrounds and cultures. The city is a great place to live, work, and play, with a variety of amenities and services available to residents. The city is a regional destination, attracting visitors from across the Front Range area.

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LOUISVILLE BY THE NUMBERS*

7

square miles

21,226

residents

41.7

median age

\$135,840

median household
income

750

brick and mortar
businesses, including
historic downtown

* U.S. CENSUS BUREAU, 2024



LOUISVILLE, CO. 2024

INTRODUCTION

WHY A VISION FOR STREETSCAPES AND PUBLIC PLACES

The livable city is one that offers a variety of attractions and opportunities to citizens and visitors.

A livable city puts public life at the center of planning, strengthened by an overall focus on liveliness, health, attractiveness, sustainability and safety.

The human, cultural and social aspects should be carefully taken into consideration to deliver truly sustainable developments for the future.

Why this plan?

Louisville's Downtown area was improved in the early to mid-1990s with improvements to streets, utilities, landscaping, irrigation, lighting and other improvements. The brick paving pattern was integrated into these updates as well as other infrastructure updates.

The intent of this project is to develop a document that will not only provide a vision for the downtown revitalization, but to also provide concept level designs for the recommended improvements to complement the agreed upon vision.

Public investment in infrastructure, such as streetscapes and the public realm, can yield significant economic benefits that positively impact private investment and overall community prosperity. One key benefit is the enhancement of property values. When a community invests in well-designed streetscapes and public spaces, it improves the attractiveness and desirability of the area, leading to higher property values and higher incentive to locate a business there. This increase in

value incentivizes private property owners to invest further in their properties, thereby contributing to the overall economic growth of the community.

Morover, a thoughtfully planned public realm can stimulate increased business activity. Vibrant streetscapes with pedestrian-friendly features, such as widened sidewalks, street furniture, and landscaping, create an inviting environment that encourages people to spend time and money in the area. This uptick in foot traffic can translate into higher sales for local businesses, driving economic expansion and job creation in sectors such as retail, hospitality, and services.

Additionally, public investment in infrastructure projects generates jobs in the short term through construction and related industries. The improved attractiveness of the community can attract new businesses or encourage existing ones to expand, further contributing to job creation and economic vitality.

A well-planned public realm fosters a unique sense of place within a community, attracting visitors, residents, and businesses drawn to its distinct character and identity. This sense of place instills pride among community members, encouraging them to invest in and support local businesses and initiatives.

For a small community like Louisville, investing in a public realm and streetscapes plan can be particularly beneficial. Small communities often rely heavily on their local economies, and improvements to public infrastructure can make a significant difference in attracting visitors, supporting local businesses, and enhancing overall quality of life for residents. By creating attractive and accessible public spaces, Louisville

can differentiate itself from neighboring areas, attract investment, and foster sustainable economic growth over the long term.

Completing a downtown vision plan and activating great public places are integral components of urban development and revitalization efforts. Desired activations and programming should also inform the design of the public realm. Design and activation work hand-in-hand to create great public places and streetscapes. Streetscape activation is the process of enhancing the built environment around streets and public spaces with art, street furniture, outdoor dining areas, and other activities and amenities to create more engaging and attractive areas for people to gather and interact.

Benefits of streetscape activation can include:

- Adds increased foot traffic, social interaction, and economic activity
- Contributes to sense of place and identity
- Encourages non-vehicular modes of travel
- Creates more opportunities for people to linger and engage with their surroundings
- Helps forge strong social ties between people and their downtown

Well-designed streetscapes can benefit local businesses and generate great revenue for downtown and the City. However, an expertly-crafted public space is not enough. All great public spaces also have activation and programming to continually refresh activities and experiences for residents and visitors.

DOWNTOWN OPPORTUNITIES

Setting

Louisville has a magnificent setting. The mountains and history are great elements of Louisville's identity. All around downtown you can see glimpses of these treasures. The natural amenities near the town give an extra dimension to the urban-rural-mountain life of Louisville.

Downtown is the Heart—physically and culturally Louisville's downtown is central to its overall community fabric. Downtown is well-situated in the center of multiple neighborhoods and therefore plays an important role in connecting the various parts of Louisville.

The grid structure makes it easy to orient oneself and the fairly flat and wide streets and sidewalks that run north and south form the perfect base for a potential culture of more walking and biking in downtown.

Much of the city's social and cultural life is within the downtown area—Street Fairs, museums, civic buildings, and events permeate downtown year-round.

Good Existing Walkability

In general, downtown has walkable and easy accessible sidewalks of good quality. The short street blocks and four-way crossings make it a fine base for walking in a city.

Great Festival and Event Culture

Louisville, Colorado, hosts over 30 downtown events each summer like the lively Louisville Street Fair with music and local vendors. The Farmers' Market offers fresh produce and family activities.

Entrepreneurial Spirit

Downtown Louisville hosts dozens of charming businesses on Main Street including 30 restaurants and eateries and 20 unique boutique shops offering clothing, gifts, and artisanal products.

Why now?

The Marshall Fire in Louisville, Colorado, has left a profound impact on the community, both emotionally and physically. In the aftermath of such a tragedy, investing in the public realm and public spaces downtown is not just appropriate but crucial for several reasons.

The COVID-19 pandemic, coupled with the devastating effects of the Marshall Fire, has intensified the need for community-focused public spaces. The isolation and uncertainty brought by the pandemic have underscored the importance of having accessible, safe, and welcoming public areas where people can reconnect and support one another. By investing in downtown public spaces, the residents can come together to rebuild and heal, fostering a sense of unity and resilience in a time of compounded challenges.

The COVID-19 pandemic accelerated shifts in market trends, with many businesses and consumers prioritizing outdoor, flexible, and adaptable spaces. Revitalizing public spaces can act as a catalyst for economic recovery. Downtown Louisville, as a commercial hub, stands to benefit significantly from such investments. By enhancing its appeal through modern, resilient public infrastructure, businesses can be encouraged to reopen or establish themselves anew. This, in turn, creates job opportunities and stimulates economic activity, helping the community bounce back not only from the fire but also from the broader economic impacts of the pandemic.

The necessity of updating outdated infrastructure has never been more evident. Modernizing infrastructure to meet current business needs and

community expectations is vital to ensuring that Louisville remains competitive and attractive in a rapidly changing world. The dual impacts of the Marshall Fire and COVID-19 have highlighted the vulnerabilities in the existing public realm. Investing in downtown public spaces sends a powerful message of hope and commitment to the community's future. It demonstrates that despite the challenges faced, the City remains dedicated to creating vibrant, inclusive, and safe environments for its residents.

The aftermath of the Marshall Fire, coupled with the ongoing challenges posed by COVID-19 and evolving market trends, presents a unique opportunity to invest in the public realm and public spaces downtown. By fostering unity, driving economic recovery, addressing outdated infrastructure, prioritizing sustainability, and inspiring hope, these investments can play a pivotal role in the community's healing and resurgence. Now more than ever, it is essential to invest in the heart of the city, ensuring that it remains a thriving, resilient, and forward-looking place for generations to come.

Who pays?

The Louisville Revitalization Committee (LRC) is the City's urban renewal entity, charged with eliminating and preventing blight within the urban renewal boundary areas.

The Highway 42 Urban Renewal Area was adopted in 2006 and encompasses Downtown Louisville. Through the adoption of this urban renewal area, the LRC collects property tax increment to be used to eliminate and remediate blight within the boundary area.

In cooperation with property owners and other stakeholders, the LRC seeks to provide assistance to stimulate private investment and accomplish the objectives of each urban renewal plan. Public-private partnerships and other forms of cooperative development will be critical to the LRC's strategy for stimulating growth and reinvestment and preventing the spread of blight and eliminating the blighting conditions.

Funds collected by the LRC must be spent within the LRC boundary.

This plan was funded by the LRC. The LRC, in collaboration with the City of Louisville, envision a dynamic urban design plan aimed at transforming downtown into a vibrant and resilient community hub. Projects that appear in this plan will be funded through existing LRC funds and Capital Improvement Plan (CIP) funds through the City. The City does not plan on using bonds or other public financing mechanisms at this time to fund the projects shown in this plan.



CREATING GREAT PUBLIC PLACES

A dynamic, engaging, and thriving downtown puts public life at the center of planning, strengthened by an overall focus on liveliness, health, attractiveness, sustainability, and safety. The planning process needs a holistic approach—a vision—for how all aspects of human, cultural, and social aspects should be taken into consideration.

A good indicator of successful public life is people's use of the public realm for a variety of activities during the course of a day. Two factors that can be observed and recorded readily are:

1. **Number of People in a public space**
2. **The Amount of Time people spend in the public realm**

Spaces where a large number of people linger for a long period of time tend to be more successful. Spaces with few people walking

slowly or lingering for long periods of time are perceived to be less successful. This observation underlies the principles that are the basis for the work described in this vision plan.

Creating and managing downtown public spaces is essential for fostering vibrant and livable urban environments. Every downtown area is unique, and the best practices may need to be adapted to suit the specific needs and characteristics of each community. Effective management, ongoing community engagement, and a commitment to quality are key to the success of downtown public spaces.

There are many potential elements that could be considered as part of new public space design in Louisville. Common elements or elements previously discussed are listed below along with best practices and lessons learned from other communities to create a downtown neighborhood which is full of life and activity all times of year and all times of day.



SUCCESSFUL PUBLIC LIFE

1

Long-term stays make lively downtowns

The activity level will increase remarkably when pedestrians or people indoors are tempted to spend time in inviting and comfortable public spaces. The extent of staying activities has the largest impact on the activity level in a public space.

2

Planning for optional activities create lively downtowns

All cities, regardless of the quality of the public realm, have people engaged in necessary activities: walking to and from, waiting for the bus, etc. The quality of the public realm can be measured in how many people choose to visit for optional reasons because the city offers a variety of experiences to enjoy the public realm, look at other people, meet friends and engage in activities.

3

A variety of places create lively downtowns

Smaller gestures inviting people to stay in nice places can tempt passers-by to linger for awhile. Informal spaces people can visit during breaks or outdoor seating areas can invite people to dwell in public spaces with possibilities for recreation and refreshments. An inviting space offers good comfort, sun, views, other people, shelter, and a respect for human scale. A balance between active and calm places is important to invite many user groups.

4

A strong pedestrian network makes lively downtowns

Walking should be simple and attractive. A network that connects destinations, lively pedestrian, good climatic conditions, interesting things to look at, safety throughout the day all contribute to making. Walking activities need to be concentrated in a network of lively, attractive and safe streets following the principle "to concentrate" as opposed to "spread out" to ensure an active public realm.

5

Many user groups create lively downtowns

When a city is able to invite many different groups to use the public spaces—elderly, disabled children, families, young people, working people, and a more varied use of the city can be obtained both in terms of who uses and time of day, week, or year. A lively city does not rule out specific user groups to invite others, but invites a great variety of all users to get the balance right.

6

A balance between road users creates lively downtowns

When traffic volumes are low and traffic moves slowly there tends to be more public life and more opportunities to meet in the public spaces. A good balance between the road users can often be achieved by inviting people to walk, cycle, or take public transport instead of the car.

INTRODUCTION

A VISION FOR DOWNTOWN LOUISVILLE

The 2024 Downtown Vision Plan for Louisville amplifies previous successes such as the parklet program and Street Faire programming and expands upon existing initiatives to visualize a dynamic, vibrant vision for public spaces and streetscapes for Louisville. It articulates a series of transformative projects to begin implementing this vision soon and in the long-term.

This dynamic plan is a testament to the commitment to preserving the unique charm and character that makes Louisville special, while also embracing progress and innovative ideas. As a vibrant and thriving community, Louisville's downtown area has been a hub of activity, culture, and economic vitality. This vision plan sets out to build upon this rich history, forging a path forward that caters to the evolving needs and desires of its residents, businesses, and visitors alike.

Downtown Louisville is a thriving community on the Colorado Front Range. Restaurants, nightlife, Street Faire, and visitors create a vibrant buzz year-round and fill the city streets. Employment opportunities have created a robust and entrepreneurial spirit that permeates the community. Cyclists and pedestrians populate the streets, and glimpses of artistic expression can be found throughout downtown. Year after year, Louisville continues to garner national accolades and recognition for its downtown charm and livability.

Downtown Louisville embodies a harmonious blend of tradition and modernity. It is a place where history meets innovation, and where small-town values intersect with growing

aspirations. In this document, we will outline a comprehensive vision for downtown Louisville that considers not only its physical transformation but also its role as a social, cultural, and economic focal point for our community.

The development of this vision plan has been a collaborative effort, engaging residents, business owners, city officials, and urban planners to ensure a diverse range of perspectives and ideas. Louisville's downtown should not only reflect the aspirations of its leaders but, most importantly, it should embody the dreams and desires of those who call this community home.

This plan seeks to enhance the quality of life for residents, support businesses, foster economic growth, and celebrate Louisville's unique identity. It aims to preserve heritage, protect natural resources, and create a downtown that is accessible, sustainable, and inclusive for all. As Louisville embarks on this exciting journey of revitalizing its beloved downtown, this document invites readers to explore the vision laid out in these pages, and to be a part of the ongoing conversation that will shape the heart and soul of Louisville for generations to come.

Much of Louisville's current success resulted from passion, hard work, vision, and planning. The community adopted the Design Handbook for Downtown Louisville in 1998. The following year, the community adopted the Downtown Louisville Framework Plan, with major goals that led to the transformation of downtown. Keen attention to pedestrian experience has reinvigorated the sidewalks and businesses



downtown. The residual impact of this plan is immense, and its success has paved the way for new visions that extend far beyond Main Street.

This is a time like no other for downtown Louisville. Stemming from the recent, devastating Marshall Fire and the impacts from COVID-19 on communities, now is the time to transform Louisville downtown once more. This document builds off previous and current successes in downtown Louisville, notably the successful Parklet program implemented in 2009.

The region around Louisville is booming with growth and development. Louisville has laid a foundation for success, and has the ingredients for downtown to be truly extraordinary—a world-class example of a livable, vibrant, and sustainable small-town downtown for business, visitors, residents and all that live, work, play in downtown Louisville. The entrepreneurial spirit is alive and well, Louisville's population is creative and visionary with unique resources and opportunities. And the landscape of our city offers a palette of opportunities for all kinds of improvements to the urban spaces and streetscapes in Louisville.

The alignment of all these resources and opportunities requires a renewed vision and direction for downtown. The 2024 Downtown Vision Plan sets the vision for our downtown's public spaces and streetscapes. A great city belongs to the people, as do its public spaces. Over the course of six months, hundreds of people shared their perspectives with ideas and dreams for the future of downtown Louisville. Open community meetings, pop-up events, brainstorming sessions, site walks, debates, and online dialogue led to many

of the goals and action items outlined here. From the practical to the truly visionary, every contribution was valued and considered.

While the range of ideas was broad, several clear themes emerged to become the basis for this plan. How does Louisville go from great ideas to a better downtown? Translating the goals and actions of this planning document into an improved downtown experience for residents, workers, and visitors can start with a series of projects. These transformative projects will help bridge downtown's districts and ongoing development, improve the pedestrian experience, create new and improved public spaces downtown, and encourage partnerships between the many different organizations, institutions, businesses, and residents who call downtown Louisville home. Participants who attended engagement events spoke of an inclusive city that is authentic, to capitalize on our extraordinary assets. Participants wanted parks and re-imagined public transit to be prominent and accessible. They wanted a city that is walkable, bikeable, and well-connected. Participants wanted to shine a spotlight on creativity, design, innovation, and entrepreneurship. They want to bring together institutional, public, and private partners in a shared vision. Participants want a city that is truly unique, truly "Louisville."

Now the City leaders and stakeholders begin the next phase. This plan lays out goals and strategies for realizing this collection vision. Some goals encompass projects already underway, including the parklet program and the South Street underpass. Other goals start the ball rolling on long-range visions, still others tackle critical challenges or difficult locations.

While the focus areas are not exhaustive in terms of every block or district of downtown, the project areas establish a set of implementation priorities. Enhancing the downtown experience begins now!

This vision plan begins the work of realizing a vision with ideas that become concepts and concepts that begin discussions. And discussions that begin action. This plan adds some significant new ideas to the mix. Catalytic projects anchored in the downtown core will transform Louisville.

A thriving city is more than the sum of its parts; it is a machine for generating abundance. As downtown Louisville fills in the gaps and creates new connections, it will create an abundance of opportunity, interaction, choices, and experiences. It is this abundance that makes downtown special and worthy of such attention and foresight. With boldness and vision, we have the opportunity to create a public life and streetscape that will outlive us all.

Over the last two decades, Louisville has been consistently ranked as one of the top cities to live in the US, one of the best small towns in America, and one of the best cities in Colorado to raise a family.



INTRODUCTION

A Vision for Downtown Louisville

Through two public open house events, workshops, and online interactions, several consistent themes emerged. These included an emphasis on creating authentic Louisville experiences; focusing on inclusion so that downtown benefits everyone; connectivity to/from downtown area destinations; branding and identity for the downtown area.

PROJECT VISION STATEMENT

In the heart of Louisville is envisioned a downtown that is more than just a destination – it is a dynamic and welcoming expression of our community's spirit. This 2024 Downtown Vision Plan integrates branding, wayfinding, transportation, and placemaking, weaving a tapestry of connectivity and creativity that reflects the unique identity of Louisville.

The Downtown Plan vision statement incorporates these themes and is the foundation for our recommendations.

Plan Framework and Goals

This vision statement is ambitious. How to make it real is the focus of the remainder of the report. Three Framework Themes have been developed which elaborate on the vision and contain specific goals and actions necessary to implement the theme. The Framework Themes are detailed and summarized below:

AMPLIFY Enhance downtown Louisville's vibrancy and diversity by building on its existing strengths while introducing new programming and activation opportunities for year-round enjoyment. Focus on placemaking, public realm activation, and showcasing Louisville's creativity and history. Update streetscape amenities with unified materials, furnishings, and refreshed aesthetics.

LINK Make it easy for Louisville residents, employees, and visitors to access downtown and nearby destinations whether traveling locally or regionally. This theme supports the vision for better connectivity and sustainability by encouraging connectivity to parks, trails, bike lanes, and nearby attractions to/from downtown.

NAVIGATE Emphasize effective wayfinding systems which do not overload users with information, advocating for a consistent strategy that includes clear and legible

visual cues to enhance comprehension and navigation in complex spaces.

Plan Objectives

The vision statement and plan goals create a series of vision plan objectives, each operating underneath the broader plan framework and goals:

AMPLIFY

- Respect and celebrate the unique cultural heritage of Louisville by preserving historical sites, promoting public art, and integrating cultural elements into the urban fabric, ensuring an amplified sense of identity and pride for residents.
- Foster a sense of place by incorporating distinctive elements, public art installations, and landscaping that reflect the unique identity of downtown Louisville, encouraging residents and visitors to connect with their surroundings.
- Transform underutilized areas into lively and engaging public spaces that cater to diverse community needs, providing platforms for cultural events, recreational activities, and social gatherings.
- Design and activate public spaces that serve as hubs for community events, markets, and recreational activities, promoting a sense of belonging and community.
- Implement strategies to activate streetscapes through the introduction of street-level retail, pop-up shops, and interactive

DOWNTOWN BY THE NUMBERS

100
Unique and charming businesses on Main, Front & Pine Street

30
restaurants and eateries in Downtown

20
boutique shops offering clothing, gifts, and artisanal products

30
downtown events in the summer

installations, fostering a vibrant and lively atmosphere throughout downtown.

- Integrate green infrastructure, such as street trees, pocket parks, and landscaping to enhance the aesthetic appeal of downtown while also improve air and water quality, and contribute to the overall well-being and attractiveness of the community.

LINK

- Develop transportation options that welcome people of all ages, abilities, and varied backgrounds to downtown Louisville.
- Design complete streets that are inviting, attractive, foster social connection, and reflect the city's small-town atmosphere.
- Promote community health and environmental sustainability by encouraging downtown access by alternate modes to driving, especially for short trips from within Louisville.
- Support local businesses and economic development.
- Foster a sense of community by creating interconnected public spaces, plazas, and gathering areas that encourage social interaction and strengthen the bonds among residents.
- Create layered sidewalk, trail, bikeway, transit, and roadway networks that make it convenient and safe for users of all modes to access downtown Louisville.

- Consider how to support drivers of electric vehicles (both cars and micromobility) through public charging options.
- Improve transit access with first-and-last mile connections to bus stops and by incorporating transit-oriented development.
- Encourage safe speeds downtown by installing traffic calming infrastructure.
- Improve crossings for people walking, rolling, and biking; especially across key barriers such as South Boulder Road, CO-42, and the railroad tracks.

NAVIGATE

- Provide an easy-to-understand visual hierarchy to the information being provided.
- Use a macro-to-micro lens when creating the messaging strategy and order destinations from closest to furthest.
- Consider the number of messages per sign, or sign panel; ideally a maximum of five per sign or three per sign for vehicular signs.
- Consider using symbols when possible – they are great shorthand and multi-lingual.
- Be consistent with messages and the messaging of other existing signs in the area.
- Resist the urge to over-direct and message – simplicity is key.

Transformative Projects

The elements of the vision statement and Framework Themes are given physical form through a series of Transformative Projects which are illustrated in Chapter 4. These focus areas and strategies were chosen as the most strategic interventions where public and private interactions could have a transformative impact on downtown Louisville. The Transformative Projects are as follows:

1. STEINBAUGH PLAZA
Concentrate short-term investments on creating a dynamic streetscape between Spruce Street and Walnut Street which supports the numerous events and activities like Street Faire and the Farmer's Market and the Steinbaugh Pavilion area.

2. FRONT STREET CURBLESS STREET
Transform the existing parking area around the Pavilion to become a plaza: an active community node with all-season and all-weather activations and community gathering. Given its position at the intersection of Spruce Street and Front Street, it can be the new secondary destination away from Main Street and act as a complement to the activity of Main Street. As needs arise, it could be used as curbless parking.



INTRODUCTION

3. DOWNTOWN STREETScape IMPROVEMENTS

Create additional amenity space for trees, landscaping, and seating. Repair/replace existing bricklin banding. Expand end-of-block bulbouts and convert a small number of parking spaces in mid-block areas. Additionally, intersection improvements like raised crossings and material improvements can help spur small improvements in the short-term. In the long-term, a curbside street could be created to further activate and transform Main Street.

Implementation

The Framework Themes and Transformative Projects cannot come to fruition without extensive partnerships and a commitment for funding and financing those improvements necessary to transform and support these goals and objectives. Chapter 5 lays out the implementation strategy for the downtown Vision Plan. Under several specific strategies are actions regarding funding, governance, roles and responsibilities, and tools to recruit key uses to downtown Louisville.

ENGAGING THE PUBLIC

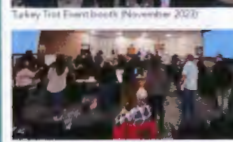
An extensive community engagement and stakeholder engagement process using trusted techniques was utilized to encourage a diverse group of citizens to contribute to the plan. Public open house events, stakeholder site walks and feedback meetings, and a robust online presence using Engage Louisville all offered valuable input to help guide the process. Public meetings and workshops included two pop-up events at the annual Turkey Trot and Festival of Lights. A stakeholder site walk was organized and during the site walk participants completed a survey

using an analytical tool called an Urban Quality Assessment. Outreach also include two community open houses, a series of community meetings directed at specific groups including businesses and nearby residents rounded out the outreach. Stakeholder presentations included dialogue with the URC and constant contact with City leadership. It is estimated that over 200 individuals attended these meetings, contributing vital ideas and insight.

Following the stakeholder site walk, the project team held two community open houses, presentations to Advisory Boards, and maintained constant contact with City leadership and decision-makers. It is estimated that over 200 individuals attended these meetings, contributing vital ideas and insight.

Additional information and results of stakeholder input are in Appendix E and F.

- Vendor booth / pop-up at Turkey Trot in November 2022
- Vendor booth / pop-up at Ice Skating Rink in January 2024
- Open House #1 on February 22, 2024
- Open House #2 on May 23, 2024
- Community-wide business meeting April 11th
- Downtown neighborhood meeting April 11th
- Two presentations to Louisville Revitalization Commission (open to public)



URBAN QUALITY ASSESSMENT RESULTS



12 FACTORS FOR A GREAT PUBLIC SPACE

PROTECTION	COMFORT	ENJOYMENT
Protection against traffic & accidents: feeling safe	Opportunities to walk & cycle	Opportunities to sit
Protection against crime & violence: feeling secure	No unpleasant sensory experiences	Opportunities to see
Protection against inaccessibility: open for all	Opportunities to stop & stay	Opportunities to talk & listen
		Aesthetic qualities & positive sensory experience

QUALITY ASSESSMENT



CHAPTER 2

ANALYZE

The analysis of downtown Louisville encompasses a multifaceted approach, considering key aspects such as the city's historical legacy, urban development, economic landscape, cultural vibrancy, and transit initiatives. It provides a holistic understanding of Louisville, offering valuable insights into the factors that have shaped its trajectory and continue to influence its future trajectory. By peeling back the layers of the existing urban fabric, the analysis seeks not only to document the city's current state but also to forecast the potential paths that lie ahead. The analysis aspires to shed light on the dynamic interplay between tradition and innovation, community and commerce, and the natural environment and urban infrastructure that define downtown Louisville.

INTRODUCTION ANALYZE THINK BIG TRANSFORM TAKE ACTION

WHAT ARE SOME OF THE CHALLENGES?



1

Narrow Sidewalks
Limited room for patios and public space activation

2

Need for Year-round Activation
Temporary street closures do not solve all the challenges of activating streets and creating a great place to live, work, and play for all seasons and weather.

3

Need for Adaptable and Flexible Streets
Downtown Louisville is busy! With numerous fairs, festivals, events, and year-round retail and restaurant activity, Louisville needs to be adaptable and flexible for all kinds of uses.

4

Limited Wayfinding
Downtown Louisville should be a place accessible and easy to navigate for all users.

5

Railroad Tracks
The railroad tracks are a physical barrier to both development and movement around downtown Louisville. A safe, and well-connected downtown is paramount to its success.

6

Need for Human Comfort
Because of narrow sidewalks, downtown is often lacking in simple amenities like seating and shade which create comfortable places to spend time in.

DOWNTOWN CAN CAPITALIZE ON ITS HISTORY



Louisville, Colorado, has a rich and varied history that reflects its evolution from a mining town to a vibrant community with a strong cultural heritage. Here is an overview of the history of Louisville, including key landmarks such as Frenchtown, the Acme Mine site, Steinbaugh Pavilion, and the grain elevator:

- **Acme Mine Site:** Like many towns in Colorado, Louisville experienced a mining boom in the late 19th century, primarily focused on coal mining. The discovery of rich coal deposits in the region attracted miners and their families, leading to the rapid growth of the town. The coal mining industry was a vital economic engine for Louisville and the surrounding area for decades. The Acme Mine site represents Louisville's mining heritage. The Acme Coal Mine was one of numerous mines operating in the area during the peak of the coal mining era. It played a crucial role in supplying coal for heating, industrial, and transportation purposes, contributing significantly to the local economy.
- **Steinbaugh Pavilion:** The Steinbaugh Pavilion is a notable gathering place in downtown Louisville with historical significance. Originally constructed in the early 1900s, today it serves as a community hub for social events, meetings, and entertainment activities. Over the years, the pavilion has been renovated and restored, preserving its historical charm while adapting to modern uses as a venue for concerts, markets, and festivals.
- **Grain Elevator:** The grain elevator is another iconic landmark that reflects Louisville's agricultural heritage. Grain elevators were

crucial facilities for storing and processing grains, supporting local farmers and contributing to the region's agricultural economy. While many grain elevators across the country have disappeared over time, the preservation of Louisville's grain elevator serves as a reminder of the town's agricultural roots. As mines shut down, there was a turn toward dining that allowed downtown's economy to shift. Downtown Louisville soon became known as a regional destination for Italian-American food and culture.

Today, Louisville celebrates its history through various initiatives, including historical preservation efforts, heritage festivals, and interpretive programs. The town's historic sites and landmarks serve as tangible connections to its past, attracting visitors and residents alike who appreciate its rich cultural heritage and unique identity rooted in mining, agriculture, and community traditions.



LOUISVILLE HISTORICAL SOCIETY

Strategies

Utilizing Louisville, Colorado's rich history to influence downtown streetscape and public spaces can create a vibrant environment honoring the town's heritage while meeting modern urban needs. Potential strategies to implement:

Historical Signage Install signs and displays highlighting key historical events, buildings, and figures with interactive elements for more information.

Heritage Art Commission sculptures, murals, or installations reflecting local history like coal mining, agriculture, or the railroad.

Historic Building Preservation Encourage adaptive reuse of historic buildings while maintaining their architectural character for modern uses.

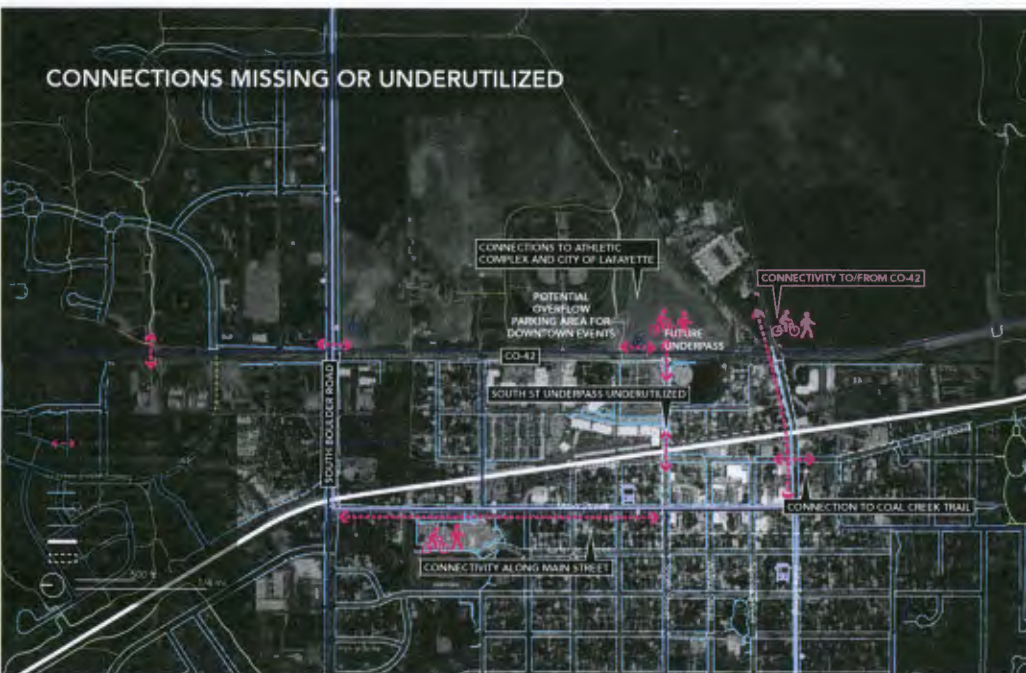
Walking Tours Develop guided historical tours with maps or apps for residents and visitors.

Adaptive Street Design Incorporate historical motifs into street furniture, paving, and lighting.

Heritage-themed Art Installations Commission public art installations that reflect Louisville's history, such as sculptures, murals, or installations inspired by local industries like coal mining, agriculture, or the railroad. These artworks can serve as focal points in public spaces, sparking conversations about the town's past.

Implementing some or all of these strategies will create a historic yet modern downtown reflecting community pride and cultural vitality.

CONNECTIONS MISSING OR UNDERUTILIZED



Louisville downtown is generally welcoming and accessible to vehicular traffic but there are opportunities to improve connectivity and access for users of alternative modes. North-south crossings of South Boulder Road and east-west crossings of the railroad tracks remain challenging for those outside of a vehicle. Additionally, CO-42 to the east is a barrier and there are no strong connections to anything east of CO-42. Connecting the wider trail and bikeway network to downtown would encourage access for people walking, rolling, and biking. For further analysis, please refer to Appendix D: Parking, Traffic, and Mobility Report.

Louisville, Colorado, is known for its efforts to promote alternative transportation modes such as cycling, walking, and public transit. The city has made significant investments in infrastructure to support these modes of transportation, especially in the downtown area. However, challenges may still exist, particularly in areas where pedestrian and cyclist safety could be improved.

Bike Facilities and Trail Network

Louisville boasts an extensive network of bike lanes, paths, and trails that connect various parts of the city, but is more limited in the downtown area. The city's commitment to promoting cycling as a viable transportation option is evident, but opportunities like advisory bike lanes could be explored further to connect Downtown to other areas of the city.

The Coal Creek Trail is a popular route for cyclists and pedestrians, offering scenic views and connectivity to key destinations. New advisory bike lanes could help connect the trail to downtown. Additionally, bike

racks are strategically placed throughout the downtown area to encourage cycling for short trips to local businesses and amenities. However, more are needed.

Transit Infrastructure

Louisville is part of the larger Denver metropolitan area, which has a comprehensive public transit system operated by Regional Transportation District (RTD). Residents and visitors can access bus routes that serve Louisville, providing connections to neighboring cities and Denver's downtown core.

The RTD bus service DART helps facilitate regional mobility for commuters and travelers especially to/from Boulder.

Sidewalks and Pedestrian Crossings

In downtown Louisville, sidewalks are generally well-maintained and provide safe pathways for pedestrians. However, challenges for pedestrians often arise at intersections and crossings, especially on busy streets where vehicle speeds may be higher.

Some areas in downtown Louisville have limited pedestrian amenities such as marked crosswalks, pedestrian signals, or curb extensions (bulb-outs) that enhance safety and visibility for pedestrians. Improving these features can contribute to a more walkable and pedestrian-friendly downtown environment.

Difficulties for Pedestrians and Cyclists

Despite Louisville's overall commitment to alternative transportation and pedestrian safety, there are still specific areas in downtown that pose challenges for pedestrians and cyclists. These challenges include:

High-Traffic Intersections

Busy intersections along Main Street or other arterial roads may require enhanced pedestrian crossing facilities such as signalized crosswalks with countdown timers, refuge islands, or raised crosswalks to improve safety and accessibility.

Lack of Continuous Bike Lanes

While Louisville has bike lanes in many areas, gaps in the network or discontinuous lanes in downtown streets can deter cyclists and make cycling less safe, especially near areas with heavy vehicular traffic.

Limited Bike Parking

Although there are bike racks in downtown Louisville, increasing the availability of secure bike parking facilities near popular destinations like shops, restaurants, and public buildings can encourage more people to cycle for short trips.

Strategies

This initial evaluation of existing programs and infrastructure for people walking, rolling, biking, taking transit, and driving to and around downtown Louisville finds that while downtown is generally welcoming and accessible to vehicular traffic, there are opportunities to improve connectivity and access for users of alternate modes.

East-West Connections Install signs and displays highlighting key historical events, buildings, and figures with interactive elements for more information.

Sidewalks Expand the width of sidewalks on key downtown access streets could enhance pedestrian comfort, encourage walkability around the downtown area, and improve first-and-last-mile connections to bus stops.

Trail and Bikeway Network Connecting the wider trail and bikeway network to downtown via more comfortable facilities would also encourage access for people walking, rolling, and biking.

Safe Multi-modal Access Continue to install secure bike parking, traffic calming features, and accessible crossings.

Underpass at CO-42 and South Street The Underpass at CO-42 and South Street will strengthen connections east of CO-42 and downtown. Investing in a similar strategy by planning for a second raised underpass like the South street pedestrian underpass will continue to provide a safe pedestrian network.

FRONT STREET AND MAIN STREET EPICENTER OF ACTIVITY



Downtown is known for its vibrant community atmosphere and diverse range of events and activities throughout the year. The downtown area, particularly along Front Street and Main Street, serves as the heart of the city's social and cultural scene, attracting residents and visitors alike. One of the standout events that highlights the energetic spirit of downtown Louisville is the Street Fair, but there are also numerous other activities and attractions to enjoy.

However, the density of uses which attract indoor-outdoor experiences and help create a vibrant downtown are concentrated along Main Street and Front Street between South Street and Pine Street. Away from these blocks, the density of retail, restaurant, shopping opportunities quickly lessens. Design solutions could help to further activate and define these two blocks as the "epicenter" of the Louisville downtown experience. Steinbaugh Pavilion and areas around it host Street Fair and Old Town Skate among others.

Louisville Street Fair

The Louisville Downtown Street Fair is a highly anticipated summer event that typically runs on Friday evenings from June through August. Held on Front Street, this lively festival features live music from local and regional bands, food vendors offering a variety of cuisines, craft beer from local breweries, and a vibrant atmosphere filled with dancing, socializing, and family-friendly entertainment. The Street Fair draws large crowds of all ages and is a favorite gathering spot for the community to enjoy summer evenings outdoors.

Farmers' Market

The Louisville Farmers' Market, held on Saturdays during the growing season, is a popular attraction for those seeking fresh produce, artisanal foods, handmade crafts, and live music. Located on Front Street, the market offers a bustling environment where visitors can interact with local farmers and artisans while enjoying a morning or afternoon of shopping and community engagement.

Concerts and Performances

Throughout the year, downtown Louisville hosts concerts, performances, and cultural events at venues such as the Louisville Center for the Arts, local parks, and Steinbaugh Pavilion. These events showcase a variety of musical genres, dance performances, theatrical productions, and community celebrations, providing entertainment options for residents and visitors of all ages.

Dining and Shopping

Front Street and Main Street in downtown Louisville are lined with charming shops, boutiques, cafes, and restaurants offering a diverse culinary experience. Visitors can explore unique shops for clothing, gifts, antiques, and home decor, while also enjoying a wide range of dining options from casual eateries to fine dining establishments featuring locally sourced ingredients and international cuisines.

The concentration of events and activities in downtown Louisville, particularly along Front Street and Main Street, creates a dynamic and inviting environment for people to socialize, shop, dine, and immerse themselves in the city's cultural offerings. Whether attending a Street Fair, browsing art galleries, sampling fresh produce at the farmers' market, or enjoying live music and performances, there is always something happening to showcase the vibrant spirit of downtown Louisville.



LOUISVILLE DOWNTOWN STREET FAIR

Strategies

Flexible Plazas and Patios

- Provide unprogrammed patio space in the public right-of-way for adjacent business use through a permit system. Have a contingency plan to program the space with other public uses if needed.
- Identify small spaces that feel protected and intimate in addition to larger, open spaces.
- Consider the optimal number of patios and bumpouts in order to provide relief for pedestrians, rather than fitting in as many patios as possible.

Vibrant Programming

- Allow for creative and varying business use and design of patios and spaces in the right-of-way but provide a consistent design standard or edge/boundary element to contribute to a cohesive high-quality streetscape character.
- Provide different types of public spaces with varied elements such as public art, children's play areas, cultural/historic/interpretive signage, and unprogrammed public seating areas.
- Consider and leverage seasonality and variety throughout the year and for special occasions/holidays.

Unique Special Events

- Design priority blocks for optimal ease of event setup, vendor functions, and emergency access.
- Use movable furniture and amenities as much as possible in blocks prioritized for hosting special events. Use furnishings which are heavy and durable enough to deter vandalism or theft but are still movable.

CITY-OWNED PARCELS COULD BE REIMAGINED



Louisville features several city-owned properties that play important roles in the community's social, cultural, and economic life. These properties are strategically located within the downtown area, contributing to the overall vibrancy and identity of Louisville.

These city-owned properties collectively contribute to the livability, cultural richness, and sense of community in downtown Louisville. They provide spaces for governance, learning, recreation, creativity, and historical exploration, reflecting the diverse interests and needs of the residents. Additionally, these properties often serve as venues for public events, collaborations with local organizations, and initiatives aimed at enhancing the quality of life for Louisville residents.

Louisville City Hall

Louisville City Hall serves as the administrative center for local government operations. It houses offices for city officials, council chambers for public meetings, and departments responsible for various municipal services such as permits, planning, and community development. The area in front of City Hall often serves as a public gathering space for events, ceremonies, and community activities. This plaza area could be enhanced as a part of future downtown redevelopment efforts to make it the "front door" of Louisville.

Louisville Public Library

The Louisville Public Library is a vital community resource offering a wide range of books, multimedia materials, digital resources, and educational programs for residents of all ages. It provides spaces for reading, studying, computer access, and community meetings. The library

often hosts events, workshops, author talks, and children's programs, contributing to literacy and lifelong learning in the community. By locating new programming and public space amenities near the library, the library and its recently completed plaza can be more flexible and attractive spaces for programs in the summer. Public amenity improvements could also mean more visitor traffic into the library.

Louisville Historical Museum

The Louisville Historical Museum preserves and shares the history, heritage, and cultural legacy of Louisville and the surrounding area. It features exhibits, artifacts, archives, and educational programs highlighting the city's evolution, industries, residents, and landmarks. The museum offers insights into the community's past and fosters an appreciation for local history among residents and visitors.

An enhanced streetscape and public amenity areas adjacent the museum can benefit the museum through enhanced programming opportunities, safety and better accessibility for walkers and cyclists as well as a safer connection to the Middle School north of the museum.

Steinbaugh Pavilion

The Steinbaugh Pavilion in downtown Louisville, Colorado, serves as a vibrant community hub, hosting various events, concerts, markets, and gatherings throughout the year. It fosters a sense of unity and belonging among residents, while also attracting visitors and boosting the local economy. As a central gathering space, it enhances the cultural fabric of the city, providing opportunities for recreation, entertainment, and social interaction, thus playing a pivotal role in shaping the identity and vitality of Louisville.



Strategies

Outdoor Performance Areas Designate areas for outdoor performances, concerts, or movie screenings. Install stages, lighting, sound systems, and seating arrangements to accommodate diverse events and entertainment options.

Public Restrooms Install accessible public restrooms in strategic locations within downtown areas to improve convenience for residents, visitors, and event attendees.

Water Features Incorporate small water features like fountains or splash pads to add visual interest, provide a cooling effect during hot months, and create interactive spaces for children and families.

Adaptive Reuse of Buildings Renovate existing buildings on city-owned properties such as the Steinbaugh Pavilion to renovate them for community use and new programming opportunities. Preserve historic features while updating interiors for modern functionality.

Plaza and Courtyards Convert underutilized areas into inviting plazas or courtyards with seating, shade structures, greenery, and public art installations. These spaces can serve as gathering spots for events, socializing, and relaxation.

STREET CANOPY INCONSISTENT

The current street tree canopy is limited throughout downtown. Implementing an urban street tree program within the right-of-way in downtown Louisville, Colorado, can yield numerous benefits that positively impact the local environment, economy, and community well-being. Here are the specific benefits of such a program:

Improved Urban Microclimate

Street trees provide shade, which helps to reduce pavement and air temperatures in downtown areas. This cooling effect creates more comfortable outdoor spaces for pedestrians, shoppers, and businesses, especially during hot summer months.

Enhanced Air Quality

Trees play a vital role in capturing air pollutants such as particulate matter, nitrogen oxides, and carbon dioxide through their leaves and bark. By filtering and absorbing these pollutants, street trees help improve air quality in downtown Louisville, benefiting public health and environmental sustainability.

Stormwater Management

Tree canopies intercept rainfall and reduce stormwater runoff onto streets and sidewalks. This natural water management function helps alleviate pressure on stormwater infrastructure, minimizes flooding risks, and promotes groundwater recharge, contributing to sustainable water management practices.

Visual and Aesthetic Appeal

Well-planned street tree plantings and landscaping enhance the visual aesthetics of downtown streetscapes. Trees provide greenery,

seasonal colors, and texture variations that soften the urban built environment, creating a more inviting and attractive atmosphere for residents, visitors, and businesses.

Noise Reduction

Trees act as effective sound barriers, absorbing and deflecting urban noise from traffic and other sources. By reducing noise pollution levels, street trees contribute to creating quieter and more pleasant urban environments for pedestrians and nearby residents.

Increased Property Values

Streets lined with healthy, mature trees are often perceived as desirable and contribute to higher property values for adjacent residential and commercial properties. This can attract investment, support local businesses, and enhance the overall economic vitality of downtown areas.

Promotion of Active Transportation

Shaded sidewalks and tree-lined streets encourage walking, cycling, and outdoor activities among downtown visitors and residents. Accessible and appealing pedestrian environments promote active transportation options, reduce car dependency, and support public health goals.

Wildlife Habitat and Biodiversity

Urban street trees provide habitat, food sources, and shelter for birds, insects, and small mammals. Maintaining a diverse tree canopy within the right-of-way supports urban biodiversity, ecological resilience, and wildlife conservation efforts.

Community Engagement and Pride

Involving the community in tree planting events, maintenance activities, and educational programs fosters a sense of ownership, civic pride, and environmental stewardship among Louisville residents. It also promotes community cohesion and collaboration in enhancing public spaces.

Climate Resilience and Adaptation

Trees contribute to climate resilience by sequestering carbon dioxide, reducing energy consumption for cooling buildings through shading, and providing natural protection against extreme weather events such as heatwaves and heavy rainfall.

By leveraging these benefits through strategic planning, tree species selection, proper maintenance practices, and community engagement, an urban street tree program within the right-of-way can significantly enhance the livability, sustainability, and attractiveness of downtown Louisville, benefiting both current and future generations.

Strategies

Tree Species Selection

Choose tree species suited to urban environments, considering factors such as size, tolerance to pollution and compacted soil, drought resistance, and aesthetic attributes. The plan should also keep in mind that the trees are a part of the City's holiday lights program.

Planting and Maintenance Standards

Develop guidelines for proper tree planting techniques, watering schedules, pruning practices, and pest/disease management to ensure tree health and longevity.

Green Infrastructure Integration

Incorporate green infrastructure elements such as tree benches, rain gardens, and vegetated swales into streetscape designs to manage stormwater and enhance landscape aesthetics.

Public-Private Partnerships

Collaborate with business organizations, property owners, and community groups to fund and maintain street trees and landscaping features within the right-of-way.

Seasonal Planting and Maintenance

Implement seasonal planting and maintenance schedules to ensure ongoing care, including mulching, fertilization, electrical connections, and winter protection for newly planted trees.

Design Guidelines

Develop design guidelines for streetscape improvements, including tree planting spacing, sidewalk integration, street furniture placement, and landscape maintenance standards.

Monitoring and Evaluation

Establish monitoring protocols within the City or a governmental partnership to assess the health, growth, and performance of street trees and landscaping elements over time, making data-driven decisions for program adjustments and improvements.

ALLEYWAYS ARE OPPORTUNITIES



Louisville's alleyways offer untapped potential for creative repurposing and redesign to enhance the downtown area's functionality, aesthetics, and community engagement. Louisville's alleyways are multifunctional, serving for loading, parking, and pedestrian access to Main Street, Front Street, and LaFarge Street. Alleyways primarily serve functional purposes such as utility access, deliveries, and service entrances for businesses.

Alleyways in downtown Louisville are currently underutilized or overlooked in terms of public use, aesthetics, and activation. Alleyways feel under-served and not always comfortable. Enhanced alleys can add to the public realm but also provide opportunities for additional businesses to start, expand, create new experiences and more. They can be designed for walking, cycling, seating, and events while maintaining utility for deliveries and waste services. Enhancements like expanded restaurant patios and cultural events and

rooms for small businesses can make these spaces more attractive and vibrant. Bittersweet Coffee's alleyway improvements serve as an example of this type of creative re-purposing.

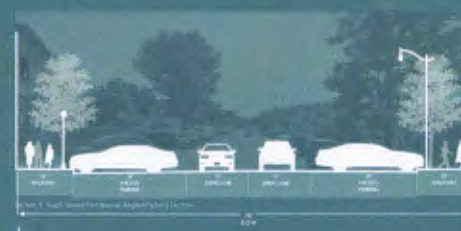


Strategies

Distinctive Alleyways

- Design alleyways to accommodate various activities, such as walking, cycling, seating, and small-scale events.
- Maintain access for delivery and trash and recycling services within the alleyway.
- Prioritize safety with proper lighting, clear sightlines, and security measures to deter crime and vandalism.
- Incorporate public art, murals, or sculptures to add visual interest and create a sense of place. Use signage and wayfinding elements to help people navigate and understand the significance of the alley.
- Introduce plants, trees, and landscaping to improve air quality, provide shade, and create a more pleasant environment. Plans to do so should acknowledge larger vehicles which utilize alleyways for deliveries and building services such as trash/recycling.
- Organize regular events, such as art markets, pop-up shops, or cultural performances, to draw people to the alley. Plan for easy access to utilities, such as electrical outlets, for pop-up events, vendors, or temporary installations.

TYPICAL EXISTING STREETSCAPE SECTIONS



Existing streetscape section analysis shows characteristics of key streets including Main Street, Spruce Street, and South Street. There is limited vegetation and overhead canopy in all cases. Diagonal parking is featured only on South Street. Sidewalks are generally narrow except in cases of the end-block bulbouts on Main Street. There is a general lack of furnishings, seating opportunities, and amenities currently within these streets.





CHAPTER 3

THINK BIG

This section lays a visionary blueprint for the future of downtown Louisville. This chapter captures a forward-looking vision plan which is crafted to elevate downtown into a vibrant and sustainable community that seamlessly integrates the rich tapestry of its history with the needs and opportunities of the modern world using contemporary design and planning practices. The vision visualizes a downtown that not only preserves its unique character and small-town charm but also enhances connectivity, connectivity, and livability. Through a series of strategic and impactful projects, a roadmap is created to cultivate an urban environment that fosters economic vitality, cultural richness, and an unparalleled quality of life for residents and visitors alike.

INTRODUCTION ANALYZE THINK BIG TRANSFORM TAKE ACTION

The plan addresses these opportunities and needs under the Framework Plan utilizing the key themes of Amplify, Link, and Navigate. These three themes are deeply embedded within the preferred vision plan at multiple scales.

LINK Make it easy for Louisville residents, employees, and visitors to access downtown and nearby destinations whether travelling locally or regionally. This theme supports the vision for better connectivity and sustainability by encouraging connectivity to parks, trails, bike lanes, and nearby attractions to/from downtown.

NAVIGATE Emphasize effective wayfinding systems which do not overload users with information, advocating for a consistent strategy that includes clear and legible visual cues to enhance comprehension and navigation in complex spaces.

1. **AMPLIFY**
2. **LINK**
3. **NAVIGATE**



THEME 01 **AMPLIFY**

THINK BIG

AMPLIFY

If it ain't broke, don't fix it... Make it even better!

Goal

Create a vibrant, active, and diverse downtown experience which strengthens the existing positive qualities of Downtown Louisville while also creating new programming and activation opportunities for year-round enjoyment for residents and visitors. This theme supports the vision for enhanced placemaking, public realm activation, and reflecting the creativity and history of Louisville.

Phasing Over Time

In order to ensure the most impactful improvements to the downtown are prioritized, projects within the framework plan have been grouped into three time frames: Now, Soon, and Eventually. Projects to be completed now, or in the next 0-3 years, emphasize streetscape improvements that prioritize pedestrian comfort and safety and cyclists including the implementation of advisory bike lanes and complete streets. These also amplify the positive momentum of events and festivals including the conversion of Front Street between Spruce Street and Walnut Street to a curbless street.

Soon, or in the next 3-8 years, substantial, more permanent improvements to the downtown area can be implemented. This might involve significant upgrades to spaces such as alleyway improvements and renovations to the existing City Hall plaza.

Projects completed eventually, or in 8+ years, are significantly more aspirational. These long-term ambitions include a curbless street on Main Street between Elm Street and South Street. While the improvements made in 0-8 years will significantly transform downtown, these longer-term projects have the potential to position

downtown Louisville as a true innovation for small communities along the Front Range with a series of unique, iconic downtown spaces.

Short-term Strategies (0-3 Years)

1. Curbless Street Renovation: Redesigning Front Street with curbless or low-profile curbs creates a seamless transition between sidewalks and roadways. This approach also allows for flexible use of street space, such as outdoor dining areas, pop-up markets, and community events, enhancing the vitality of the downtown district.
2. Intersection Improvements: Implementing raised crossings at key intersections enhances pedestrian safety by clearly delineating pedestrian pathways and reducing vehicle speeds. These improvements also contribute to the overall walkability and attractiveness of the downtown area, encouraging residents and visitors to explore on foot.

3. Urban Plaza Creation: Another vital strategy for enhancing the downtown area of Louisville, Colorado, is the creation of an urban plaza. This plaza serves as a focal point for community gatherings, cultural events, and recreational activities, fostering a vibrant public realm that attracts residents and visitors alike.

4. Install new trees throughout downtown.
5. Update hardscape and brick banding throughout downtown.

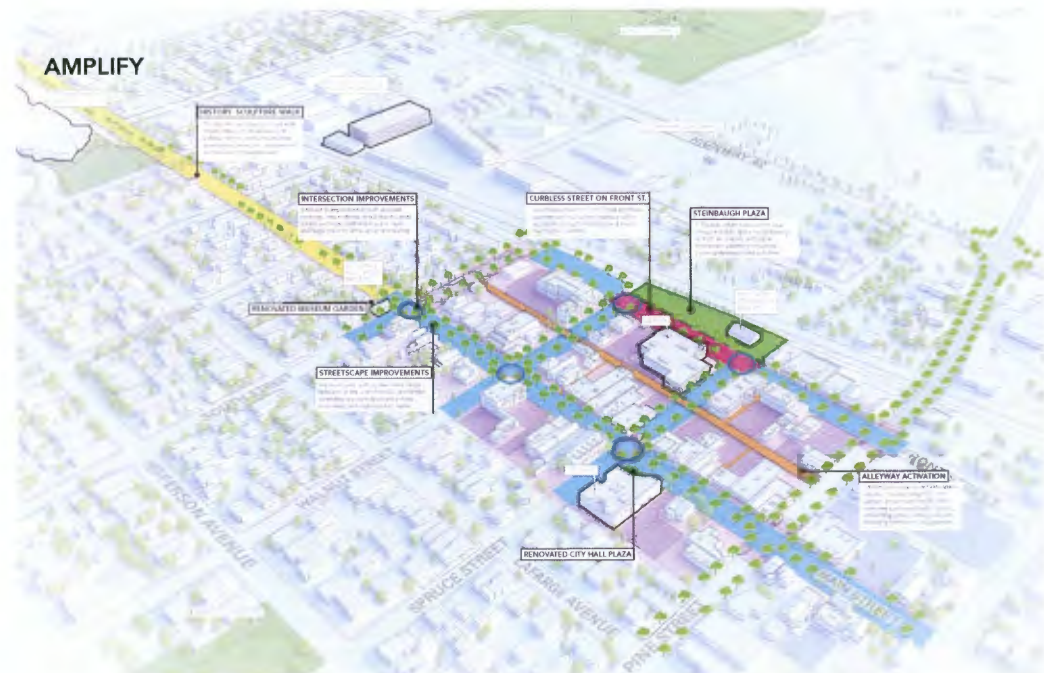
Medium-term Strategies (3-8 Years)

6. History Sculpture Walk: Celebrating the rich cultural heritage of Louisville, a history sculpture walk can be integrated into the streetscape design on Main Street from South Street (Louisville Historical Museum) to South Boulder Road. This curated collection of sculptures and installations along designated routes not only adds aesthetic value but also serves as educational markers, highlighting significant moments and individuals in the city's history.

7. Alleyway Activation: Transforming underutilized alleyways into dynamic, engaging spaces is another crucial strategy. By reimagining these spaces as pedestrian-friendly corridors with public art installations, seating areas, and greenery, we can foster community interaction and support local businesses through increased foot traffic.

Long-term Strategies (8+ Years)

1. Curbless Street Renovation on Main Street: Redesigning Main Street with curbless or low-profile curbs creates a seamless transition between sidewalks and roadways to enhance the flexibility and adaptability of the street for different times of the day and season. This type of configuration is adaptable to changing land-use and needs throughout the public realm.
2. Renovated City Hall Plaza: Create a civic "front door" to City Hall and the core of Main Street.
3. Renovated Plaza near Historical Museum: Create a welcoming gathering place that celebrates Louisville's history.



STREETSCAPE IMPROVEMENTS

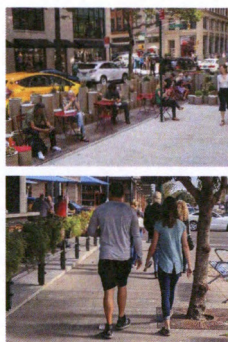
Enlarged bulbouts at intersections can significantly enhance the pedestrian experience and support local businesses, such as restaurants or cafes. Specific strategies and benefits include:

- **Increased Amenity Space:** By enlarging bulbouts, the sidewalk area expands, providing more space for amenities like street trees, seating, and planters. This increased amenity space creates a more inviting environment for pedestrians to stroll, linger, and patronize local businesses downtown.
- **Bistro Space for Restaurants:** Enlarged bulbouts can be strategically designed to accommodate outdoor seating areas for restaurants or the wider sidewalks can allow bistro seating in front of restaurants on the existing sidewalk. Enhancing the dining experience for patrons will increase the overall vibrancy of downtown.
- **Enhanced Greenery and Landscaping:** Enlarged bulbouts offer opportunities for additional street trees and landscaping, which not only beautifies the streetscape but also provides shade for pedestrians or diners.
- **Community Gathering Spaces:** By incorporating seating, planters, and other furnishings into the enlarged bulbouts, these spaces can become hubs for social interaction and community gatherings.
- **Economic Benefits for Businesses:** Providing bistro space for restaurants can increase their seating capacity and attract more customers, ultimately boosting revenue. Additionally, the enhanced pedestrian environment can attract more visitors to

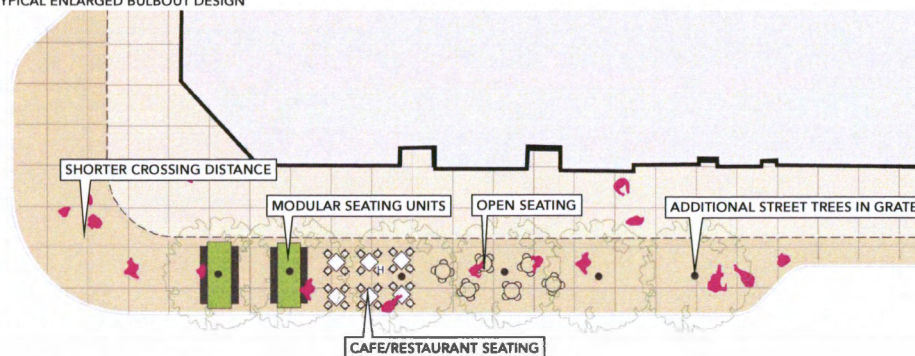
downtown Louisville, leading to increased foot traffic and sales for local businesses.

- **Traffic Calming and Visual Appeal:** Enlarged bulbouts help to visually narrow the roadway, slowing down vehicular traffic and creating a safer environment for pedestrians. The incorporation of aesthetic elements such as decorative paving, street furniture, and lighting can further enhance the visual appeal of the streetscape, making downtown Louisville a more attractive destination for residents and visitors alike.
- **Parking Challenges:** Ensure those driving to downtown still have easily accessible parking nearby. Through this plan, additional angled parking has been identified along South Street.
- **Add electrical access:** add additional electrical needs for lighting of patio bistro space needs or holiday lights or events

These strategies can help to create a more vibrant, pedestrian-friendly downtown environment that fosters economic vitality and comfort for pedestrians and users.



TYPICAL ENLARGED BULBOUT DESIGN



THINK BIG

STEINBAUGH PLAZA: A COMMUNITY LIVING ROOM

Nestled within the heart of Louisville's bustling downtown, Front Street's flexible urban plaza could be remimagined as a dynamic and inviting space that seamlessly blends functionality with artistic expression.

The plaza could be designed in a way that it could be used for a range of activities: from parking to play.

Creating a flexible urban plaza offers a range of benefits that contribute to the well-being and vibrancy of Louisville. They foster community engagement by providing adaptable environments for social gatherings, events, and spontaneous interactions. These spaces enhance activation, physical activity, relaxation, and a sense of place. Flexibility allows for diverse programming, accommodating various activities such as markets, performances, and recreational events. Additionally, these spaces often incorporate green elements, contributing to urban sustainability and providing a respite from the concrete jungle. The adaptability of these areas also supports economic vitality, attracting businesses and promoting tourism. Furthermore, by encouraging multi-modal transportation and walkability, flexible urban spaces contribute to reduced traffic congestion and improved air quality, fostering a healthier urban environment. Overall, the dynamic nature of flexible urban spaces enriches the urban fabric, making cities more livable and resilient.

Well-designed public open space like an urban plaza can lead to further economic investment and better performance for businesses near the plaza. This heightened activity can translate into higher consumer spending at nearby businesses such as cafes, restaurants, shops,

and entertainment venues. Studies have shown that urban plazas can lead to a boost in retail sales ranging from 10% to 30%.

Further research suggest that vibrant urban plazas can lead to tourism spending increases of 10% to 20%.

The presence of a vibrant urban plaza can stimulate economic activity and create job opportunities within the community. Beyond the direct employment generated by businesses operating in the vicinity of the plaza, there may also be opportunities for entrepreneurship and small-scale vendors to thrive during events and festivals held in the plaza.



FRONT STREET BECOMES CURBLESS

Downtown Louisville's parklet program and temporary Main Street road closure showcased the benefits of a reconfigured streetscape. These two programs could be enhanced further with marquee streets like Front Street, turning it into a curbless street.

A curbless street, characterized by the absence of traditional curbs and a more open design, offers several benefits that enhance the experience for both event-goers and the community. A curbless street promotes accessibility, safety, flexibility, and community engagement, creating a more inclusive and vibrant urban space for both daily life and special events:

- **Flexibility:** The absence of curbs allows for more flexibility in street use, enabling event organizers to easily transform the space for festivals, markets, parades, and other community events. This adaptability fosters a vibrant and dynamic urban environment.
- **Enhanced Gathering Spaces:** The open design of a curbless festival street provides more space for people to gather, socialize, and enjoy events. This increased space fosters a sense of community and encourages people to linger, supporting local businesses and creating a lively atmosphere.
- **Community Connection:** Curbless streets often serve as a focal point for community events, fostering a sense of connection among residents. These spaces become hubs for cultural activities and contribute to the social fabric of the neighborhood.

Curbless streets stem from a concept in which streets are designed without a curb and with high-quality streetscape materials, enabling the street to function like a plaza or a paved yard. Through the use of design elements such as paving treatments and strategically placed vertical elements, curbless design cues drivers to behave differently than on conventional streets. In addition to being safe and comfortable streets for pedestrians, curbless streets are often beautiful places to visit. They span diverse physical contexts, including both historic and contemporary settings, and each seems to be relevant and vibrant.

Curbless streets can function as a shared space where all modes are integrated, and users have equal priority to share the space. Navigating through the street requires increased interaction and slower speeds, making the space safer and more comfortable for pedestrians and other vulnerable users. Movement on these types of curbless streets requires negotiation between users, such as eye contact between pedestrians and drivers. The mixing of low-volume, slow-moving cars in a plaza-like setting makes the space comfortable and safe for non-motorized travel.

Curbless streets can operate as more traditional streets with very few changes to the street, save for the absence of a curb. In this way, the separation of modes is still necessary, primarily because of high vehicle volumes. Contrasting pavement, tactile warning strips, and vertical streetscape elements (such as trees or lighting) do their part to encourage modes to stay within their portion of the right-of-way.



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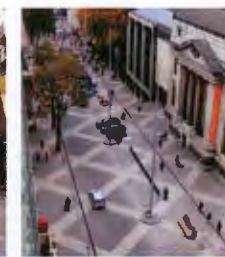


PHOTO COURTESY OF CITY OF LOUISVILLE

From an economic perspective, pedestrian-oriented designs like curbless streets have significant improved opportunities for business and visitorship.

- According to some studies, properties located in areas with pedestrian-friendly designs, which can include curbless streets, may experience a premium ranging from 5% to 20% in value compared to similar properties in less walkable areas.
- According to a study by the International Downtown Association, districts with pedestrian-oriented design elements, including curbless streets, experienced an average increase in retail sales of 10% to 25%.
- The Travel Industry Association of America reports that pedestrian-friendly destinations tend to attract more tourists, with potential spending increases of 10% to 30%.

Here are some key advantages:

- **Sustainable Stormwater Management:** Given Colorado's semi-arid climate and occasional heavy rainfall events, curbless streets can incorporate permeable pavement and rain gardens to manage stormwater runoff effectively. This sustainable approach reduces strain on the local drainage system, minimizes water pollution, and supports ecological balance in the area.
- **Integration with Historic Architecture:** Downtown Louisville boasts a rich historical heritage with many well-preserved buildings and traditional streetscapes. A curbless street design can seamlessly integrate

with existing architecture, preserving the area's character while enhancing pedestrian access, safety, and overall aesthetics.

- **Support for Local Businesses:** Curbless streets provide opportunities for businesses to extend storefront displays onto the street, attracting pedestrians and showcasing merchandise. Flexible street layouts accommodate seasonal promotions, outdoor seating for cafes and restaurants, and collaborative events that draw foot traffic and support the local economy.
- **Community Gathering Spaces:** Leveraging existing public spaces such as the Steinbaugh Pavilion, curbless street activations can extend these gathering spaces onto adjacent streets. Temporary closures for festivals, art markets, and music events create vibrant hubs that benefit businesses, artists, performers, and the community at large.
- **Native Landscaping and Urban Ecology:** Incorporating native plantings, drought-resistant landscaping, and urban greenery along curbless streets aligns with Louisville's commitment to environmental stewardship. These elements not only beautify the streetscape but also support pollinators, conserve water, and promote biodiversity in urban areas.
- **Collaborative Business District Initiatives:** Engage downtown businesses, the Louisville Chamber of Commerce, and local stakeholders in designing and activating curbless streets. Collaborative efforts can include themed events, joint marketing campaigns, and streetscape enhancements that highlight the unique

offerings of each business while creating a cohesive downtown experience.

- **Pedestrian Safety Enhancements:** Enhance pedestrian safety by incorporating well-marked crosswalks and raised intersections. These features improve visibility, reduce vehicle speeds, and prioritize pedestrian comfort, encouraging more people to explore downtown on foot or bike.
- **Adaptive Reuse and Placemaking:** Encourage adaptive reuse of underutilized spaces along curbless streets, such as vacant lots or alleyways, for pop-up shops, public art installations, and interactive exhibits. These creative placemaking initiatives breathe new life into the downtown area, attracting visitors and fostering a sense of community pride.
- **Wayfinding and Historic Interpretation:** Install wayfinding signage, historical markers, and interpretive panels along curbless streets to guide visitors to local landmarks, historic sites, and points of interest. Enhancing the storytelling aspect of downtown Louisville's heritage creates a memorable visitor experience and encourages exploration beyond main thoroughfares.
- **Measurable Economic Impact:** Work with local business associations and economic development agencies to track key performance indicators (KPIs) such as foot traffic counts, sales revenue trends, and business occupancy rates before and after curbless street activations. Demonstrating tangible economic benefits helps secure ongoing support and investment in downtown revitalization efforts.

Designing infrastructure and utilities for a curbless street helps create a more functional and safer space. Light poles serve as more than just sources of illumination; they also double as power distribution hubs. Integrating Ground Fault Circuit Interrupter (GFCI) units within these poles ensures electrical safety, preempting potential hazards during outdoor events. Complementing this, strategically placed power outlets along the street facilitate the smooth operation of vendor stalls, food trucks, and various activities requiring electricity, all while upholding safety standards with GFCI protection.

A curbless street must cater to the diverse needs of attendees and participants alike. Facilities such as water fountains, public restrooms, and waste management systems are indispensable for ensuring attendee comfort and sanitation. Temporary structures, including stages, tents, and vendor booths, demand meticulous planning to ensure stability and accessibility, adhering to stringent safety regulations to safeguard all involved. Security infrastructure, comprising surveillance systems, temporary fencing, and trained personnel, bolsters safety measures, enabling prompt responses to any unforeseen incidents.



INTERSECTION IMPROVEMENTS

Improving intersection crossing points in downtown Louisville, Colorado, particularly along Main Street and Front Street, can offer several benefits and require specific strategies due to the unique conditions of the area. Here are some key points:

Benefits:

1. Enhanced pedestrian safety: Reduced risk of crashes involving pedestrians and vehicles with shorter crossing distances.

2. Increased walkability: Encourages more foot traffic and supports local businesses.

3. Improved traffic flow: Optimized intersection designs can help reduce congestion or unpredictability of different users be it bikes, pedestrians, or cars.

4. Aesthetic enhancements: Beautification projects can improve the overall appeal of the area while also integrating green infrastructure or other ecological improvements.

Strategies:

- Enhancing crosswalk visibility: Use high-visibility crosswalk markings and signage to clearly designate pedestrian crossing areas.

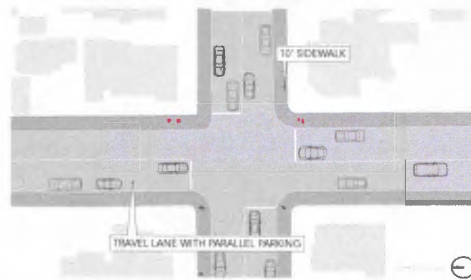
- Adding refuge islands: Construct islands in the middle of wider streets to provide a safe haven for pedestrians crossing in stages.

- Installing traffic-calming measures: Use raised intersections, raised crosswalks, or narrower lanes to slow down vehicle speeds and increase pedestrian safety.

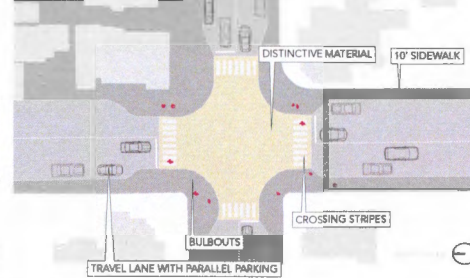
- Improving lighting: Ensure adequate lighting at intersections and crosswalks to enhance visibility during nighttime hours.
- Incorporating green infrastructure: Integrate landscaping features like trees, planters, and benches to create a more inviting and pedestrian-friendly environment.

- Enhancing ADA accessibility: Ensure all pedestrian facilities meet Americans with Disabilities Act (ADA) standards for accessibility, including curb ramps and detectable warning surfaces.

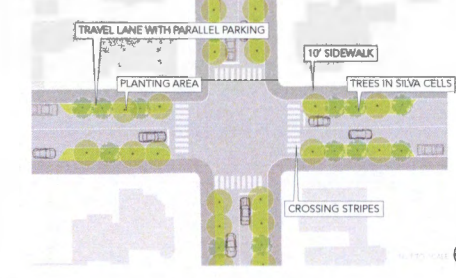
EXISTING CONDITIONS TYPICAL CONDITION



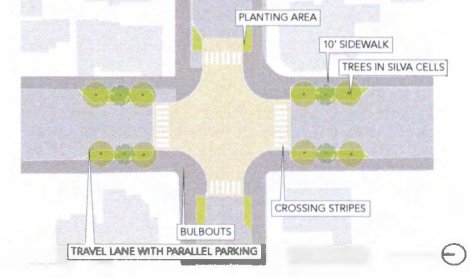
OPTION 1: BULBOUTS WITH CROSSINGS AND RAISED INTERSECTION



OPTION 2: PLANTING AREAS WITHIN ROADBED (NO CHANGES TO EXISTING CURBS)



OPTION 3: BULBOUTS WITH PLANTING AREAS, RAISED CROSSINGS AND RAISED INTERSECTION



HISTORY SCULPTURE WALK Between History Museum and South Boulder Road on Main Street

Goals

1. Enhance Main Street's Cultural Character: Showcase local artists' work along Main Street to celebrate the town's unique artistic heritage and contribute to its cultural identity.
2. Drive Foot Traffic to Main Street: Attract residents and visitors to explore Main Street businesses, restaurants, and shops while enjoying the outdoor sculpture walk experience.
3. Create a Welcoming Public Space: Transform Main Street into an engaging and vibrant public space by strategically placing sculptures to encourage pedestrian activity and community gatherings.

Strategies

- Main Street Sculpture Placement Plan: Develop a plan outlining specific locations along Main Street for installing sculptures, considering visibility, pedestrian flow, and integration with existing streetscape elements.
- Artist Residency Program: Partner with local artists to create site-specific

sculptures for Main Street, fostering a deeper connection between the artwork, the street, and the community.

- Promotional Events and Materials: Organize Main Street art walks, outdoor exhibitions, and interactive sculpture unveilings to attract visitors and residents. Create informative brochures and digital maps highlighting the sculpture walk route on Main Street.
- Seasonal Rotations: Implement a seasonal rotation schedule for sculptures along Main Street to keep the walk dynamic and encourage repeat visits throughout the year.

Partnerships

1. Work closely with the HPC and MAB to identify opportunities to connect installations to historic landmarks, local stories, and museum programming, as well as to provide feedback on historic accuracy, references, interpretation, and sensitivity.
2. Downtown Business Association (DBA): Collaborate with Louisville's Chamber of Commerce, downtown area businesses, such as galleries, cafes, and boutiques, to sponsor sculptures and promote related events. Coordinate with business owners to integrate the sculpture walk into marketing campaigns and special promotions.

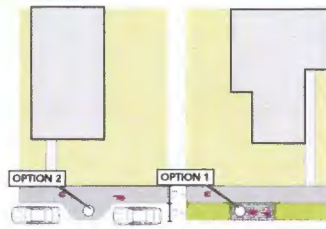
TYPICAL SCULPTURE CONFIGURATIONS PLAN AT BULB-OUTS (END-BLOCK)



Option 1: On Sidewalk with Furnishings

Option 2: Within Landscaping or Green Infrastructure Areas

TYPICAL SCULPTURE CONFIGURATIONS PLAN (MID-BLOCK)



Option 1: Within amenity zone with expanded landscaping (alternate blocks or half block)

Option 2: On Sidewalk Bump-Outs (remove 1-2 parking spaces)



ALLEYWAY ACTIVATION

Goals and Benefits

1. **Aesthetic Improvement:** Beautification efforts such as artwork, greenery, and lighting upgrades can transform neglected alleyways into visually appealing spaces, enhancing the overall urban environment.
2. **Increased Safety:** Well-lit and activated alleyways with increased foot traffic tend to be safer, reducing the potential for crime and improving perceptions of safety among residents and visitors.
3. **Boost for Local Businesses:** Increased foot traffic from alleyway activation programs can benefit nearby businesses, restaurants, and shops by exposing them to new customers and enhancing their visibility.
4. **Entrepreneurship Opportunities:** Alleyways can be utilized for pop-up markets, food trucks, and temporary installations, providing platforms for local entrepreneurs and artists to showcase their talents and products.
5. **Public Art and Expression:** Alleyway activation programs often incorporate murals, sculptures, and interactive installations, adding cultural value to the urban landscape and promoting creativity.

6. **Distinctive Identity:** Well-designed and activated alleyways contribute to the overall character and identity of a neighborhood or downtown area, enhancing its appeal as a destination for residents and visitors alike.

Strategies

- Design alleyways to accommodate various activities, such as walking, cycling, seating, and small-scale events.
- Building entrances should be visible and harmonize with alley themes.
- Maintain access for delivery and trash and recycling services within the alleyway. Consolidate containers and use recycling compactors to save space. Manage these storage spaces with frequent pick-ups and ensure they are not near amenity areas within the alleyways.
- Consolidate existing parking into one organized cooperative parking area to increase quantity and provide organized areas and a unified retail precinct.
- Underground utilities

- Prioritize safety with proper lighting, clear sightlines, and security measures to deter crime and vandalism. Vehicular access should be one-way to reduce congestion and prioritize pedestrian safety.

- Incorporate public art, murals, or sculptures to add visual interest and create a sense of place. Use signage and wayfinding elements to help people navigate and understand the significance of the alley.
- Introduce plants, trees, and landscaping to improve air quality, provide shade, and create a more pleasant environment. These enhancements could be managed by tenants or Downtown Business Association.

- Organize regular events, such as art markets, pop-up shops, or cultural performances, to draw people to the alley. Plan for easy access to utilities, such as electrical outlets, for pop-up events, vendors, or temporary installations.

Partnerships

- Local Businesses and Property Owners: Collaborating with businesses and

property owners along the alley to sponsor or participate in activation events, contribute to beautification efforts, or provide resources for amenities like seating areas or outdoor dining spaces.

- Louisville Cultural Council or Arts Organizations: Partnering with local arts organizations or the Louisville Cultural Council to curate art installations, murals, or performances in the alley, fostering cultural engagement and community participation.

- Louisville Revitalization Commission (LRC): Working with the LRC to access funding opportunities, provide logistical support, or coordinate events and initiatives aimed at revitalizing downtown spaces, including alleyways. These enhancements could be managed by tenants or Downtown Business Association.

- Local Schools or Youth Groups: Engaging local schools or youth groups in art projects, educational programs, or volunteer initiatives related to alley activation, fostering intergenerational collaboration and community pride.



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002 PHOTO: GUY LAWRENCE

THEME 02 LINK

THINK BIG

LINK

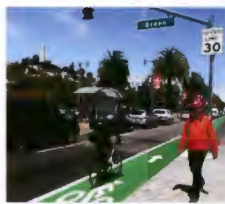
There's more to downtown Louisville than Main Street. Make all the destinations in and around downtown accessible by foot and bike.

Links make it easy for Louisville residents, employees, and visitors to access downtown and nearby destinations whether traveling locally or regionally. This theme supports the vision for better connectivity and sustainability by encouraging connectivity to parks, trails, bike lanes, and nearby attractions to/from downtown.

The vision for downtown Louisville includes a multi-modal connected future where people walking, biking, taking public transit, and driving can easily and comfortably access downtown. Preserving the town's historic and unique charm while also planning for safe and accessible mobility for all takes a balance and will require trade-offs.

Future large-scale projects such as the RTD Light Rail Station near the current Navy Gateway Park have the potential unlock alternative regional connections to Boulder and Denver. The new rail station would be a large destination for downtown and generate more walking, biking, and automobile trips. The future development could increase visitors, attract new residents, and serve Louisville and nearby residents as a park and ride for longer commutes to Boulder or Denver.

Setting a vision for an amplified, linked, and navigable downtown setups Louisville well to absorb increasing development demands and the demands of the future rail station. To balance the needs of growing demands, trade-offs must occur between on-street parking and multi-modal facilities like widened sidewalks, bulb-outs, intersection improvements, and dedicated bike lanes. These multi-modal amenities increase the comfort and safety of all road



Complete Street with Separated Bike Lane



Protected Bike Lane (Future 4.0)



Carless Street



Advisory Bike Lane



PARKING STRATEGIES AND PARKING MANAGEMENT

users from young children to older adults.

Revise RTD DASH Route

The Regional Transportation District (RTD) operates a DASH fixed-route bus between Boulder and Lafayette via Louisville. The route travels through downtown Louisville along Main Street. During warmer months, the DASH bus is commonly re-routed due to street closures for festivals and events on Main Street. The DASH bus re-route causes confusion for riders and residents.

The new downtown design will be more suitable for longer-term closures along Main Street. Louisville and RTD can benefit by permanently re-routing the DASH fixed-route bus. A revised route would streamline rider and resident expectations and reduce confusion. The revised route would shift the route from Main Street to CO-42. Strategically placed stops along Pine Street and CO-42 would facilitate rider access to and from Main Street.

Advisory Bike Lanes

Louisville has taken the first step in improving bicycle safety and accessibility on streets with limited street width by piloting advisory bike lanes on Polk Avenue and Dahlia Street. Advisory bike lanes designate specific spaces for both bicyclists and motorists to navigate narrow streets. The "advisory" nature of these lanes, designated by a dashed line, allows flexibility and adaptation to real-time traffic conditions while promoting safety.

The vision for downtown includes enhanced bicycle facilities and connections. Advisory bike lanes are an ideal compromise on narrow streets and expansion of this successful treatment on appropriate streets is desired. Street segments well suited for advisory bike lanes include Front Street between Walnut Street and Coal Creek Trail and Main Street between Pine Street and South Boulder Road. Advisory bike lanes provide a well-facilitate rider access to and from Main Street.

defined and predictable area for bicycles while also preserving the availability of residential parking.

Pine Street between CO-42 and Drainage Way Trail (Coal Creek Trail) can also be considered for advisory bike lanes; however, shoulders or standard bike lanes should also be considered.

Pine Street Complete Street

between CO-42 and Main Street

Pine Street plays a critical role in linking CO-42 and Main Street, as the BNSF railroad tracks limit connectivity between these two roads. Pine Street is one of four access points between CO-42 and Main Street, and due to its location at the southern end of downtown Main Street it receives demand from people driving, walking, bicycling, and taking transit. Pine Street also serves as an access point to the Coal Creek Trail from both Front Street/County Road and CO-42.

Upgrading Pine Street to a Complete Street between CO-42 and Main Street would increase access, safety, and comfort for all users. Complete Streets provide facilities for all users and addresses the needs of underserved groups like children, older adults, people with disabilities, non-drivers, and minority communities.

The Pine Street Complete Street would enhance the pedestrian environment through widened sidewalks and additional trees for increased canopy coverage and shade. Separated bike lanes would create a less stressful environment for bicyclists and motorists, as well as add additional buffer between the roadway and sidewalk. Reconfigured lanes would provide adequate lane width for buses while also calming travel speeds and trade-off space for the non-motorist facilities.

Future trail connections to Drainage Way Trail, Clear Creek, and to the athletic complex including Future 42 Trail Projects and future underpass

In 2019, 49% of survey respondents to the Louisville Transportation Master Plan indicated they frequently or occasionally ride their bicycle. Louisville residents are active and regularly utilize the trail network in and around Louisville. While the trail network is robust and continuing to grow, residents desire easier access between the trail network and downtown.

The downtown vision plan includes four future trail connections to improve access between downtown and trails. An advisory bike lane, shoulder or bike lane along Pine Street east of CO-42 would connect the planned Pine Street Complete Street to the Drainage Way Trail and eastern trails. An advisory bike lane on Main Street would provide a connection between the Pine Street Complete Street to South Boulder Road and northern trails. An advisory bike lane on Front Street would connect the Pine Street Complete Street to Coal Creek Trail and southern trails.

The fourth trail connection would improve bicycle and pedestrian access along CO-42. The future CO-42 trail project for bicyclists and pedestrians would implement a shared-use path/paved trail along CO-42 between the athletic complex and headed south past Pine Street. The future CO-42 trail project would add an underpass below CO-42 along South Street to improve connectivity and utilization of the South Street underpass below the BNSF railway.

Bike Route on Spruce between Front Street and McKinley Avenue for bike connection to Memory Square Park and beyond

The 2019 Transportation Master Plan proposed a bicycle route on Spruce Street between Front Street and Lincoln Avenue to connect downtown with Memory Square Park, including the public pool and the Louisville Center for the Arts. Spruce Street is well suited to become a bicycle boulevard with lower motorist volumes and more residential land uses than parallel roads. A bicycle boulevard provides direct access to destinations through easy to find and follow signage and marking, motor vehicle speed and volume management, minimal delay at minor streets, safe crossings at major streets, and increased greenery to provide shade.

Intersection improvements to include raised crossings and crosswalks

Downtown intersections are major pinch points between people walking, rolling, bicycling, driving, or taking public transit. As users cross paths at intersections there is an increased risk of a crash, and people outside of motor vehicles are particularly vulnerable if struck by an automobile.

As part of the downtown vision, residents, businesses, and visitors desire increased safety, mobility, and a comfortable environment. South Street, Walnut Street, and Spruce Street are all two-way stop-controlled intersections along Main Street. Improving these intersections can increase visibility and reaction time, calm travel speeds, and create a more comfortable environment for people walking, biking, or rolling.

Main Street intersection improvements include high-visibility crosswalks and signage to alert drivers of pedestrian travel paths; bulb-outs to shorten crossing distance for pedestrians, increase visibility (daylighting), and slow vehicle turning speeds; pedestrian-scale adequate nighttime lighting to enhance visibility for both drivers and pedestrians;

ADA directional curb ramps and detectable warning surfaces to increase accessibility; traffic-calming treatments such as raised crosswalks; and tree plantings to create a slower calming canopy effect and shade for all users. Beyond Main Street intersection improvements, these intersection strategies could be implemented as part of the Pine Street Complete Street and other projects.

Parking Management Strategies

As the vision for downtown Louisville is implemented on-street parking spaces will go from 188 to 167 spaces. In the near-term, 52 on-street parking spaces will be created on South Street between Main Street and Jefferson to meet the growing multi-modal and event needs of Louisville prior to any construction in this vision plan (considered Phase 0 in remainder of report). As Front Street and Main Street undergo renovation and Pine Street is converted to a Complete Street, on-street parking spaces will be reconfigured into multi-modal facilities and dynamic activation spaces.

Additionally, the ballfield parking across from CO-42 could serve as overflow parking for the downtown area. The parking will be easily accessible once the South Street underpass is built.

Curb and sidewalk extensions will replace portions of on-street parking to provide safe and comfortable spaces for people walking, biking, and rolling, as well as create dynamic opportunities for events and festivals. In the long-term, the RTD rail station will generate new demands on the downtown footprint. The RTD rail station could add additional parking demand from Louisville residents and nearby residents who would utilize the station as a park and ride.

Parking management strategies can

optimize existing parking through supply management and regulation. Long-term parking strategies can be considered as the Louisville Downtown Vision is built-out.

Optimize Parking Supply in the Near-Term

- Convert Short Street on-street parking to angled parking. South Street provides a good example of existing angled parking in Louisville and the potential application along Short Street.
- Consolidate alleyway trash and recycling bins to provide employee parking spaces and dedicated loading spaces. Provide reliable and convenient parking for employees off Main Street. On-street parking spaces are better suited for visitors and retail shoppers that will generate higher parking turnover. Dedicated loading space reduces freight demand for on-street parking facilities and reduces the risk of freight double parking.
- Increase DELO surface lot utilization through new and improved wayfinding signage. Simplify access and encourage longer parking durations to lots further from the downtown core, such as the DELO lot.

Long-term Parking Supply Considerations

- Create a parking structure as part of the future RTD rail station site. Anticipate park and ride demand from Louisville and nearby community residents.
- Identify potential sites that would be well suited for a parking structure. The DELO lot and 611 Front Street have existing surface lots that could be viable parking structures. The creation of additional surface lots downtown

would underutilize valuable land and are typically expensive and difficult to finance.

- Repurpose Steinbaugh Plaza. The pavilion at Steinbaugh Plaza is envisioned to repurpose the existing surface parking into a flexible lawn, splash pad and performance stage. The revitalized Steinbaugh Plaza will better utilize the land but reduce parking capacity at the site.

Parking Regulation Strategies

- Increase right-of-way enforcement. Increased parking enforcement can ensure higher compliance, generate high parking turnover, and better distribute parking across downtown and to further out parking structures. Louisville could increase internal enforcement capacity or outsource enforcement to a vendor.
- Develop regulatory system to balance parking demand. Steering longer-term parking durations to off-street parking lots or structures can help generate higher turnover at on-street downtown parking spaces. Pricing and forced rotation strategies at the most in-demand parking locations can distribute longer stays to locations that are cheaper for the user or allow longer parking durations for the user.
- Deploy flexible parking uses to better utilize parking space throughout the day or overtime. Shifting on-street parking from single-use to flexible-use can better optimize the demands of the curb throughout a day (e.g. commercial loading in the morning and evening, and on-street parking midday) or overtime (e.g. Farmer's Market Saturdays from 7am – 2pm).
- Use the ballfield parking areas at the Athletic Center across from US-42 as overflow parking.

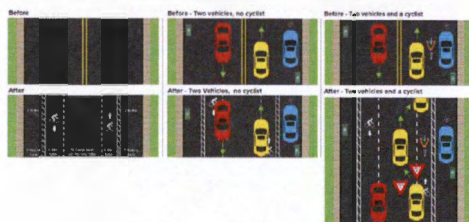
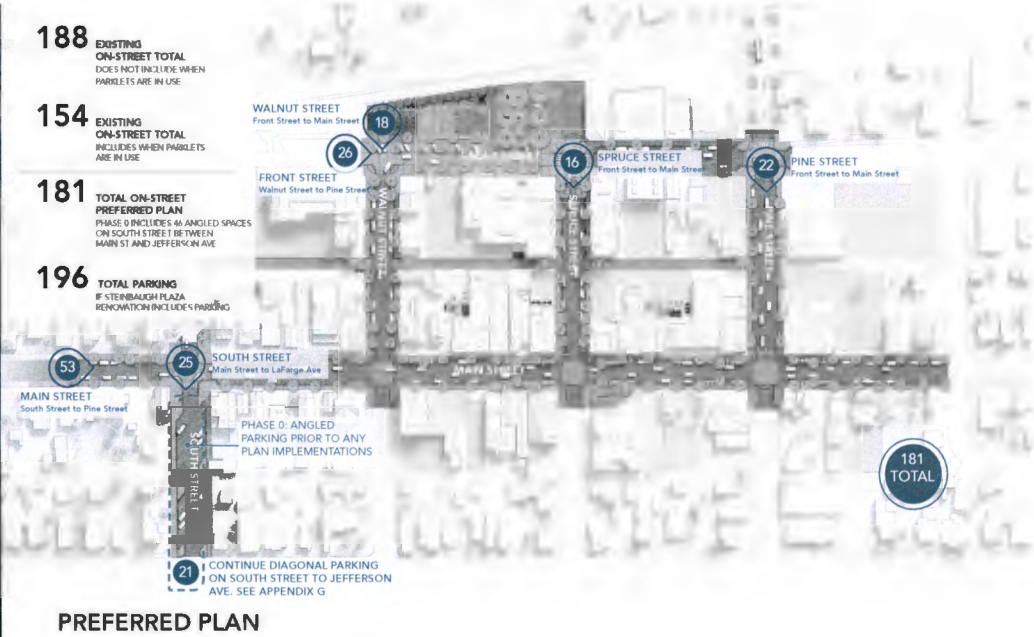


FIGURE 10-10: PINE STREET COMPLETE STREET



THINK BIG

COMPLETE STREET FUTURE CONSIDERATION
PINE STREET BETWEEN CO-42 AND MAIN STREET



THEME 03 **NAVIGATE**

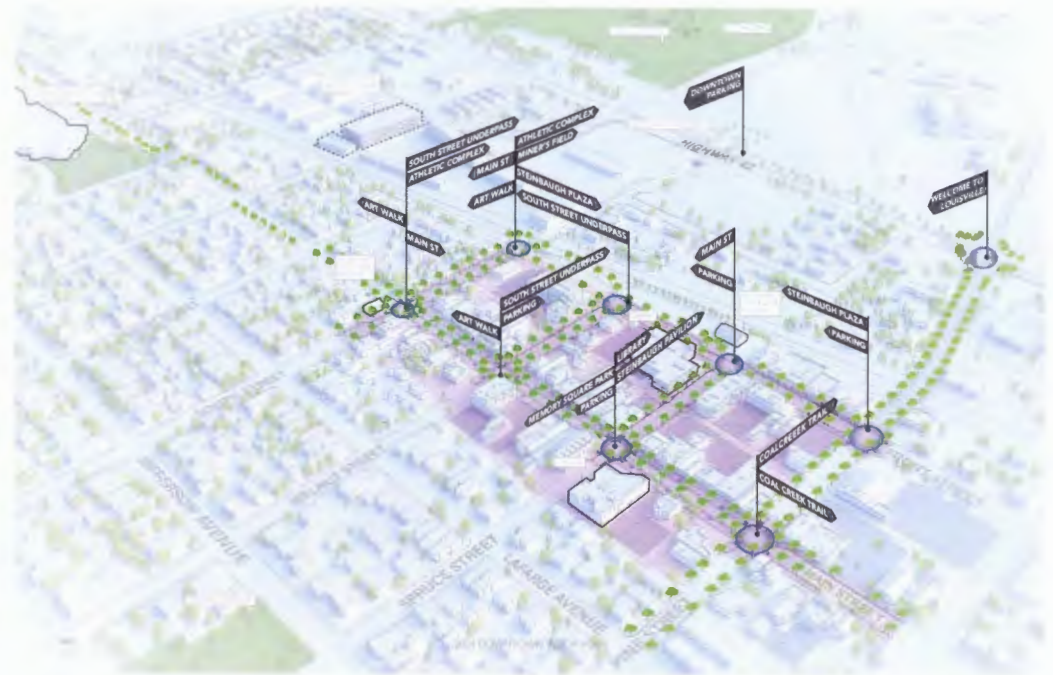
THINK BIG

NAVIGATE

Emphasize effective wayfinding systems which do not overload users with information, advocating for a consistent strategy that includes clear and legible visual cues to enhance comprehension and navigation in complex spaces.



City of Louisville, KY



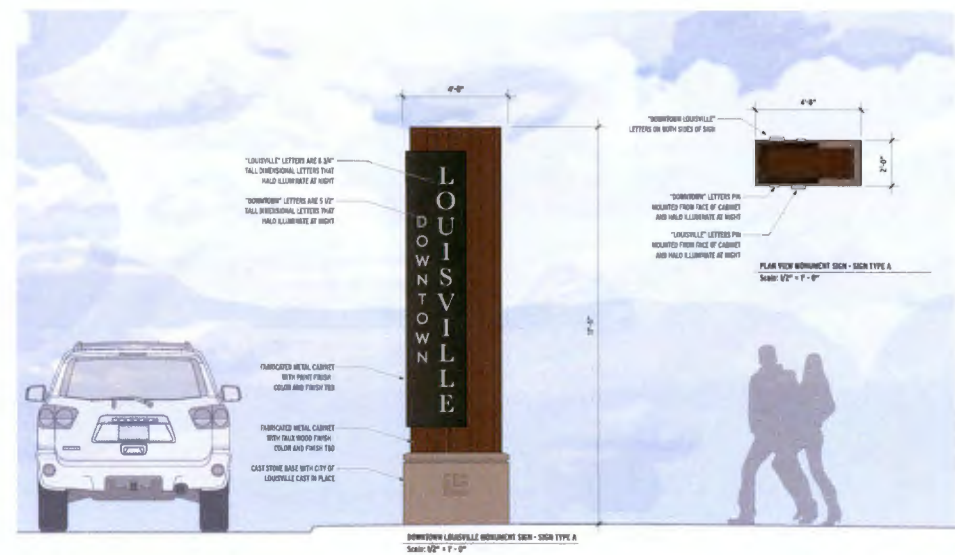


CITY OF LOUISVILLE, COLORADO

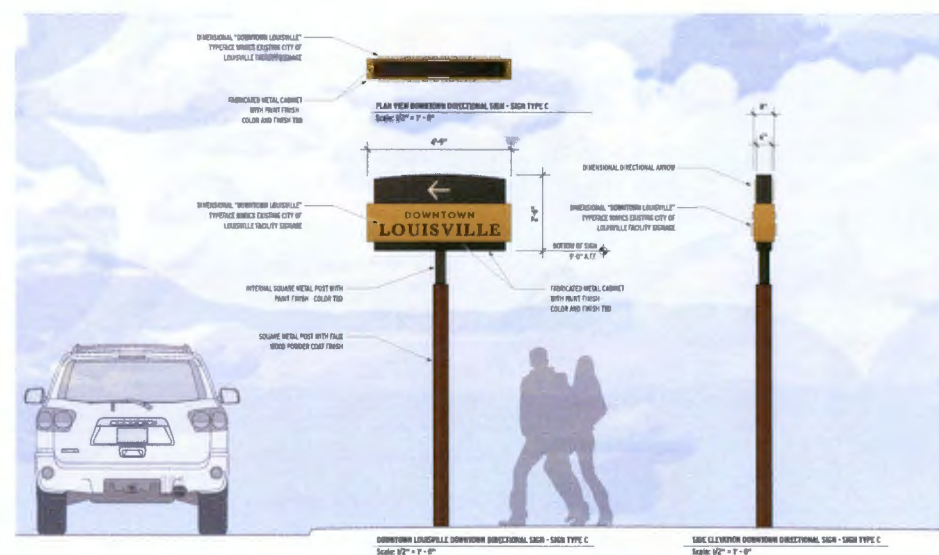


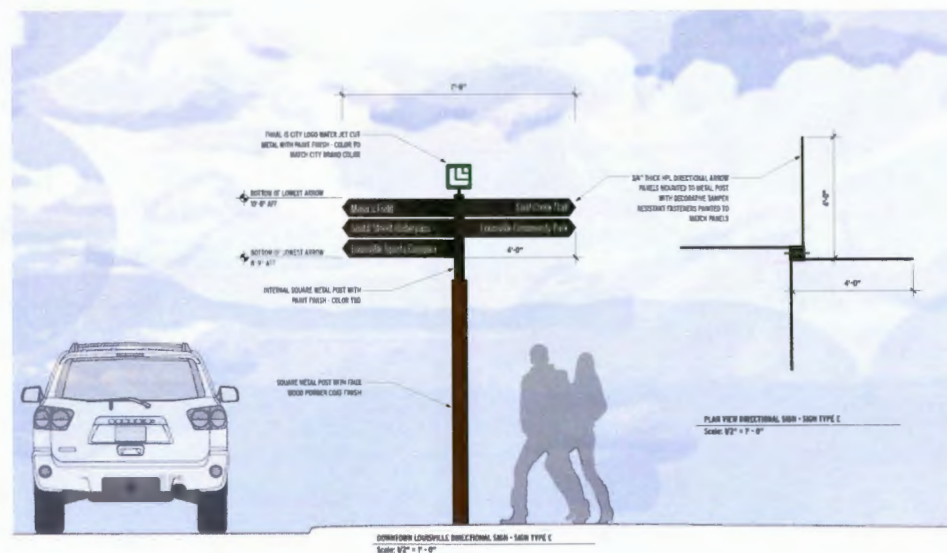
ARTHOUSE DESIGN FEHR PEER

011



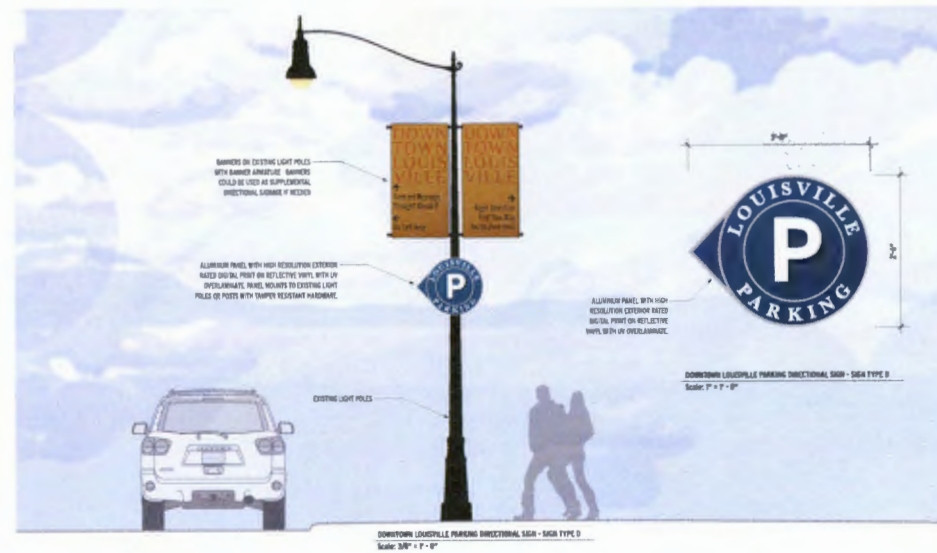
2024 DOWNTOWN VOCAL PLAN



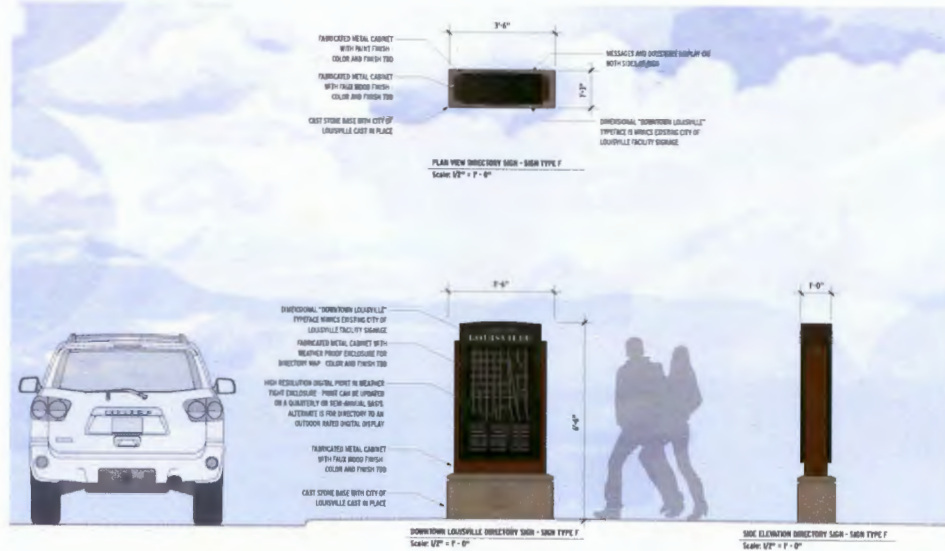


DOWNTOWN LOUISVILLE, DIRECTIONAL, SIGN - SIGN TYPE C
Scale: 1/2" = 1'-0"

1578



DOWNTOWN LOUISVILLE PARKING DIRECTIONAL SIGN - SIGN TYPE D
Scale: 3/8" = 1'-0"



CITY OF LOUISVILLE, COLORADO

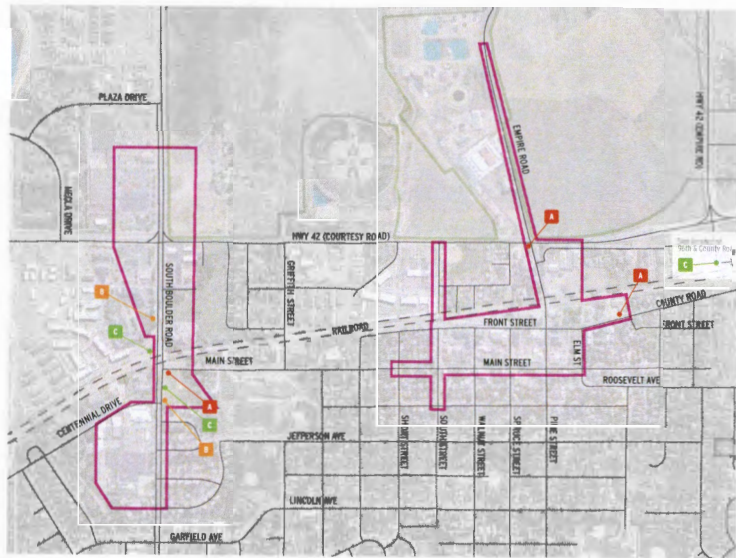
306



SCHEMATIC SIGN LOCATION PLAN
Scale: 8/16"

JOHN DOWNTOWN SIGNAGE PLAN

307



SIGN LOCATION PLAN DOWNTOWN LOUISVILLE

- TYPE LEGEND
- 1 Type A (Plaza Drive)
 - 2 Type B (Main Street)
 - 3 Type C (Front Street)
 - 4 Type D (Main Street)
 - 5 Type E (Front Street)

SCHEMATIC SIGN LOCATION PLAN
Scale: 1/8" = 1'

CITY OF LOUISVILLE, KENTUCKY

1/8" = 1'

1/8" = 1'

2024 DOWNTOWN VISION PLAN

THE PREFERRED PLAN

THE PREFERRED PLAN FOR DOWNTOWN LOUISVILLE

SOUTH ST
UNDERPASS

+78
Street Trees

+49,025 sq ft
Amenity / Gathering Space

+6
Railed Crossings/ Intersections

+1.75 Miles
Advisory Bike Lanes

+32
Wayfinding Signs

SEE APPENDIX G

HISTORY
MUSEUM

LIBRARY

CITY
HALL

FRONT STREET

FRONT STREET

WALNUT STREET

SPRUCE STREET

PINE STREET

MAIN STREET

MAIN STREET

2 CONCEPTS - REFER TO TRANSFORMATIVE PROJECTS

LEGEND

- ① Intersection Improvements
- ② Steinbaugh Plaza (2 concepts)
- ③ Streetscape Improvements
- ④ Curbless Street
- ⑤ Alleyway Activation
- ⑥ History Sculpture Walk
- ⑦ Advisory Bike Lanes
- ⑧ Renovated City Hall Plaza
- ⑨ Proposed Trees in Planting Areas
- ⑩ Proposed Trees in Tree Grates
- ⑪ Existing Trees
- ⑫ Bike Route

30' 60' 120'

N



CHAPTER 4

TRANSFORM

The revitalization of downtown Louisville can be marked by a series of catalytic and transformative projects that reshape the urban landscape and enhance the vibrancy of the city center. Among these projects, the conversion of Steinbough Pavilion into a true urban plaza stands out as a symbol of community gathering and cultural engagement. Additionally, the reimagining of Front Street as a cutless street amplifies existing events and festivals and creates a pedestrian-friendly environment conducive to retail and dining experiences. Furthermore, the Main Street streetscape improvements, characterized by larger bulbout areas, help beautify the street with areas for street trees but also enhance safety and accessibility for pedestrians. These projects collectively reflect the city's commitment to sustainable urban development and its vision for a dynamic and inclusive downtown core.

- INTRODUCTION
- ANALYZE
- THINK BIG
- TRANSFORM
- TAKE ACTION

THREE TRANSFORMATIVE PROJECTS

1. STEINBAUGH PLAZA
2. CURBLESS STREET AT FRONT STREET
3. MAIN STREET IMPROVEMENTS



PROJECT 01 STEINBAUGH PLAZA

STEINBAUGH PLAZA (EXISTING)



PROPOSED STEINBAUGH PLAZA (CONCEPT 1)



PROPOSED STEINBAUGH PLAZA (CONCEPT 2)



TRANSFORM

Flax Grove / Parking Area



Play Grove



Splash Pad



Flexible Lawn



ONE PLAZA, MANY USES

The proposed plaza epitomizes adaptability and versatility, offering a dynamic space that effortlessly caters to a multitude of unprogrammed activities throughout the day and across seasons. With a flexible infrastructure at its core, it seamlessly transforms to accommodate everything from bustling markets to serene retreats or vibrant evening gatherings—from sunbathing to sculptures, the flexible plaza is a staging ground for all kinds of uses, programs, and experiences for residents and visitors of downtown.

SUNNY WEEKEND



OLD TOWN SKATE



AFTER SCHOOL



MOVIES ON THE GRASS



YOGA CLASS



STREET FAIRE



LIVE MUSIC



SUMMER CAMP



ART INSTALLATIONS

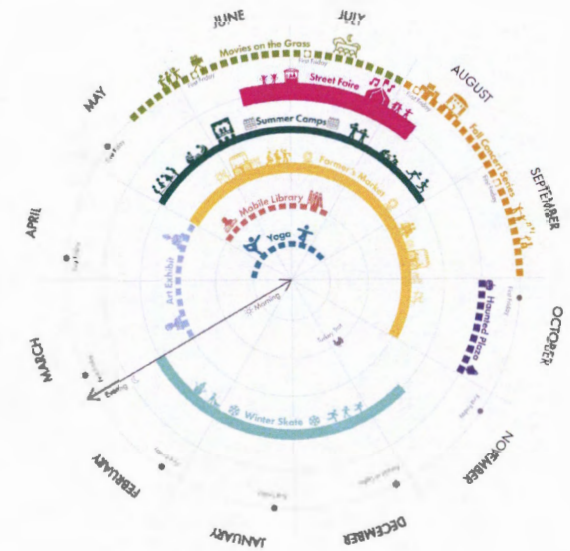


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100

EVENTS THROUGHOUT THE DAY AND SEASONS

The Steinbaugh Plaza capitalizes on existing events while being designed to accommodate future potential events. The envisioned plaza is set to become a thriving community nexus, embracing a spectrum of existing events and festivals while fostering new potential programs to activate the site throughout different times of day and seasons. It will accommodate existing cultural gatherings like Street Faire and the Farmer's Market, enriching the existing local culture and attracting visitors. Beyond this, the plaza will offer a "blank canvas" for other programming, including outdoor concerts, food trucks, Movies on the Grass, or a Mobile Library ensuring a dynamic environment that appeals to diverse demographics. These are just ideas, but offer suggestions for how a new plaza space could be utilized. By orchestrating activities throughout the day and throughout the year, the plaza aims to maintain a lively atmosphere from dawn till dusk, encouraging residents and visitors to engage with the space regardless of the hour or season. This commitment to year-round utilization underscores a vision of inclusivity and community engagement, where the plaza emerges not just as a physical space but as a vibrant symbol of collective identity and shared experiences.



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An aerial photograph of an existing parking lot area. A concrete curb runs diagonally from the bottom left towards the center. To the left of the curb is a grassy area with some trees. In the background, there are several buildings, including a large blue industrial-style building and a brick building. Three black labels with white text are overlaid on the image: 'UNIDENTIFIED VEHICLES' near the top left, 'UNITED HUMAN COMPANY' near the center, and 'NORTH STREET' near the bottom right.

STEINBAUGH PLAZA (PROPOSED)
CONCEPT 2 SHOWN, LOOKING SOUTH NEAR PAVILION

PAVILION

FLEXIBLE PARKING / EVENT SPACE

FLEXIBLE LAWN

SPLASHING

HANGOVER JUNGLE

SWINGING

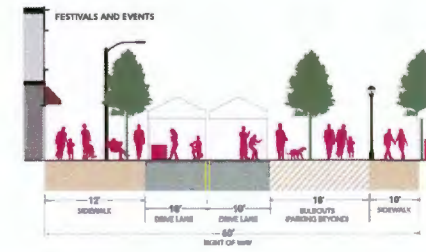
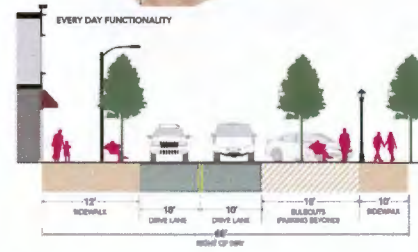
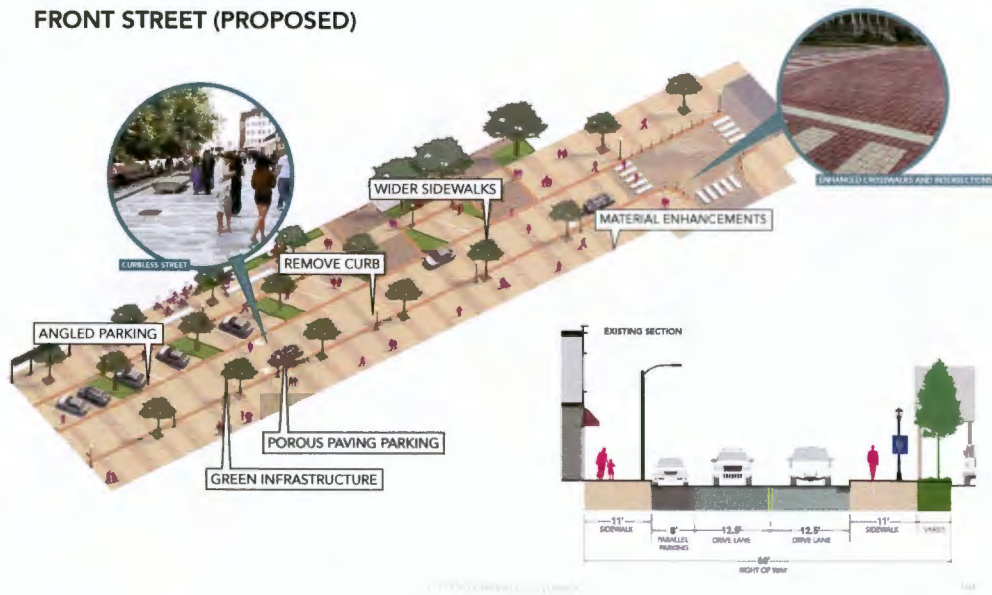
NATURAL PLAY FEATURE

PROJECT 02 CURBLESS FRONT STREET

FRONT STREET (EXISTING)



FRONT STREET (PROPOSED)



FRONT STREET (PROPOSED)



FRONT STREET (EXISTING)



FRONT STREET (PROPOSED)



PROJECT 03 MAIN STREET STREETSCAPES

MAIN STREET (EXISTING)



**MAIN STREET PREFERRED PLAN
LONGER BULBOUTS**

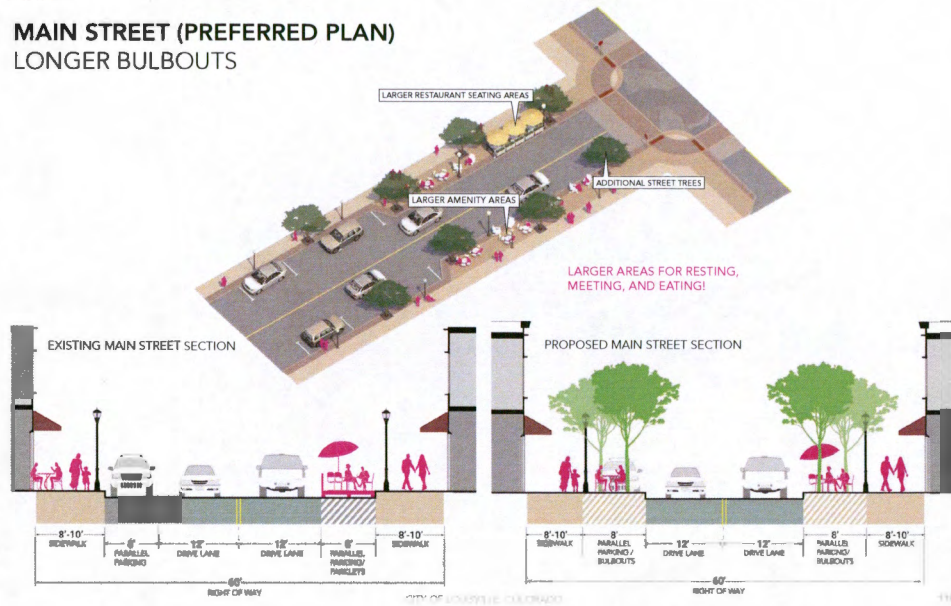


MAIN STREET FUTURE CONSIDERATION
CURBLESS STREET

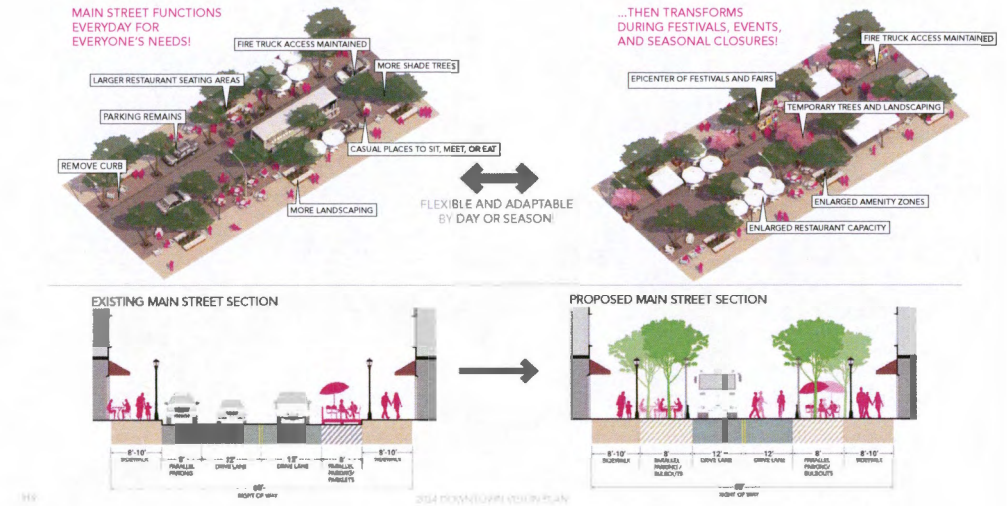


TRANSFORM

MAIN STREET (PREFERRED PLAN) LONGER BULBOUTS



MAIN STREET FUTURE CONSIDERATION CURBLESS STREET



MATERIAL PALETTE OPTIONS FOR PROPOSED HARDSCAPE AREAS

Updating hardscape materials along Main Street, Front Street, and four other key areas in downtown Louisville is a task that requires a tailored approach that aligns with the town's unique character, local significance, and natural beauty. Here are specific best practices, goals, and benefits for such a project:

Goals

Preserve Historic Charm: Maintain and enhance the historic character of Main Street and Front Streets streetscapes while modernizing infrastructure to current needs.

Create Walkable Spaces: Design inviting sidewalks, plazas, and gathering areas along Main and Front Streets that promote pedestrian activity, social interaction, and exploration of local shops and businesses.

Environmental Stewardship: Integrate sustainable hardscape materials and permeable surfaces in Main Street installation along Front Street, and tree plantings in adjacent areas to improve air quality, reduce heat island effects, and support biodiversity.

Boost Economic Vitality: Enhance the attractiveness of Main and Front Streets to residents, visitors, and businesses, leading to increased foot traffic, longer dwell times, and economic growth for local establishments.

Benefits

Civic Identity: Develop unique streetscape along Main Street, Front Street, and adjacent areas that reflects Louisville's heritage, natural surroundings, and commitment to sustainability, contributing to a positive town identity and brand image.

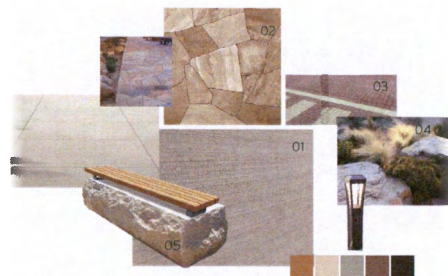
Health and Well-being: Create inviting outdoor spaces with seating, greenery, and pedestrian-friendly features along Main and Front Streets that encourage physical activity, relaxation, and social interactions among residents and visitors.

Resilient Infrastructure: Implement resilient hardscape materials and designs along Main and Front Streets that withstand Louisville's climate challenges, reducing maintenance costs and ensuring long-term durability.

Environmental Impact: Resist street water runoff along Main Street, improve water quality on Front Street, and mitigate urban heat effects through sustainable hardscape practices, contributing positively to the local environment and ecosystem health. Choose durable and low-maintenance materials with longer lifespans and less need for repairs, which reduces their environmental impact.

By focusing on these specific strategies and objectives along Main Street, Front Street, and surrounding areas, updating hardscape materials can achieve targeted improvements that benefit the community, economy, and environment while maintaining the area's unique character and appeal.

MATERIAL PALETTE 01: MOUNTAIN MODERN



- 01: Brushed Concrete
- 02: Stone Pavers
- 03: Stamped Asphalt
- 04: Evergreens & Perennial Grasses
- 05: Natural Stone Seal Walls with Wooden Slats
- 06: "Classic Look" Contemporary Pedestrian Lighting

MATERIAL PALETTE 02: EARTHY VIBES



- 01: Precast Concrete Pavers with Alternating Colors or Score Patterns
- 02: Colored Concrete Pavers
- 03: Thermoplastic Patterns on Asphalt
- 04: Flowering Perennials & Grasses
- 05: Precast Concrete with Wooden Slats
- 06: Wooden Appearance Overhang Pedestrian Lighting

MATERIAL PALETTE 03: CLEAN AND SIMPLE



- 01: Brushed Colored Concrete
- 02: Elongated Pavers
- 03: Painted Asphalt
- 04: Perennial Grasses with Stone Elements
- 05: Natural Stone Seal Walls
- 06: Contemporary Pedestrian Lighting

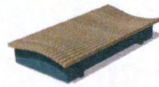
FURNISHING PALETTE FOR PROPOSED AMENITY ZONES



PARK CENTRE TABLE & CHAIRS
LANDSCAPE FORMS



ADIRONDACK
LANDSCAPE FORMS



MOBILE SURF ISLE
STREETLIFE



HARVEST BENCH
LANDSCAPE FORMS



PASEO SEAT
LANDSCAPE FORMS



RECTANGULAR PLANTER
ANOVA



PLANTER WITH BENCH
ANOVA



PLANTER WITH '1' SHAPE BENCH
ANOVA



LITTER AND RECYCLING
LANDSCAPE FORMS



RIDE BIKE SHARE
LANDSCAPE FORMS

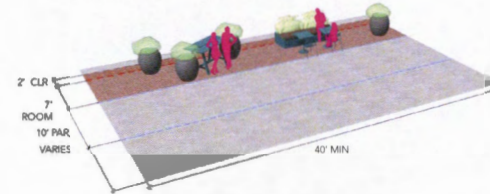


DUNE PLANTERS
LANDSCAPE FORMS

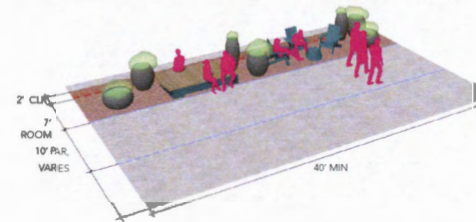
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FURNISHING ROOMS

FURNISHINGS PALETTE 01

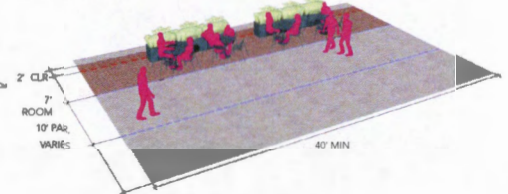


FURNISHINGS PALETTE 03

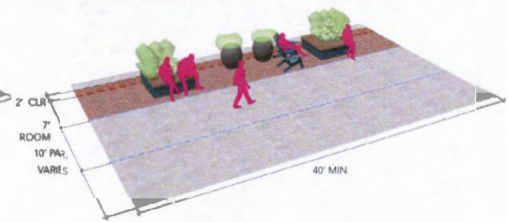


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FURNISHINGS PALETTE 02



FURNISHINGS PALETTE 04



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MAIN STREET FURNISHINGS PLAN
PREFERRED PLAN



PLANTING PALETTE FOR PROPOSED PLANTING AREAS

Goals

Enhance Urban Aesthetics: Improve the visual appeal of downtown Louisville through thoughtful landscaping and the strategic use of native and drought-tolerant plant species.

Promote Biodiversity: Encourage the growth of native plant species to support local ecosystems and wildlife. *Avoid* monoculture planting by increasing diversity of plants used. For street trees, use no more than two trees in a row in case of disease or other problems to increase resiliency.

Mitigate Urban Heat Island Effect: Use plants such as yarrow, sedum, and Russian sage strategically to reduce heat absorption and improve air quality in the downtown area.

Conserve Water: Implement water-efficient irrigation systems and choose drought-tolerant plant species such as wild bergamot, blanketflower, and penstemon to minimize water usage.

Engage the Community: Involve residents, businesses, and local organizations in the planning and maintenance of green spaces to foster a sense of ownership and pride.

Consider History: Ensure trees and new plantings do not interfere or block visibility of historic landmarks.

Strategies

Native Plant Selection: Choose native plants such as Rocky Mountain juniper, Douglas fir, Colorado blue spruce, and native grasses that are well-adapted to Colorado's semi-arid climate.

Incorporate flowering native plants like wild bergamot, blanketflower, and penstemon to attract pollinators such as bees and butterflies.

Drought-Tolerant Landscaping: Select plants with low water requirements such as yarrow, sedum, and Russian sage for

landscaping beds. Use rock mulch to retain soil moisture and reduce evaporation.

Water-Efficient Irrigation: Install drip irrigation systems for precise watering and minimal water loss due to evaporation or runoff.

Utilize smart irrigation controllers that adjust watering schedules based on weather conditions and plant needs.

Green Infrastructure: Incorporate green roofs or green walls in downtown buildings to reduce the urban heat island effect, improve air quality, and provide habitat for wildlife. Create rain gardens or bioswales with plants like milkweed, joe-pye weed, and blue flag iris to manage stormwater runoff, filter pollutants, and recharge groundwater.

Monitoring and Evaluation: Implement a monitoring system to track water usage, plant health, and biodiversity indicators in downtown green spaces. Use data collected to make informed adjustments to the planting strategy and irrigation practices for optimal sustainability outcomes.

Implementation Best Management Practices

- Coordinate with relevant stakeholders, including municipal departments, utilities, and urban planners, to ensure compliance with regulations and avoid conflicts with existing infrastructure.
- Prior to planting, assess soil conditions and address any compaction or contamination issues.



Frontier Elm
Ulmus x 'Frontier'



Shumard Red Oak
Quercus shumardii



State Street Maple
Acer glabrum



Accolade Elm
Ulmus 'Morton' Accolade



Blue Grama Grass
Bouteloua grama



Russian Sage
Perovskia atrorubra



Agastache
Agastache



Rocky Mountain Penstemon
Penstemon strictus



Coreopsis
Coreopsis



Yarrow
Achillea millefolium



Sedum
Sedum



Globe Mallow
Stibafolia



Apache Plume
Fallopia pyramidalis



Rabbitbrush
Chrysothamnus



Spanish Gold Broom
Cytisus purpureus



Juniper
Juniperus

THINK B

- Loosen compacted soil within the planting area to promote root growth and improve soil aeration and drainage.
- Amend soil as needed with organic matter to enhance fertility and structure.

Species Selection

- Choose tree species that are well-adapted to the local climate, soil conditions, and available space.
- Select species with a tolerance for urban conditions, such as pollution, compacted soil, and limited root space.
- Consider factors like mature size, growth rate, and root structure to minimize conflicts with nearby infrastructure.

Planting Techniques

- Ensure proper planting depth, with the root flare at or slightly above ground level to prevent planting too deep.
- Provide adequate space for root expansion by rigging wide planting holes.
- Use appropriate planting methods, such as container grown or balled and burlapped trees, and avoid damaging roots during installation.

Mulching

- Apply a layer of mulch around the base of newly planted trees to conserve soil moisture, regulate temperature, and suppress weeds.
- Use organic mulch materials such as wood chips or shredded bark, and maintain a depth of 2-4 inches, keeping mulch away from the trunk to prevent moisture-related issues.

Staking and Guying

- Evaluate the need for staking or guying based on tree size, site conditions, and potential for wind damage.
- Use flexible materials such as rubber straps to secure trees to stakes, allowing for movement and natural trunk development.
- Monitor staked trees regularly and remove stakes and guy wires once the tree is established and able to support itself.

Irrigation

- Provide supplemental irrigation to newly planted trees, especially during dry periods, to support establishment and root development.
- Install irrigation systems, such as drip or soaker hoses, to deliver water directly to the root zone while minimizing runoff and waste.
- Adjust irrigation frequency and duration based on weather conditions and soil moisture levels.

Protection Measures

- Implement measures to protect newly planted trees from mechanical damage, vandalism, and animal browsing.
- Install physical barriers, such as tree guards or fencing, around vulnerable trees to prevent damage to trunks and branches.
- Educate residents and contractors about the importance of tree protection and encourage community involvement in stewardship efforts.

Post-Construction Monitoring and Maintenance

- Establish a maintenance plan to monitor the health and condition of newly planted trees and address any issues promptly.
- Conduct regular inspections for signs of stress, pest infestations, or other problems, and take appropriate action as needed.
- Provide ongoing care, including pruning, fertilization, and mulch replenishment, to support tree growth and resilience.

By following these best management practices for street tree installation and construction, municipalities and developers can promote the successful establishment and long-term sustainability of urban trees, contributing to the beauty, health, and livability of communities.

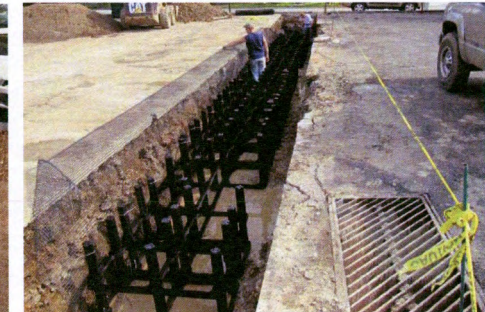
TREE PLANTING STRATEGY: SILVA CELLS

Silva Cells are innovative modular systems designed to support healthy tree growth in urban environments while simultaneously addressing various urban infrastructure challenges. These systems consist of interlocking plastic or metal frames that create an underground matrix beneath sidewalks, parking lots, or other paved surfaces. Within this matrix, void spaces are filled with soil, providing ample room for tree roots to expand and thrive.

The primary function of Silva Cells is to alleviate soil compaction, which is a common problem in urban areas due to construction and heavy foot traffic. Compacted soil restricts the growth of tree roots and limits their access to essential nutrients and water. By creating a structured void space beneath the pavement, Silva Cells allow roots to grow freely, promoting healthier and more resilient trees.

In addition to supporting tree growth, Silva Cells offer several other benefits. They help manage stormwater runoff by providing storage space for rainwater to infiltrate into the soil, reducing the risk of flooding and alleviating pressure on stormwater infrastructure. Silva Cells also improve soil quality by allowing for better aeration, drainage, and nutrient cycling.

Providing enough soil volume is crucial for healthy tree growth. Trees planted in confined spaces with limited soil volume may struggle to establish themselves and may suffer from stunted growth and poor health. Ideally, the soil volume provided for street trees should be at least 800-1,000 cubic feet per tree, depending on the species and site conditions. This suggests an implementation cost of around \$12,000 per tree.



MAIN STREET (EXISTING)

MAIN STREET (0-3 YEARS)

PROS

- Smaller investment, easier to implement
- Additional landscaping and shade trees
- More open seating, flexible spaces for public use
- More cafe/restaurant seating areas
- Traffic calming and pedestrian infrastructure

CONS

- Less flexible and adaptable over time
- Additional investment into drainage and infrastructure adjustments

ENHANCED PEDESTRIAN ZONE

PEDESTRIAN ZONE

PEDESTRIAN ZONE

PAVED INTERSECTION

MAIN STREET (EXISTING)

MAIN STREET (CURBLESS - FUTURE CONSIDERATION)

PROS

- Flexible street design, adaptable for many future needs
- Additional landscaping and shade trees
- Larger amenity spaces for public use
- Larger cafe/restaurant seating areas
- Increased curb and sidewalk condition with landscape investment

CONS

- Larger upfront investment
- Additional investment into drainage and infrastructure adjustments

LARGER SEATING AREAS

FLEXIBLE ADAPTABLE CONFIGURATION

MORE STREET BILLS



CHAPTER 5

TAKE ACTION

In this chapter, we delineate the phased approach and implementation strategies crucial to realizing the vision outlined in the preceding chapters of the vision plan. By breaking down the ambitious vision into manageable phases, we aim to ensure that the implementation process is both feasible and effective. Each phase is meticulously crafted to address specific aspects of the urban design, encompassing infrastructure development, community engagement, and regulatory frameworks. As much as feasible, projects are spatially grouped together for more efficient construction processes. Through this phased and strategic approach, we endeavor to transform vision plan aspirations into tangible urban realities.

- INTRODUCTION
- ANALYZE
- THINK BIG
- TRANSFORM
- TAKE ACTION

PHASING AND IMPLEMENTATION

Crafting a vibrant public space and streetscape vision plan requires a tailored approach to funding and implementation, drawing upon local resources and partnerships. To translate these values into tangible enhancements for public spaces and streetscapes, Louisville can tap into various funding sources, starting with its own Capital Improvement Projects (CIP) budget. By prioritizing these aspects within the municipal budget, the city demonstrates its commitment to creating welcoming and functional public spaces for residents and visitors alike.

A combination of Louisville Revitalization Commission (LRC) funds and City Capital Improvement Project (CIP) funds will pay for the majority of improvements shown in this vision plan. Additional funding may come from grants or other partnerships. It is not anticipated an increase in taxes or bonds will be used to pay for these projects.

All projects described in this vision plan will go through a full Concept through Construction Documentation phasing plan with additional coding, design, and engineering beyond the scope of the vision plan.

Project Phasing Approach

A well-thought-out phasing plan has been crafted to ensure smooth execution and maximum impact. Implementing these projects begins by engaging with key stakeholders, including local businesses, residents, government officials, and community organizations to identify most immediate project needs—what needs to come first and why? Their input will be invaluable in shaping the phasing plan

and garnering support for the project.

While some conversations with City officials and stakeholders were completed during this vision plan, the next step should evaluate the downtown area and identify priority zones for revitalization based on factors such as foot traffic, existing infrastructure, and community needs. As of now, the area around Steinbaugh Pavilion and Front Street appear to be the focus area for early-phase implementation and could be Phase 1 of this vision plan.

Before initiating Phase 1 of the project, the City has outlined a preliminary Phase 0. This preparatory phase precedes the modifications detailed in the document regarding the removal of existing parking adjacent to the Steinbaugh Pavilion and associated improvements in this area. Its aim is to mitigate parking shortages resulting from the removal of existing parking in the location. Phase 0 entails the conversion of parallel parking spaces along South Street, stretching from Main Street to Jefferson Street, into angled parking spaces.

An incremental approach is recommended for phasing, starting with smaller-scale improvements that can deliver quick wins and build momentum. For example, this could involve beautifying Steinbaugh Plaza, installing street furniture, or enhancing pedestrian walkways in the initial phases.

Projects will prioritize infrastructure upgrades such as road repairs, utility enhancements, and parking improvements alongside public amenity space improvements. These upgrades

will lay the foundation for future development and attract businesses and visitors to the downtown area while acknowledging the need of activation and public realm improvements.

It is recommended the City explore opportunities for public-private partnerships to fund and implement various phases of the vision plan. Collaborating with private developers and investors can help leverage resources and expertise to accelerate progress.

Continuously monitor the progress of each phase and be prepared to adapt the phasing plan based on evolving circumstances and feedback. Flexibility is key to navigating unforeseen challenges and ensuring the long-term success of the downtown vision plan.

By following these best practices and strategies, the implementation of the downtown vision plan in Louisville, Colorado, can be carried out effectively, resulting in a vibrant and thriving city center that enhances the quality of life for residents and visitors alike.

Construction Logistics

Ensuring business continuity during construction projects requires meticulous planning and proactive measures. This project will engage in phased construction, wherein the project is divided into smaller, manageable stages. This allows for targeted construction activities in specific areas while keeping adjacent sections accessible to businesses and pedestrians. This also makes the projects more financially feasible.

During each construction phase, establishing clear signage and wayfinding systems is crucial. This helps direct traffic, pedestrians, and potential customers to businesses that remain open. Temporary pedestrian walkways and protected pathways can be constructed to maintain safe access to storefronts, ensuring that businesses retain their viability and customer flow.

Adopting flexible construction scheduling is essential. Coordinating construction activities to minimize disruptions during peak business hours, such as mornings and weekends, can mitigate the impact on business operations. Contractors may consider implementing night shifts or off-peak work hours for activities that generate significant noise or require road closures. This approach will be vetted by community members and businesses prior to construction as residential units and nearby neighborhoods need to be taken into consideration.

To address potential challenges with parking availability, establishing temporary parking arrangements nearby can help offset any loss of on-street parking due to construction. Providing clear signage directing customers to alternative parking locations and offering shuttle services can facilitate access to businesses during construction.

Regular communication with business owners and stakeholders is paramount throughout the construction process. Holding frequent meetings, providing project updates, and soliciting feedback help foster transparency and trust. Additionally, designating a project liaison or point of contact for businesses to address

concerns and coordinate logistics can streamline communication and problem-solving efforts.

Incorporating safety measures is non-negotiable during construction. Implementing proper barricades, signage, and lighting around construction sites ensures the safety of pedestrians, motorists, and construction workers alike. Regular inspections and maintenance of

temporary pedestrian walkways and access routes help prevent crashes and maintain accessibility.

By prioritizing phased construction, effective communication, flexible scheduling, and safety measures, main street construction projects can proceed smoothly while minimizing disruptions to business operations. These strategies not only ensure the successful completion of the



FREQUENTLY ASKED QUESTIONS

What if we don't have the funding to build all the projects in the vision plan?

The vision plan is developed to provide a list that has more projects than the City or Louisville Revitalization Commission (LRC) currently has funding to implement. Funding for public space and streetscapes comes from various sources and is often needed to be used for certain project types or to meet particular goals. Because of this, the plan identifies a variety of worthy projects in anticipation of future funding opportunities. Additionally, the vision plan is not an all-or-nothing undertaking. Each project is evaluated and selected based on its individual benefits before being assigned as part of the full vision plan. This means that all investments toward project implementation, no matter the number or location, will provide benefits for downtown Louisville.

I am concerned how this will impact parking within downtown Louisville.

The downtown vision plan tackles parking impacts by conducting thorough inventory assessments, implementing parking management strategies like employee/customer parking lots for businesses, tiered parking spots with enhanced code enforcement, or future construction of a parking garage within the downtown area. A thorough understanding and analysis of parking impacts will be completed prior to the implementation and construction of each of the projects described in the vision plan. These measures work together to optimize parking availability, alleviate congestion, and enhance the overall downtown experience. Exhibits throughout this document have identified ways to alleviate parking concerns. Appendix F describes additional parking changes which will occur before any of the vision projects progress.

Will this project help the downtown area thrive and revitalize?

The aim of the downtown vision plan for downtown is designed to regenerate and revitalize the area by fostering economic growth, enhancing the built environment, and creating a vibrant community hub by investing in public space improvements. Research and analysis of similar projects in similar communities suggests investment in the public realm and streetscapes has a positive impact for communities and leads investment by the private sector. Through targeted strategies such as pedestrian-friendly streetscapes and cultural programming, the plan aims to attract future businesses, re-investment by existing businesses, residents, and/or visitors while preserving the unique character and charm of downtown Louisville. By prioritizing placemaking, connectivity, and sustainability, the project sets the stage for long-term prosperity and vitality in the heart of the city.

Is this project just a catalyst for creating a pedestrian mall or permanent street closure in/in near downtown?

No, the current project does not entail the implementation of a pedestrian mall or permanent street closure in downtown in the short-term or long-term. The vision plan focuses on enhancing downtown vitality and existing programs like the parklet program or existing events. Various strategies either preserve or enhance the existing transportation infrastructure for all users whether walking, biking, or driving. Any future considerations regarding pedestrian malls or street closures would undergo thorough community engagement and evaluation to ensure alignment with the city's goals and values.

project but also contribute to the vitality and resilience of the local business community.

Implementation Partnerships

Local government initiatives could be bolstered by seeking grants from state and regional agencies within Colorado that prioritize community development and urban revitalization. Organizations such as the Colorado Department of Local Affairs (DOLA) or the Colorado Office of Economic Development and International Trade (CEDIT) offer grant programs aimed at supporting municipalities in their efforts to create inviting public spaces and improve streetscapes. Securing grants from these sources can provide crucial funding and technical assistance for implementing various aspects of the master plan, ensuring that Louisville remains at the forefront of innovative urban design and placemaking.

Louisville could leverage partnerships with private entities through public-private partnerships (PPPs). Collaborating with local businesses, developers, and investors could unlock additional funding streams and resources for specific projects outlined in the master plan. These partnerships might involve joint ventures, sponsorship opportunities, or even in-kind contributions, enriching the overall vision and execution of the plan while fostering a sense of shared responsibility for the city's well-being.

By engaging residents and businesses through crowdfunding campaigns or community fundraising events, Louisville can foster a sense of ownership and involvement in shaping the future of its public spaces. Additionally, prioritizing projects based on community feedback and feasibility allows for phased

implementation, ensuring that resources are allocated efficiently and effectively, and that the master plan evolves in harmony with the evolving needs and aspirations of the community.

By weaving together a tapestry of local funding sources, state grants, public-private partnerships, and community engagement strategies, Louisville can realize its vision of vibrant public spaces and streetscapes that reflect the unique character and aspirations of the community while enhancing quality of life for residents and visitors alike. As Louisville continues to grow and evolve, its commitment to creating inclusive, accessible, and aesthetically pleasing public spaces will serve as a testament to its status as a model city for sustainable and equitable development in Colorado and beyond. Potential Partnerships for the projects described in this vision plan include:

- Louisville City Government and Colorado Department of Transportation (CDOT): CDOT plays a crucial role in transportation infrastructure planning and funding statewide. Louisville could collaborate with CDOT to integrate streetscape improvements with broader transportation initiatives, such as road widening projects, bike lane expansions, or pedestrian safety enhancements. This partnership could involve joint funding for shared infrastructure projects and coordination on design standards to ensure seamless integration with state roads passing through Louisville.
- Louisville Economic Vitality Department and Colorado Office of Economic Development and International Trade (CEDIT): CEDIT

offers various grant programs and economic development incentives to support local communities in fostering business growth and job creation. Louisville's Economic Development Department could work closely with CEDIT, DOLA, or Downtown Colorado Inc. to explore funding opportunities for streetscape enhancements that enhance the city's economic vitality and attractiveness to businesses and visitors. This partnership might involve applying for grants or tax incentives specifically targeted at revitalizing commercial corridors and downtown districts.

- Louisville Parks and Recreation Department and Colorado Parks and Wildlife (CPW): Colorado Parks and Wildlife provides grants and technical assistance for outdoor recreation projects that enhance public spaces and promote environmental stewardship. Louisville's Parks and Recreation Department could partner with CPW to develop green infrastructure initiatives, such as trail networks, pocket parks, or riparian restoration projects, that integrate seamlessly with the city's streetscape improvements. This collaboration could also involve leveraging CPW's expertise in wildlife habitat conservation to incorporate ecological considerations into the master plan.
- Louisville Chamber of Commerce and Local Businesses: The Louisville Chamber of Commerce serves as a hub for local businesses, offering networking opportunities, advocacy, and promotional support. The chamber could partner with local businesses to secure sponsorship for streetscape amenities, such as benches, planters, or

public art installations, through advertising opportunities or naming rights agreements. Additionally, the chamber could facilitate business participation in volunteer cleanup events or beautification projects, fostering a sense of civic pride and engagement among the business community.

- Louisville Sustainability Office and Colorado Association of Conservation Districts (CACD): The Colorado Association of Conservation Districts provides technical assistance and funding for conservation and sustainability initiatives at the local level. Louisville's Sustainability Office could collaborate with CACD to implement green infrastructure solutions within the streetscape master plan, such as rain gardens, permeable pavements, or urban tree planting programs. This partnership could also involve educational outreach to residents and businesses on sustainable landscaping practices and water conservation strategies.

By forging these specific partnerships with both local entities and state agencies, Louisville can leverage a diverse range of expertise, resources, and funding opportunities to implement its public space and streetscape master plan effectively. These collaborations not only enhance the quality of life for residents but also contribute to the long-term sustainability and resilience of the community.

A NETWORK OF PARTNERSHIPS AND FUNDING OPPORTUNITIES



TAKE ACTION

PHASE 1: 0-3 YEARS



Curble Street on Front Street
Front Street (0-3 years)

Advisory Bike Lane on Front Street
Front Street (0-3 years)

Steinbeugh Plaza

Signage and Wayfinding Program

Streetscape Improvements on Main Street
Main Street (0-3 years)

Advisory Bike Lane on Main Street
Main Street (0-3 years)

Intersection Improvements on Main Street
Main Street (0-3 years)

PHASE 2: 3-8 YEARS



Additional Streetscape Improvements
Main Street (3-8 years)

Complete Street on Pine Street
Pine Street (3-8 years)

History Sculpture Walk
Main Street (3-8 years)

Advisory Bike Lane
Main Street (3-8 years)

Alleyway Activation

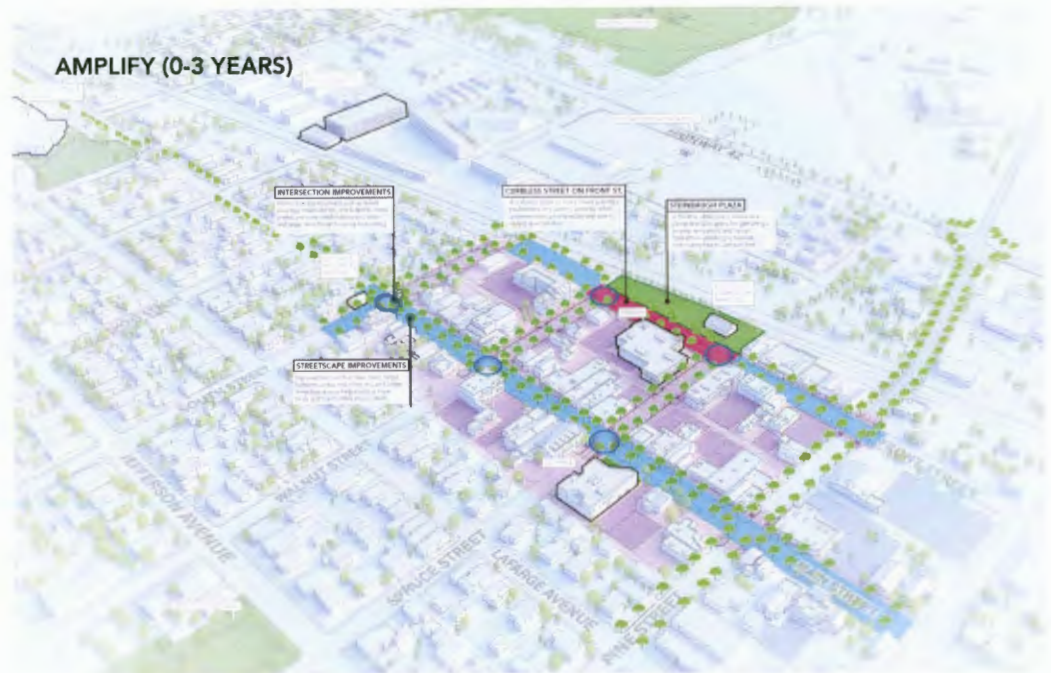
PHASE 3: 8+ YEARS



Curble Streets on Main Street
Main Street (8+ years)

Renovated City Hall Plaza

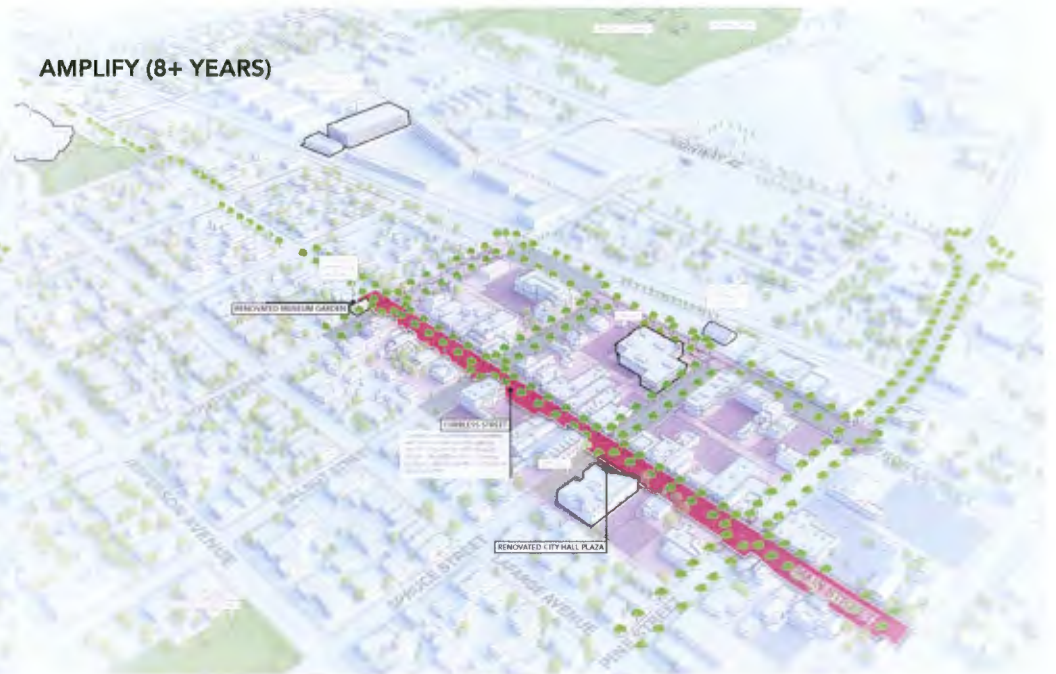
Renovated History Museum Plaza



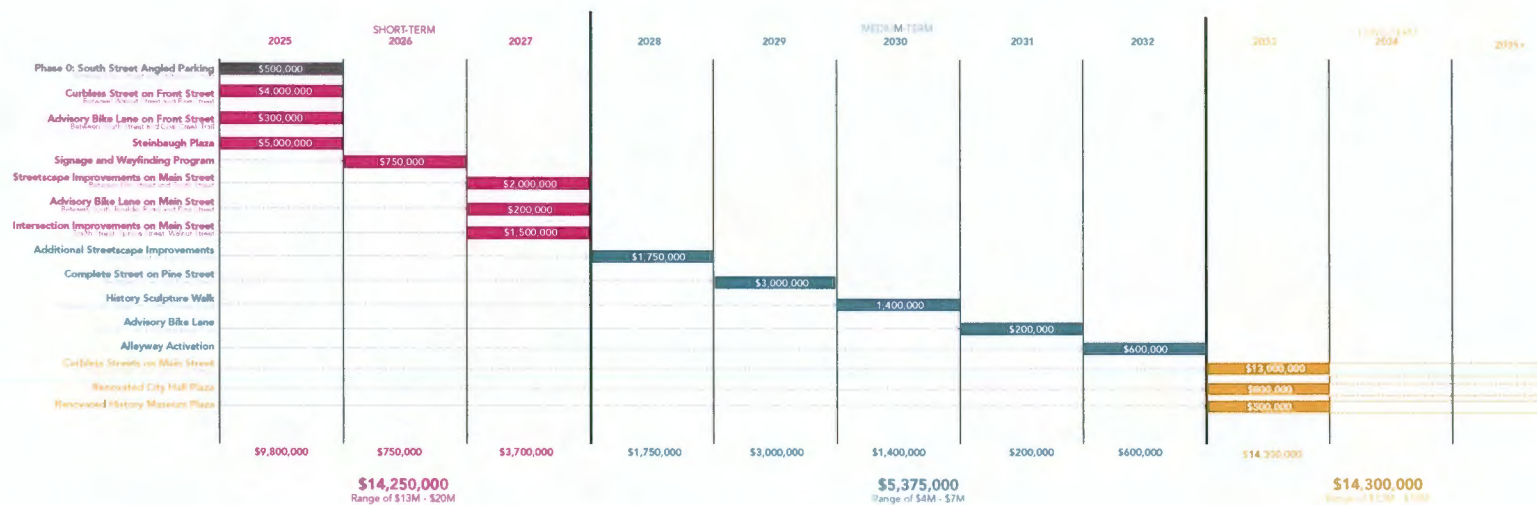
AMPLIFY (3-8 YEARS)



AMPLIFY (8+ YEARS)



CIP PHASING PLAN - ALL PROJECTS



PHASE 1: 0-3 YEARS



PHASE 2: 3-8 YEARS



PHASE 3: 8+ YEARS





APPENDIX

APPENDIX A: BACKGROUND DOCUMENT REVIEW (MOBILITY/TRANSIT)

Introduction

This document synthesizes salient portions of any transportation plans, studies, and policies with recommendations or elements relevant to the conceptual design of downtown Louisville's Main Street, South Boulder Road, and associated public spaces. When available, the document includes context for existing and previous projects, progress, implementation timelines, successes, and lessons learned.

Previous Transportation Plans

City of Louisville Transportation Master Plan (2019)

The Transportation Master Plan (TMP) sought to unify numerous transportation goals and previous citywide efforts under one broad plan. As shown in Figure 1, the eight goals of the TMP included those to develop a more efficient, layered, multimodal transportation system, develop complete streets, and support local economic development, environmental sustainability, and community health.

Community input collected during the planning process prioritized, in order: access to destinations by walking and biking, regional rail transit service, bike lanes, first and last mile connections to transit, reducing speeding in neighborhoods, and safe pedestrian crossings. By project types, the public most valued, in order: underpasses, commuter rail, intersection safety, traffic congestion, roadway maintenance, and bike lanes.

Recommended policies include:

- Designing and operating "great streets" or complete streets that accommodate all

TMP GOALS

Louisville's transportation network will:

- 1 Operate efficiently and safely for all users.
- 2 Be a cohesive and layered system of streets and trails for walking, biking, transit, driving, and recreation.
- 3 Provide local and regional travel options that balance needs for Louisville residents, employees, and visitors.
- 4 Utilize new technologies to provide safe, reliable, clean and convenient transportation choices.
- 5 Increase mobility options and access for people of all ages, abilities and income levels.
- 6 Provide complete streets that are inviting, enhance mobility and reflect the City's small-town atmosphere.
- 7 Support economic opportunities and businesses.
- 8 Improve environmental and community health by reducing emissions, and supporting mode share and sustainability.

modes, ages, and abilities. This policy applies when performing any street reconstruction, resurfacing, restriping, and maintenance. The TMP provides a framework for street cross sections based on whether walking, biking, transit, and driving are 1) optimized, 2) prioritized, or 3) accommodated. The TMP also illustrates key design elements of successful intersections, pedestrian and bicycle crossings, and bicycle facilities.

- Creating walkable and bikeable places. The plan cites downtown Louisville as a good example: "The grid network in the Downtown area has lower traffic speeds, a high intersection density, or connectivity among the streets, well-marked pedestrian crossings and wide sidewalks and amenities such as street furniture and patios buffering the sidewalk to the street. Additionally, there are many destinations within a short distance. This provides multiple, direct routes for people to travel, reducing the reliance on an automobile for short trips and encouraging active transportation options."

- Incorporating transit-oriented development to create walkable mixed-use neighborhoods near bus service. While the plan mentions downtown and Downtown East Louisville (DELO) as areas with a foundation for TOD development, additional investment could create a future commuter rail station or major transit hub.

- Considering ways in which investments in technology can improve safety, efficiency,

and equity of the transportation network. Downtown, this could include shared mobility, flexible loading zones for goods and passengers, and EV charging.

Recommended projects include:

- Corridor projects such as SH 42 (which should include an underpass connection to downtown via South or Short Street) and South Boulder Road.

- Those needed to complete a bicycle network that will support all ages and abilities, including bike routes on Garfield/Lincoln, Jefferson Ave, DELO to downtown, Spruce St, South St, and Front St; as well as off-street shared paths around Louisville Middle School, Griffith St, and McKinley Park.

- Connectivity and safety improvements at street and trail intersections and completion of sidewalk gaps, including traffic calming. Examples of projects identified in the downtown study area include a raised crossing with refuge along Main St at Louisville Middle School, an underpass of SH 42 at South/Short St, and shortening the crossing distance at Hutchinson St/Jefferson Ave.

- Key downtown connection enhancements between the recreation center, neighborhood bikeways, trails, and downtown, such as traffic calming, placemarking elements, wayfinding, and intersection treatments (see Figure 2 for details).

- Transit improvements including 1) new connections, 2) a neighborhood EcoPass program, 3) first and last mile access improvements to McCaslin Station, 4) bus stop improvements, 5) Northwest Rail peak service, and 6) planning for a Northwest Rail station outside of downtown near the Colorado Tech Center

Recommended programs include neighborhood traffic management, travel demand management, Safe Routes to School, Fun Routes, open streets, a bike share network, safety/maintenance/training, coordinated wayfinding, recognition as a Bicycle Friendly Community, and data collection. The recommendation for a temporary open streets program could be explored in further detail through the Downtown Vision Plan, with implementation already piloted during the covid pandemic.

Sustainability Master Plan (2020)

Louisville's Sustainability Action Plan, first adopted in 2016 and updated in 2020, outlines strategies across seven categories: climate, energy, transportation, waste, water, ecological health, and local food and agriculture. Each category of the plan includes near-term (1-2 years) and mid-term (3-4 years) interval and external goals. As of the latest website update, 63% of plan goals are in progress or completed.

The plan's transportation strategy is further along, with 70% of plan goals in progress or completed. The overall transportation goal is to "Provide and maintain sustainable and safe transportation choices for all Louisville residents to enhance community connectivity while reducing environmental impact."

Internally, the objectives are to 1) Reduce the GHG emissions from the City fleet and 2) Ensure all Louisville employees have access to multimodal means of local and commute travel to reduce single-occupancy vehicle commute trips and explore creative ways to incentivize employees to reduce the carbon footprint of their travel.

Relevant internal goals to incorporate within through the Downtown planning effort include:

- Consider a micro-mobility solution for employees to utilize between facilities (i.e. bike share, e-bikes). Progress on this goal has not begun.
- Develop EV charging stations in strategic City locations for future PHEV and EV fleet integration. This goal is in progress.

External objectives are to 1) Increase modal choice and decrease the single occupancy vehicle share of local and regional trips, 2) Support public adoption of EVs and assist in the installation of public charging stations, and 3) Collaborate with regional agencies to develop solutions to provide sustainable transportation management services.

Relevant external goals to incorporate within the Downtown planning effort include:

- Facilitate participation in initiatives and programs that encourage residents to use bicycle and pedestrian transportation and public transit programs. This goal is in progress.
- Continue efforts and build-out

Summary

Project 4 recommends an enhanced connection between the Rac Center, neighborhood bikeways, trails, and Downtown. This focuses on enhancing proposed bikeways through separation and protection from vehicles and widening sidewalks to improve accessibility. This connection would provide comfortable and safe facilities for people of all ages and abilities.

Implementation

This project is considered separately within the plan because it forms a single cohesive project and could serve as a significant community amenity. This project can be phased into separate segments and incorporate a variety of treatment types to enhance the safety and ability of people walking and biking.

The Pine Street corridor shown on the map below has adequate right of way and pavement width to accommodate a protected bikeway and wider sidewalks. Once Pine Street approaches Downtown, the final location of connections should be evaluated in partnership with the neighborhood.

Key Considerations

- The project would provide high-quality multi-modal options and connections to popular destinations, including the Rac Center and Downtown.
- The improvements along the trail corridor will vary based on the context and right-of-way widths in each area.
- Recent center median/pedestrian refuges on Pine Street in Old Town need to be preserved or replaced with similar traffic calming and safety facilities depending on right of way width, available design preferences.
- There is an opportunity to include amenities and community placemarking elements, such as exercise equipment, public art, and pedestrian scale lighting.
- In the Downtown area, the enhancements should be balanced with impacts on local residents and on-street parking availability.
- Wayfinding components should be included for placemarking and usability purposes.
- Intersections along the enhanced connection route should be enhanced and prioritized for the safety of people walking and biking while crossing. Examples include shortened crossing distances, high-visibility crosswalks, and orientation of stop signs.

Figure 4.23 Downtown Connection Enhancements



implementing recommended actions within the Transportation Master Plan. This goal is in progress.

- Continue efforts to coordinate on a regional level to implement a bike share or other micro-mobility program. This goal is in progress.
- Coordinate and communicate public transit programs. This goal is in progress.
- Monitor and strategically improve bus, including transit bike riding, comfort and safety. Program in this goal has not begun.
- Support and promote installation of EV charging stations at commercial, industrial, development and sites. This goal is in progress.
- Provide educational opportunities and programs on PHEV and EV adoption to residents and commercial entities. This goal is in progress.
- Enhance shared transit facilities outlined in the Transportation Master Plan. Program in this goal has not begun.
- Coordinate vehicle share and transit programs. This goal is in progress.

Future 42 Study (2021)

Future 42 seeks to implement three miles of

the 141/42 corridor in Louisville and Lafayette to create a comfortable, safe street for users of all modes, ages, and abilities. The proposed design aims to improve multimodal options, safety, and travel for drivers. It includes a four-lane cross-section from Herla Drive south to Empire Road (nick Street) and a two-lane section north of Herla Drive to Lagary Way, Northpark Drive. The street section includes a 6-foot sidewalk, 2-foot buffer, 7-foot raised cycletrack, and 6-foot buffer on each side of the roadway. Intersection improvements include protected intersections and three separate signal changes.



The plan recommends construction of a South Street underpass using Louisville Urban Renewal Area funding prior to construction of the roadway above (as illustrated in Figure 9).

APPENDIX B: BEST PRACTICES

A dynamic, engaging, and thriving downtown puts public life at the center of planning, strengthened by an overall focus on liveliness, health, attractiveness, sustainability, and safety. The planning process needs a holistic approach—a vision—for how all aspects of human, cultural, and social aspects should be taken into consideration.

A good indicator of successful public life is people's use of the public realm for a variety of activities during the course of a day. Two factors that can be observed and recorded readily are:

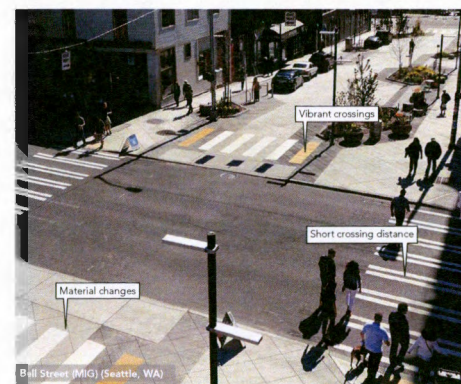
1. Number of People in a public space
2. The Amount of Time people spend in the public realm

Spaces where a large number of people linger for a long period of time tend to be more successful. Spaces with few people walking

slowly or lingering for long periods of time are perceived to be less successful. This observation underlies the principles that are the basis for the work described in this vision plan.

Creating and managing downtown public spaces is essential for fostering vibrant and livable urban environments. Every downtown area is unique, and the best practices may need to be adapted to suit the specific needs and characteristics of each community. Effective management, ongoing community engagement, and a commitment to quality are key to the success of downtown public spaces.

There are many potential elements that could be considered as part of new public space design in Louisville. Common elements or elements previously discussed are listed below along with best practices and lessons learned from other communities to create a downtown neighborhood which is full of life and activity all times of year and all times of day.



PROTECTION

Safe Pedestrian Spaces and Crossings

- Utilize tactile and visual changes in materials to delineate amenity zones and street crossings.
- Provide mid-block crossings and pedestrian refuge at the mid-point of street crossings when possible and where there is pedestrian activity and destinations on either side of the street.

- Ensure safety for patios/plazas from cars through vertical elements such as railing and planters.
- Ensure curb cuts are wide enough and gradually sloped enough for wheelchairs, strollers, and side-by-side passing of multiple people. These must be designed to meet ADA standards.



ENJOYMENT

Flexible Plazas and Patios

- Provide unprogrammed patio space in the public right-of-way for adjacent business use through a permit system. Have a contingency plan to program the space with other public uses if needed.
- Consider incorporation of plaza/patio space that is not assigned to a specific business or property.

- Utilize bulbouts and curb extensions to create opportunities for plazas and patios.
- Identify small spaces that feel protected and intimate in addition to larger, open spaces.
- Consider the optimal number of patios and bumpouts in order to provide reprieve for pedestrians, rather than fitting in as many patios as possible.

APPENDIX

Vibrant Programming

- Allow for creative and varying business use and design of patios and spaces in the right-of-way but provide a consistent design standard or edge/boundary element to contribute to a cohesive, high-quality streetscape character.
- Consider and leverage seasonality and variety throughout the year and for special occasions/holidays.
- Encourage art, color, texture, overhead lighting, and variety as much as appropriate.
- Provide different types of public spaces with varied elements such as public art, children's play areas, cultural/historic/interpretative signage, and unprogrammed public seating areas.



Unique Special Events

- Design priority blocks for optimal ease of event setup, vendor functions, and emergency access.
- Ensure blocks designed for temporary street closure are also safe and well-performing when open to cars.
- Use movable furniture and amenities as much as possible in blocks prioritized for hosting special events. Use furnishings which are heavy and durable enough to deter vandalism or theft but are still movable.



HEALTHY AND SUSTAINABLE

Beautiful Landscaping

- Use fixtures and street furniture of consistent materials and/or appearance that contribute to an overarching character or identity of the street.
- Use seat walls and raised planters to define space.
- Utilize bulbouts and extended sidewalk areas large tree grates or raised planters to sustain trees and provide shade.
- Movable planters allow for flexibility if the streetscape may change for events or seasons.
- Provide vertical elements for visual interest such as hanging flowerpots and trees.
- Consider snow storage and clearance within the streetscape and/or on cross streets.

COMFORTABLE

Distinctive Alleyways

- Design alleyways to accommodate various activities, such as walking, cycling, seating, and small-scale events.
- Maintain access for delivery and trash and recycling services within the alleyway.
- Prioritize safety with proper lighting, clear sightlines, and security measures to deter crime and vandalism.
- Incorporate public art, murals, or sculptures to add visual interest and create a sense of place. Use signage and wayfinding elements to help people navigate and understand the significance of the alley.
- Introduce plants, trees, and landscaping to improve air quality, provide shade, and create a more pleasant environment.
- Organize regular events, such as art markets, pop-up shops, or cultural performances, to draw people to the alley. Plan for easy access to utilities, such as electrical outlets, for pop-up events, vendors, or temporary installations.



Efficient Deliveries and Loading/Unloading

- Analyze potential strategies to better facilitate business deliveries from grade-separated alleys and from private parking or access areas between buildings. Consider opportunities for the BID and the City to support business owners in implementing private property improvements to facilitate off-street deliveries.
- Encourage off-hours deliveries and utilize no-public-parking times to allow for late night and early morning delivery parking in on-street parking spaces and to minimize overlap between public parking and deliveries.
- Encourage consolidated deliveries per recipient in downtown through coordinated delivery technology.
- Encourage use of smaller delivery vehicles downtown as possible, such as cargo vans and box trucks.
- Provide curb cuts and ramps wide enough to allow access for hand trucks and pallet jacks.
- Utilize off-alleys or side-street lockers for smaller deliveries when possible.
- Plow snow into dedicated zones such as bulbouts. Ideally push all snow to the side of the street receiving the most sun. Locate snow piles in locations that drain to infiltration basins or vegetated depressions. Utilize "No Parking After 2" Snowfall" signage to keep parking zones clear for snow storage along snow routes.

- If possible, plow or haul snow off primary corridors like Front Street and Main Street to remove the need for snow storage along the corridor. Plow or haul snow into on-street parking along cross streets, side streets, surface parking lots or vacant lots. Ensure ADA accessible parking spaces are kept clear. Do not store snow in public parks or near waterways due to contaminants picked up from the street.



OFF-VEHICLE DELIVERIES



75A

Effective Snow Removal and Storage

- Develop a snow removal/storage plan specific to downtown that prioritizes primary streets and includes guidelines for sidewalks, bike facilities, transit stops, ADA parking, customizations per streetscape design, required labor, budget/cost of various approaches, and off-site storage opportunities.
- Require adjacent businesses, or preferably a contractor funded by the BID, to clear snow from the sidewalk clear zone. Snow from sidewalks should be stored in the bike zone or amenity zone and adjacent businesses should collect/stack bike zone furniture in a protected area prior to a forecasted snow event.
- Ensure snow is shoveled from transit stops, pedestrian routes to transit stops, and bike facilities by City staff or contractors. Ensure ADA accessible parking spaces are kept clear. Ensure snow piles do not block site triangles so that pedestrians and crossing zones are viable to oncoming traffic.
- Plow snow into dedicated zones such as a center lane or parking lane. If the latter, ideally push all snow to the side of

the street receiving the most sun. Locate snow piles in locations that drain to infiltration basins or vegetated depressions. Utilize "No Parking After 2" Snowfall" signage to keep parking zones clear for snow storage along snow routes.

- If possible, plow or haul snow off primary corridors to remove the need for snow storage along the corridor. Plow or haul snow into on-street parking along cross streets, side streets, surface parking lots or vacant lots. Ensure ADA accessible parking

spaces are kept clear. Do not store snow in public parks or near waterways due to contaminants picked up from the street.

- If possible, use high-quality, durable, federal-resistant permeable pavers in high priority designated snow storage zones to expedite snow melting. Where pavers are used, ensure proper snow removal protocol to ensure long-term integrity of the material and utilize a specific maintenance protocol to protect pavers from salt disintegration.



75B



DOWNTOWN WINTER PLAN

CREATING CONNECTED AND MULTI-MODAL PLACES

Based off best practices from downtown Louisville throughout the United States, Louisville should consider several takeaways in the formation of their downtown vision, summarized below:

Establish Buy-In from the Business Community: We studied how it happened in other cities, proved successful in part due to support for the updates from local business community. Downtown business owners felt a sense of ownership over the project and understood the benefits of pedestrianizing parts of their downtown. Rather than inhibiting implementation, business owners were key advocates for pedestrian-friendly changes to their downtown areas.

- Offer a variety of pedestrian amenities. What makes these downtown areas appealing and accessible to people walking and biking is the availability of supportive pedestrian amenities. All-use studies include shade, seating, lighting, and trash receptacles. These amenities create welcoming and community-defining spaces that encourage citizens. Amenities like restrooms, water fountains, and benches also allow travelers to stay in these spaces for longer periods of time.
- Utilize Traffic-Calming Infrastructure: Installing traffic-calming infrastructure slows vehicle speeds and makes downtown areas safer.

and are more comfortable for people walking and biking. Features such as extensive curbs, and even angled parking are all strategies that can be deployed to narrow the road, reduce vehicle speeds, and leg and space for pedestrians.

- Separate Pedestrians from the Roadway: It is important to physically separate pedestrians from the roadway. Elements like trees, planters, bollards, and parking can be strategically placed to act as physical barriers and protect people walking and biking from roadway traffic.

- Create Event Time Zones: Locating transit-oriented zones and shops within downtown areas is essential for connectivity. Each downtown area study is differently suited by at least one event time zone to increase the proximity to transit and to encourage transit use. Before the event, create time zones.

CREATING LEGIBLE, USER-FRIENDLY PUBLIC SPACES

Signage is an important feature of any vibrant and active municipality. In downtown Louisville, it is critical in helping create a positive user experience, providing visitors with identification information, direction, and orientation.

Signage is the first of the first impressions a visitor has of a city. It is the first thing that greets them as they enter the municipality and downtown district. It communicates the character, impression, and functionality of the area.

A successful wayfinding program becomes a common thread helping unify varied spaces making it easier for users to navigate and find their way. It also creates a sense of place by identifying the downtown district.

Simplicity and clarity are key in a wayfinding system. Signs that are complicated and cluttered in this system. The number and order of the messages play an important role. When messages are well coordinated and displayed, each sign connects to the next in the series, much like breadcrumbs that lead the way for the visitor.

It is easy to assume what may seem obvious to us, the intended and frequent traveler, is not as obvious to the unfamiliar. What needs to be considered is the user's understanding of where they are and what they need to do. It is easy to assume providing the user with more information than less is better. Unfortunately, this is usually backfire, providing them with an overload of information.

People are adept at scanning signs for information; they shed the information they don't need to find the

information that they are looking for. But when there is too much information, this scanning can lead to users not seeing what they are looking for even when it is right in front of them. Worse yet, they may disregard the sign entirely, thus just too complicated, cluttered, and confusing.

The user needs to be able to get the information requirements interpreted. To do this, a strategy should be developed for any wayfinding system, especially those with complex situations. It is best to use a consistent strategy. It provides a guide to designing clear and understandable messages and provides a structure to the program. Having visual cues with predictable and consistent locations for different information improves the user's comprehension and navigation of the space.

The program needs to be legible and flexible enough to accommodate a series of messages without looking to be confusing. Any departure, and design points, as well as the best path of travel, should be reviewed. The user's visual ability, the sign design itself, the size, colors, and the sign location, and the way content is shown, fast, calm, busy, needed also need to be considered.



The following best practices should be employed for downtown Louisville's Signage Program:

- Provide an easy-to-understand visual hierarchy to the information being provided.
- Use a consistent color palette for the messaging strategy and order destinations from closest to furthest.
- Consider the number of messages per sign or sign panel. Ideally, a maximum of five per sign.
- Type size, line length, letter spacing (tracking), line spacing (leading), and relationship of type to type to arrive and symbols for legibility.
- Consider using symbols when possible; they are great for hard and multi-lingual.
- Be consistent with messages and the messaging of other existing signs in the area.
- Resist the urge to over-direct and message—simplicity is key.



The following goals and objectives are sought for downtown Louisville's Signage and Wayfinding program:

- Provide effective wayfinding messaging and direction, allowing users to confidently and easily navigate through and around downtown Louisville.
- Create an identifiable downtown "district" with the signage and wayfinding.
- Provide a visual messaging hierarchy, making the signs making them easy to read, understand, and use. The signage needs to be clear and legible.
- Emphasize the relationship and connectivity of destinations within downtown Louisville, helping promote a strong sense of place.
- Use iconic or distinctive destinations in the wayfinding that become "anchors" within downtown Louisville (e.g., the Shelby Park Pavilion, City Hall, Memory Square Park, South Street Underpass).
- Provide a consistent theme for downtown Louisville in the sign messages and aesthetic character of the signage and wayfinding.
- The signage and wayfinding should be an integrated part of the new streetscape vision.



Hennepin Interior Streets (Mid) (San Antonio, TX)

ACTIVATING GREAT PUBLIC PLACES AND STREETSCAPES

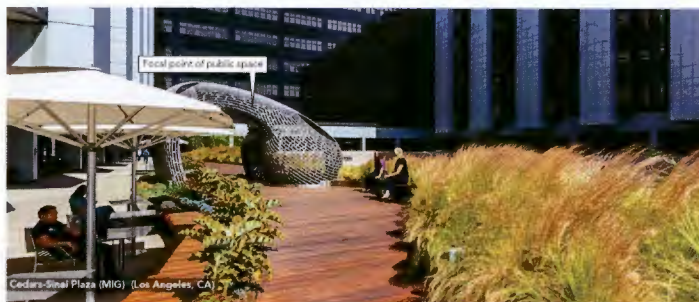
Desired activations and programming should also inform the design of the public realm. Design and activation work hand-in-hand to create great public places and streetscapes. Streetscape activation is the process of enhancing the built environment around streets and public spaces with art, street furniture, outdoor dining areas, and other activities and amenities to create more engaging and attractive areas for people to gather and interact.

Benefits of streetscape activation can include:

- Adds increased foot traffic, social interaction, and economic activity
- Contributes to sense of place and identity
- Encourages non-vehicular modes of travel
- Creates more opportunities for people to linger and engage with their surroundings
- Helps forge strong social ties between people and their downtown

Beautifully designed streetscapes can benefit local businesses and generate great revenue for downtown and the City. However, an expertly-crafted public space is not enough. All great public spaces also have activation and programming to continually refresh activities and experiences for residents and visitors.

Louisville is regionally-known for its Street Faire, Farmer's Market and annual holiday events including Winter Skate and the Holiday Parade.



Still, new ways of creating and activating space can make Louisville a year-round attraction to amplify these events and public spaces at all times, creating a 24/7 downtown experience.

Public Art Installations

Traditional Fixed Art Installations

- May be similar to existing public art throughout downtown
- Publicly funded or donated art pieces

Interactive Fixed Art Installations

- Tie into photo opportunities, play elements, interactive lighting

- Technology integration, interactivity with mobile devices

Seasonal Installations

- Rotating art creates variety throughout the year and unique experiences for visitors
- Local/Regional featured artists
- Art competition or call for entries around a specific theme
- Community art/sculpture Day
- Pop-up installations

Photo Opportunities

High-Visibility

- Tie into art installations
- Fixed or temporary installations that speak to the character and culture of Louisville and region
- Located in high-traffic areas
- Integrate lighting and durability for 24/7, year-round use

Off-the-beaten Path

- Hidden feel, have to seek it out (tucked along a side street or in an alley, side of a building, in a plaza or park space)
- Scene/view-focused. For example, a historic building or sign in the background, mountains in the distance, etc.



Creative Landscaping

Mini Botanical Gardens

- Regional/native plants with clear signage and tags
- Zonal plantings, for example riparian versus high alpine
- Educational/interpretive signage
- Can be woven in from one end of downtown to the other ("nature walk")

Rotating Plantings

- Movable planters for seasonal variation
- Incorporate flowers and seasonal colors/species
- Tie into botanical groups for an event or showing, for example bonsai, orchids, wildflowers, etc.

Utilize Tree Canopy

- Use for shade but also for hanging lights, and/or art
- Variety of tree species provides visual interest

Interactive / Themed Furnishings

Unique Fixed Furnishings

- Seating, bike parking, trash receptacles, etc.
- Custom/signature elements, local artists
- Themed around local culture and/or history
- Swing Seating
- Tie into streetscape furnishings palette
- Pops of color

- Standard products or custom fabrication
- Flexible Furnishings**
 - Easy ability to move/rearrange, store, secure, and replace
 - Playful elements
 - Pops of color
 - Musical installations
 - Interacts with people or the environment

Pop-Up Events

Recreation-focused

- Exercise classes
- Sports/games

Education-focused

- Summer classes
- Night-time events for example astronomy or wildlife viewing
- Community building/crafting

Community-focused

- night-time events: movies or performing arts
- Charity events/sales/fundraisers
- Concerts/live music or silent discos
- Seasonal/holiday-related

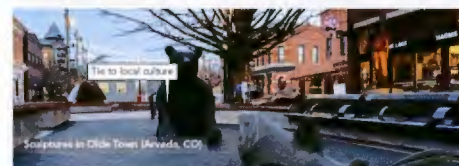
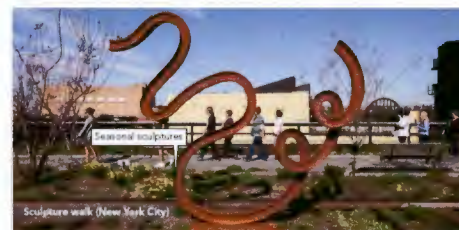


Themed Walks / Scavenger Hunts

Art/History Walk or Scavenger Hunt

- Can be fixed or seasonal
- Experienced through signage, ground plan integrations, art pieces, mobile app, and QR codes
- Collaboration with local organizations to create and maintain

- Recount regional/local history through specific elements: architecture, train corridor, sidewalk markers, mining history
- Gamification - scavenger hunt, competition, score points by finding specific elements



Nighttime Lighting

Fixed (poles, bollards, etc.)

- Including both vehicular and/or pedestrian-scale lighting
- Can be unique to seasons
- Can have unique look and feel to them

Integrated

- Integrated into the groundplane, buildings and/or landscaping

Interactive

- Integrated with art, photo opportunities, furnishings, play elements
- Pop-up/temporary or permanent installations
- Sensory - responds to sound, movement, touch, etc.



Engaging Outdoor Retailer Displays

- Bistro zones provide designated space for shops to extend out into the public ROW
- Can occur anytime but also during designated times or events (i.e., sidewalk sale). Enforcement of sidewalk clutter to ensure accessibility and passage year-round.
- Building facade renovations that open the building itself up to the street – garage, roll-up doors
- Display both tangible merchandise as well as creative elements related to store's brand/products
- Live displays such as maker spaces or classes, fitness, etc.



Mini Play Spaces

Children's Play Areas

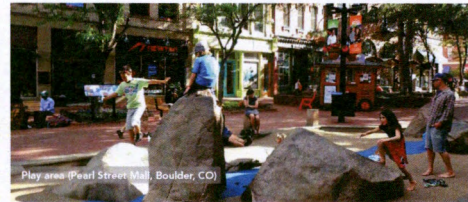
- Tie into local themes – trains, mining history
- Concentrated in one area or woven through site to create a series of play spaces

Activities/Games

- Fixed or movable
- Offer range of activities that are accessible and usable for all
- Yard games, tabletop games, etc.
- Geared towards all ages

Small, interactive water elements

- Cultural/regional theming - mining, railroad
- Easily adaptable during freeze periods - fixed feature that is visually pleasing water or not water



Introduction

By learning from and building upon the successes of other communities around the country, the City of Louisville can create a vibrant, connected and pedestrian and bicycle friendly downtown. Downtown areas are increasingly being identified and realized as optimal locations for expanded pedestrian and bicycle infrastructure and key transit connections. This is an important building block for practices in downtown development from the following best practices:

- Olde Town, Arvada, Colorado
- Main Street, Grand Rapids, Michigan
- Festival Street, Herndon, Virginia

The project team selected these locations due to their similarities to Louisville as well as the model strategies they provide for downtown mobility and connectivity.

Key Takeaways

Based off best practices from downtowns throughout the United States, Louisville should consider several takeaways in the formation of their downtown vision and strategic plan:

- Establish Business Improvement Districts. These can be successful in part due to support and the updates from local business owners in downtown business zones. Let a business owner take ownership over the district and understand the benefits of pedestrianizing parts of their downtown. Rather than inhibiting trip generation, business owners can be key advocates for pedestrian friendly changes to their downtown areas.

- Offer a Variety of Pedestrian Amenities. What makes these downtown areas appealing and accessible to people walking and rolling is the availability of supportive pedestrian amenities. All case studies included shade seating, lighting, and trash receptacles. These amenities create rest spots and community gathering spaces that foster social connections. Amenities like restrooms, water fountains, and benches also allow for more time in these spaces for longer periods of time.

- Utilize Traffic Calming to Slow Down Fast Moving Traffic. Traffic calming measures like speed bumps and makes downtown areas safer and more comfortable for people walking and rolling. Chicanes, curb extensions, crosswalks, and even angled parking are all strategies that can be deployed to narrow the road, reduce vehicle speeds, and expand space for pedestrians.

- Separate Pedestrians from the Roadway. In each case study, city staff used infrastructure and design elements to physically separate pedestrians from their roadway. Elements like trees, planters, bollards, and parking can be strategically placed with a traffic sign, a barrier, or a painted curb to separate walking and rolling from vehicle traffic.

- Create Direct Transit Access. Making transit connections and stops with downtown areas is essential for downtown vitality. Each downtown case study, directly, served by at least one fixed transit route. To encourage transit use, offer fare-free or discounted options.

Case Studies

Olde Town Arvada (Arvada, CO)

Together with the Olde Town Business Improvement District (BID), the City of Arvada temporarily closed three city blocks of streets in Olde Town to expand outdoor space available to the community and support local business operations during the COVID-19 pandemic. The city transformed these streets into pedestrian malls and other pedestrian spaces. This temporary measure was well received by the community with over 80% of community survey respondents indicating their support for extending Olde Town street closures for the foreseeable future. As a result, Arvada City Council approved a five-year plan to shift the street closures from temporary to semi-permanent. Olde Town employs several infrastructure and design elements to enhance their downtown mobility.

Pedestrian and Bicycle Facilities

The pedestrianized streets include several different elements and facilities to differentiate them from other roads. Not permanent and semi-permanent road closures, signage, bollards, flex posts, and concrete barriers delineate the boundaries of these pedestrian-only areas. These delineated pedestrian-only streets show signage as pedestrian malls and filled with bollards and signage to encourage gathering. A partnership with the Blandford Arts and Culture Commission resulted in a series of murals to be painted on the sides of the pedestrian-only Olde Town streets. The city of Arvada's seven ADA-compliant bike repair stations, where cyclists can make minor adjustments and repairs to their bikes.

On the streets of Olde Town that are not pedestrian-exclusive, planters act as barriers between outdoor dining spaces and sidewalks. Additionally, curbside parklets have been installed along several of the streets. The narrow streets and improve comfortability and safety for people walking and rolling. Arvada built several large medians in the Olde Town area. These large medians are either paved or are bordered by a raised curb, some of which have bollards to signify the pedestrian-only area and deter drivers from accidentally turning into the space. The medians are also designed to allow for emergency access with a removable curb for emergency vehicles.

To measure the performance of these changes in Olde Town, the city has conducted quarterly parking utilization analyses of both on-street and Olde Town Transit Hub parking facilities. Parking utilization has continued to decrease over time. As an additional measurement, both Olde Town visitors and sales are tracked with sales increasing over time.

Parking

Arvada uses several strategies to manage parking in the Olde Town area. Arvada encourages parking turnover to increase the number of patrons who can access Olde Town businesses primarily through time-limited parking. There is both on-street and Transit Hub parking available for visitors, residents, and employees. Both parking options are free. However, to discourage long-term on-street parking, there are 2 and 4-hour parking zones in effect from 8:00am to 7:00pm. At the Olde Town Transit Hub

RTD's *Line* commuter rail serves Old Town Arvada directly with a station directly adjacent to Grandview Avenue, one of the pedestrianized streets. The *Line* connects travelers to Denver

Similar to Littleton is downtown Old Town Arden, which has a more traditional gridded street pattern with bike lanes on a grid near and between downtown commercial areas, and bike paths further from the central business district. It also is bounded by pedestrian barriers like rail lines and wide arterial streets with relatively infrequent crossings. The city has begun to address these connectivity challenges by improving the east-west trail network along Rakton Creek north of downtown and expanding their bike network and widening sidewalks near the downtown area.

and Junction uses a combination of art, design, and pedestrian infrastructure elements to create a pedestrian-friendly environment on Main Street. Along Main Street are wide sidewalks that feature amenities like shade trees, age-friendly benches, chairs, pedestrian lighting, and trash receptacles. These ideas create a comfortable, safe gathering space for community members to stop and connect with one another.

In the middle of each block a combination of angled parking, choke points, and turn lanes *funnel* the road, calm traffic, and create a

Parking

The city manages Main Street parking with time limited, paid parking. On Main Street there are two primary locations with \$0.75 per hour 4 hour metered parking. All public parking is free after 4:00pm and on weekends and holidays. Accessible parking is free in all public lots and 15-minute loading zones are available in every block of Main Street. Along Main Street, strategic placement of on-street angled parking is used to narrow the road and create a chic area which encourages drivers to slow and creates a more pedestrian-friendly environment.

Transit service along Main Street has improved. Through-mobility and connectivity in Grand Junction, Main Street is served by Grand Valley Transit (GVT) Route 1, which connects the Downtown Transfer Facility to the Grand Junction Regional airport, with several intermediate stops along Main Street. Travelers can transfer to six other GVT routes at the Downtown Transfer Facility. Route 1 runs from 5:15am to 8:05pm on weekdays at 15-min intervals, 5:15am to 5:25pm on Saturdays with 1-hour frequencies. Each of the bus stops in Main

Main Street serves as a backbone for success in Grand Junction's downtown plan, a larger initiative to improve connectivity to key downtown destinations.¹ Downtown connectivity efforts include converting selected one-way streets into two-way streets, prioritizing pedestrian and bike improvements, connecting the transit hub to other locations downtown, and improving wayfinding and navigation for travelers in the downtown area. Grand Junction is also exploring pedestrian bridges for areas separated by railroad tracks. Lastly, the city has identified key corridors for infill development to increase housing density and encourage transit.

Festival Street in Hermiston, Oregon, is a rural, purple, part-time pedestrian mall on a part-time functional street. The city chose Festival Street as a location to create a pedestrianized space for a variety of reasons. Festival Street is near the main street as well as existing municipal facilities, making it a prime location and opportunity for increasing downtown activity. Additionally, because of its location, Festival Street can be closed for either reconstruction events without significantly impacting the streets and traffic surrounding the area. According to Hermiston's City Manager, Greg Smith, "Festival Street is open to cars for about 90% of the year and during the remaining 10%, if the year is open exclusively, to pedestrians in an order of and gathering space."

Festival Street has a wide variety of pedestrian facilities and amenities, some of which are removable when it functions as a regular street. This raised the original street by six inches to eliminate the curb and to be level with the existing sidewalk. This curbless street section is a smooth surface for people walking and using mobility aids to more easily navigate the space. Along with colored concrete tiles, it also signals to drivers that it is a shared space where pedestrians may be present. Street trees and ornamental lighting line Festival Street, which also includes amenities like benches, shade, trash receptacles, an interactive fountain, bike racks, and a portable restroom.

When Festival Street functions as street for vehicle traffic, it maintains a sidewalk area and parking. Bollards at the ends of the street are lowered or removed to indicate that it is open to vehicles. The existing permanent bollards, parking, and street trees serve as buffers between pedestrians and the roadway. The intersections at the ends of Festival Street are stop-controlled and curb extensions maximize pedestrian space and minimize crossing distance. There are also tactile curb ramps where the road transitions from Festival Street to the surrounding streets.

Festival Street hosts a variety of events throughout the year, including seasonally themed festivals that occur approximately once a month throughout the year. To accommodate these events, water connections and 220v power

connections were installed to vendors, PA systems, and large light displays. The planning and design team for Festival Street took into consideration Hermiston's location, climate, incorporating several shade elements and parking along the potential value of an outdoor gathering space. Figure 3 shows the Phase 3 concept design for Festival Street.



Parking

When Festival Street is open exclusively to people walking, rolling, and biking, there is no onsite parking. However, when it is open to vehicles, there are a little over 200 on-street parking spaces available. There is also an existing parking lot adjacent to the space. Surrounding Festival Street, there are additional off-street parking facilities available, five for 2 hours

Transit

Transit options serving Festival Street are fairly limited. It is currently served by the Hermiston Heritage Line that stops at City Hall adjacent to Festival Street. Knap Park Transit operates the five-hour end zone Monday, the last Friday from 7:00am to 7:00pm with approximately 2-3-hour frequencies. However, the city also offers a taxi

to and from work. Employees can purchase 50 ticket punch cards ranging from \$25-\$40 depending on their origin/destination locations.

Connectivity

While connectivity is not an explicit goal of Hermiston Festival Street, part of the Urban Renewal District includes parking improvements, decorative wayfinding signage, street lighting, and pathways. All improvements are designed to stimulate growth in underdeveloped areas and are located in close proximity along their main street.

Hermiston Hermiston has a rich tradition for a quiet pattern and like Lewis, is bordered by a mix of historic and modern architecture that is known for people walking and biking. Block sizes are large and there are fewer direct north-south, east-west connections further away from downtown, which may discourage walkability. The city has long an to address these connectivity challenges by filling a missing sidewalk, improving pedestrian infrastructure at intersections and updating existing plans to meet ADA standards.

Conclusion

Accessibility and connectivity become increasingly important for downtowns, cities like Lewisville can look to peer communities for inspiration and guidance. This memorandum provides important examples of pedestrian-friendly and multi-modal transportation strategies that can be used to inform the Lewisville Downtown Vision Plan Key

takeaways from this review of best practices in pedestrian spaces include the following:

- Integrate art from local artists and other local businesses, for example, to the downtown way.
- Use physical and spatial elements to separate and differentiate pedestrian areas from roadways.
- Narrow roads and sidewalks to create a safer and more comfortable pedestrian experience.
- Keep accessibility in mind and offer a variety of pedestrian amenities such as benches, shade, water fountains, and restrooms.

APPENDIX C: CASE STUDIES

Olde Town, Arvada, CO

Metrics

Population 123,436
Typical Block Length 350'
ROW Allocation 75' total
 26'-40' curb to curb
 9' parallel parking (both sides)
 12'-20' pedestrian realm (bulbouts)
Vehicle Lanes Two lanes, two-way
On-Street Parking Parallel
Streetscape Elements Bulbouts, transit stops, varied paving materials/colors, historic architecture, artist integration, raised planters, movable planters, large street trees, frequent plazas and patios

Arvada's Old Town is a historic downtown nestled just east of the Front Range featuring many historically-significant buildings, a one-block pedestrian mall, and mixture of public amenities and traffic calming measures to create a pedestrian-oriented district with many sights and amenity opportunities.

Plazas and Patios Olde Town Square is the primary public space in the district. It includes a splash pad, seat walls, cafe tables and chairs, and mature trees. Many other blocks in the area have seating areas at bulbouts and patios for restaurants and shops. McIlvoy Park is on the eastern edge and offers a block-long open space for events and casual relaxation. In recent years, Arvada has introduced a zzzh program to extend restaurant seating capacity.

Pedestrian Spaces and Crossings The downtown area is pedestrian-friendly with wide

sidewalks, crosswalks, bulbouts, and pedestrian plazas frequently at corners, making it easy to explore Olde Town on foot. Walkways are typically between 12'-15' wide but vary. In addition to crossings at each intersection, each block has a mid-block crossing. Most intersections have bulbouts with at-grade or raised planters, colored paving, and striping.

Landscape Elements The pedestrian realm including planters, frequent bike parking, and a variety of types of seating including benches and seat walls. Many restaurants and cafes offer outdoor seating options, allowing patrons to enjoy their meals or drinks while soaking in the atmosphere and views of the historic surroundings.

Public Art The district often features public art installations and sculptures or murals in the roadways that add to the cultural and artistic ambience of the area.

Special Events Olde Town Arvada hosts a range of community events throughout the year, including farmers' markets, art festivals, live music performances, and holiday celebrations, creating a sense of community and vibrancy.

Bike Facilities Dedicated bike lanes run along Main Street outside of the downtown core, but as the road narrows to two vehicle travel lanes, the bike facility becomes a shared lane.

Railroad Proximity Arvada's Olde Town district is bordered to the south by a rail line, offering transit access including bus and rail, as well as historic cultural ties for the district, helping to brand and tie culturally to the area's history.

Olde Town Arvada is the heart and soul of Arvada. The downtown is where historic architecture intermingle with new shops, restaurants, and businesses. It features a diverse array of shops, boutiques, galleries, events, restaurants, breweries and a winery. Olde Town has all of the amenities of a thriving urban hub set within a turn-of-the-century Main Street Americana ambience.



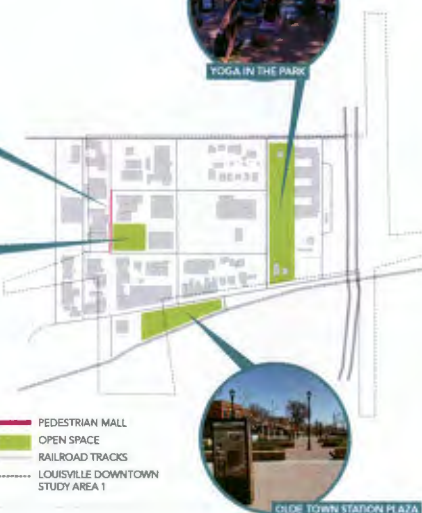
PEDESTRIAN MALL



HALLOWEEN FESTIVAL IN THE SQUARE



YOGA IN THE PARK



PEDESTRIAN MALL
 OPEN SPACE
 RAILROAD TRACKS
 LOUISVILLE DOWNTOWN STUDY AREA 1

OLDE TOWN STATION PLAZA



Grand Junction, CO

Metrics
Population 66,964
Typical Block Length 450'
ROW Allocation 90'-100' total
20'-60' curb to curb
32' parking (10'-22' either side)
38'-80' pedestrian realm (8'-55' either side)
Vehicle Lanes Two lanes, two-way
On-Street Parking Angled and parallel
Streetscape Elements Bulbouts, mid-block crossings, transit stops, varied paving materials/colors, raised planters, large street trees, frequent plazas and patios

Grand Junction's Main Street is an example of a dikeane, or an asymmetrical streetscape design where the vehicle travel lanes shift mid-block from one side of the street to the other, as opposed to running straight down the middle. This configuration results in a dynamic streetscape block to block that prioritizes larger pedestrian spaces, slow traffic speeds, and increased walkability.

Plazas and Patios The shifting roadway creates larger pedestrian amenity areas on alternating sides of the street, up to around 50' deep. These large amenity zones are designed as small plazas and parklets that feature flexible seating, public art or historic monuments, event space, small play areas for children, and more.

Pedestrian Spaces and Crossings The ROW configuration allows for more dedicated patio space while maintaining ample clear space on the sidewalk for people walking. Sidewalks range in size but are typically about 12' wide.

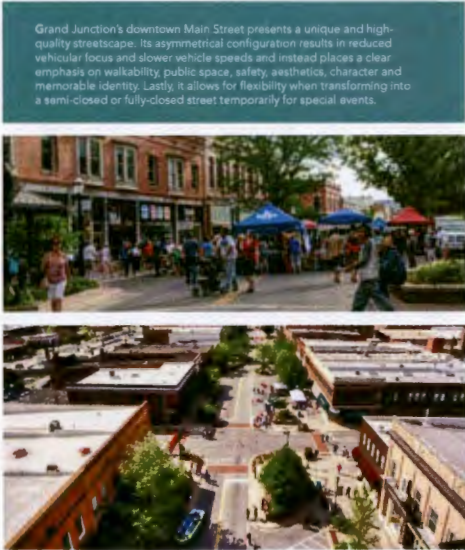
In addition to crossings at each intersection, each block has a mid-block crossing. All intersections have bulbouts with at-grade or raised planters, colored paving, and striping.

Landscape Elements The deep amenity zones allow for larger than typical planters that support tall, wide street trees. Small to medium trees are also regularly spaced along the roadway creating good shade coverage along the corridor. A winding brick seat wall curves through the trees creating fixed seating opportunities. Most planting and landscape furnishings are located along the bulbout amenity zones. The use of brick and consistent style landscape furnishings contribute to a cohesive character along the corridor.

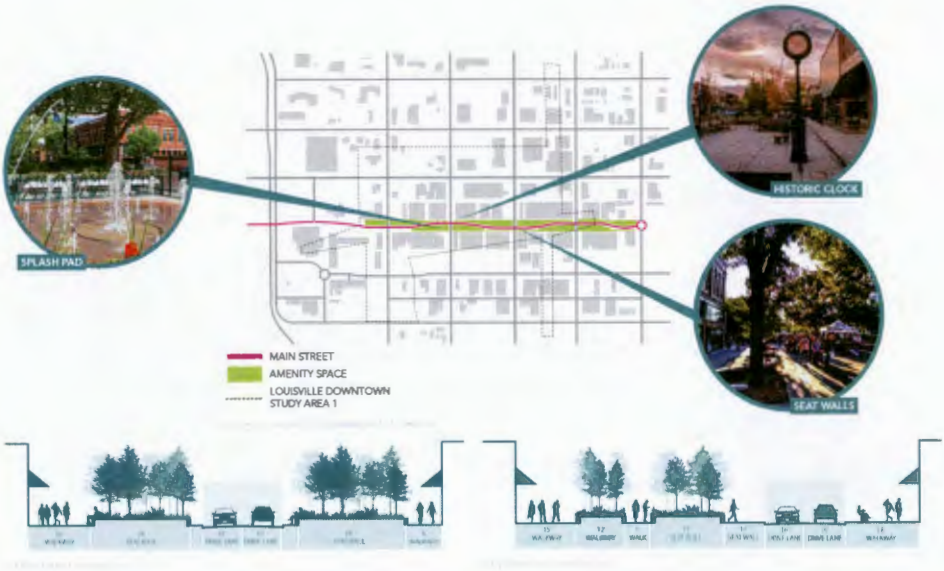
Programming The amenity zones along the corridor have a range of both fixed and flexible programming. Most fixed areas are for uses such as seating, public art, signage, and children's play areas. Flexible areas are left open and are primarily used for outdoor dining.

Special Events Aside from the day-to-day programming of spaces along the corridor, Grand Junction's Main Street frequently closes to cars for events. Most notable is the weekly Farmers' Market. Tents and vendors fill in the parking and amenity zones, giving pedestrians most of the roadway and sidewalk to walk through.

Bike Facilities Dedicated bike lanes run along Main Street outside of the downtown core, but as the road narrows to two vehicle travel lanes, the bike facility becomes a shared lane.



Grand Junction's downtown Main Street presents a unique and high-quality streetscape. Its asymmetrical configuration results in reduced vehicular focus and slower vehicle speeds and instead places a clear emphasis on walkability, public space, safety, aesthetics, character and memorable identity. Lastly it allows for flexibility when transforming into a semi-closed or fully-closed street temporarily for special events.



Hermiston, OR

Metrics

Population 19,455
Typical Block Length 450'
ROW Allocation 70' total
 45' curb to curb
 9' parallel parking (both sides)
 13' pedestrian realm
Vehicle Lanes Two lanes, two-way
On-Street Parking Parallel
Streetscape Elements Bulbouts, mid-block crossings, transit stops, varied paving materials/colors, raised planters, large street trees, frequent plazas and patios

Like Louisville, Hermiston, Oregon is a small community with immediate access to a rail line west of its downtown. In 2016, Hermiston began the public design process for a Festival Street conversion on one of its downtown streetscapes. Construction started in 2017 and was completed in 2019. Since its completion it has garnered national recognition and awards for its innovative design and planning including recently being awarded by the Oregon Economic Development Association its Urban Renewal Project of the year.

The festival street functions as a city park and is reservable like any of our other outdoor event spaces. Downtown merchants have reserved it several times and used the space for outdoor concerts, wine tasting, and other events.

"These projects have changed the face of downtown Hermiston for the better," the East Oregonian quoted Hermiston Mayor

Dave Drotzmann saying, "combining public planning and private investment to create a more attractive and cohesive core."¹

To stimulate economic activity downtown and enhance the public spaces in the Hermiston Urban Renewal District, the City of Hermiston identified development of a downtown festival street as a crucial factor in encouraging a more vibrant downtown. The festival street, planned for the existing right-of-way along NE 2nd Street will allow flexibility for programmed events throughout the year and will open to traffic when not in use. Additionally, the need to create a gateway into the downtown has also been identified as an opportunity to create a safer intersection. These improvements will serve economic development goals and provide a sense of arrival and place in downtown Hermiston.

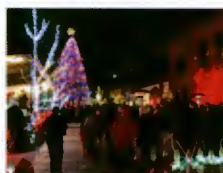
Street Trees Shade is essential for a successful outdoor space. The design team wanted to use street trees that would mature quickly and provide that shade as soon as the street began to hit its stride in programming.

No Curbs Since the street is intended to be designed from a user perspective as a cohesive space, the design team created a street with no curbs or tripping hazards. This allows vendor tents to be setup and not need to worry about people falling when leaving the traditional pedestrian space and entering the main part of the street. The end result is that what used to be the street was raised about six inches in elevation to match the previous sidewalk elevation.

Infrastructure Improvements The space handles a variety of events. Electrical outlets are spaced along the entire length of the street so vendors can get power without running generators or running long extension cords. There are also 220v power connections at multiple locations to handle PA systems and large light displays. New water connections were created for food vendors and other times when water is needed.

Special Events The City programs events during the spring, summer, and fall. The City's goal is to have at least one event per month for the seven months the weather is most cooperative. Hermiston hosts a watermelon festival, an art festival, a harvest festival, and others. They also have a Festival of Lights that runs from Thanksgiving through New Year's. One of the elements in the street is a tree well used to house the city's Christmas tree each year.

Hermiston Oregon's festival street is an excellent example of a small community reaping the benefits of an innovative planning and design technique. Business response has been extremely positive with local businesses wanting to be located on the street. The design is not overly complex: simple changes to remove the curb and create a human-scaled street has led to new programming and event opportunities for the community.



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2023 CITY OF HERMISTON

APPENDIX D: PARKING, TRAFFIC, AND MOBILITY REPORT

Introduction

This report summarizes the existing infrastructure and programs for people walking, biking, driving, and taking transit in downtown Louisville. It maps the existing active transportation network, transit options, and parking available downtown.

The goal of the City of Louisville's overall transportation strategy is to provide and maintain sustainable and safe transportation choices for all Louisville residents to enhance community connectivity while reducing environmental impact. This goal emerged from the City's Sustainability Action Plan.

Connectivity

The downtown area is situated in the northeast quadrant of the City of Louisville and directly abuts the BNSF railway. The north-south railroad tracks and just east, Courtyard Road (SH 42), serve as key transportation corridors for freight and vehicle movement through the City, but pose physical barriers for people walking, rolling, and biking east-west. Options for people to traverse these barriers are relatively limited: a railway underpass at South Street (Figure 1), an at-grade crossing at Pine Street, and an at-grade crossing at Griffith Street. The City of Louisville is currently in the design stage of a project to improve bicycle and pedestrian connectivity along and across SH 42.

The Louisville downtown as well as older neighborhoods to the north and west of the central business district have a gridded street pattern, which enhances direct connectivity for people traveling via all modes. Further outside of these immediate neighborhoods, the street pattern becomes more curvilinear,



Figure 1: Louisville's Courtyard Road Station Area

which may initiate more out-of-direction travel for residents wishing to walk, roll, or bike downtown.

For those traveling from South Boulder Road, a major east-west arterial north of downtown, there are also fewer direct connections due to the curvilinear street network and larger blocks. Streets that directly connect from South Boulder Road to downtown are Garfield Avenue, Jefferson Avenue, Main Street, and Courtyard Road. Jefferson Avenue does not offer a signalized pedestrian crossing for those walking from the north side of South Boulder Road. These three crossing options are relatively far apart for someone on foot or bike traveling from the north side of South Boulder Road to downtown.

Walking and Biking

This section explores infrastructure and programs for people walking, rolling, and biking in the City of Louisville. Programs encouraging active transportation include:

- The City promotes workshops hosted by Bicycle Colorado and the local transportation management association, Commuting Solutions, on bike mechanics and maintenance, e-bikes, bike commuting, bicycle-friendly driving, as well as annual Walk and Bike to Work Days.
- The Boulder Valley School District (BVSD) Safe Routes to School program has a plenitude of information on options to get to school by walking, biking, carpooling, and bus, including

programs like Walk and Roll to School Day, BVSD Bike Week, courses to learn how to safely ride a bike, bike rodeos, and amenities for school staff.

- The City also shares information on bicycle safety, bicycling laws, and the DRCOG Vision Zero Pledge.

Sidewalks & Trails

Louisville has a mostly complete sidewalk network in key areas of downtown, as seen in Figure 2 and Figure 3. However, sidewalk width and quality remains variable, with some areas of Main Street featuring wide, level, sidewalks and much narrower 4 foot sidewalks in some sections further north approaching South Boulder Road.

While Louisville has approximately 32 miles of trails citywide, there are few paths and trails in the immediate downtown area, as shown in Figure 2 and Figure 3. However, the wider trail network improves connectivity and access for people walking, rolling, and biking from surrounding neighborhoods, especially from the north and west sides of the city.

Bikeways & Bike Parking

Louisville does not currently have any striped on-street bike lanes in the downtown area. However, as shown in Figure 3, Front Street, Pine Street, South Boulder Road, and Courtyard Road are existing bike routes signed for cyclists, with further expansions proposed for Front Street and Spruce Street in the 2019 Transportation Master Plan. Recent roadway improvements to Pine Street in 2020 included the addition of



Source: City of Louisville, 2019 Transportation Master Plan



Source: City of Louisville, 2019 Transportation Master Plan

APPENDIX

which enhances downtown connectivity for people biking from west Louisville.

As shown in Figure 5, which was created during the closure of Main Street during the Covid-19 pandemic, Louisville's downtown offers some bike parking on each block of Main Street. Louisville has had a successful Downtown Peds Program since 2008 and closed Main Street to vehicular traffic from April to October of 2021.

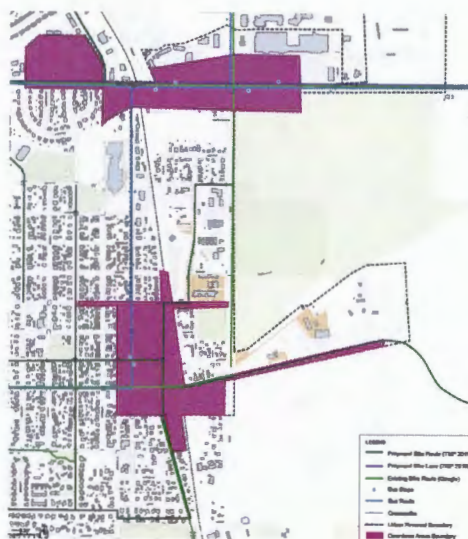
This bike parking consists of several simple, open-air, inverted U-racks on each block downtown (example shown in Figure 5). While inverted U-racks are APBP-compliant, the downtown area does not have bike corrals or more secure parking options such as bike lockers or sheltered enclosures.

Traffic Calming, Crossings, and ADA Accessibility

In the past few years, the City of Louisville has invested in traffic safety improvements and traffic calming infrastructure to reduce excess driving speeds while creating more comfortable spaces to walk, roll, and bike. These treatments include new and improved directional curb ramps at pedestrian crossings with tactile strips and audible push buttons, curb extensions, rapid rectangular flashing beacons (RRFBs), HAWK signals, pedestrian refuge islands, diverters, and more.

Curb extensions and diverters (or pinch points), shown in Figure 7 and Figure 8, respectively, each narrow intersections or roadway segments to shorten the crossing distance for pedestrians, improve visibility of people walking, rolling, and biking to drivers, and slow turning and driving speeds by reducing the turning radii and/or width of the roadway.

All intersections in the primary downtown focus area have marked crosswalks and curb ramps, with most also including curb extensions and tactile warning strips for people with visual impairments.



These features highlight the presence of people walking and rolling downtown and encourage drivers to slow their speed. There are few marked crosswalks on both Main Street and South Boulder Road in the secondary downtown focus area.

Parking

This section inventories on-street parking supply and summarizes on-street parking demand to inform the project team's understanding of existing traffic and mobility challenges within the study area. In the core downtown area, there are approximately 675 on-street and surface lot parking spaces. Surface parking lots represent about 20% of the total land area of the primary downtown focus area, highlighted in orange in Figure 9.

In the secondary downtown focus area highlighted in orange in Figure 10, there are approximately



1,200 on-street and surface lot parking spaces. Surface parking lots represent about 40% of the total land area of the area. While not all public parking, the significant area devoted to parking in downtown Louisville encourages easy access by people driving, while creating lifeless areas that are less welcoming and attractive for people walking and biking to the historic downtown.

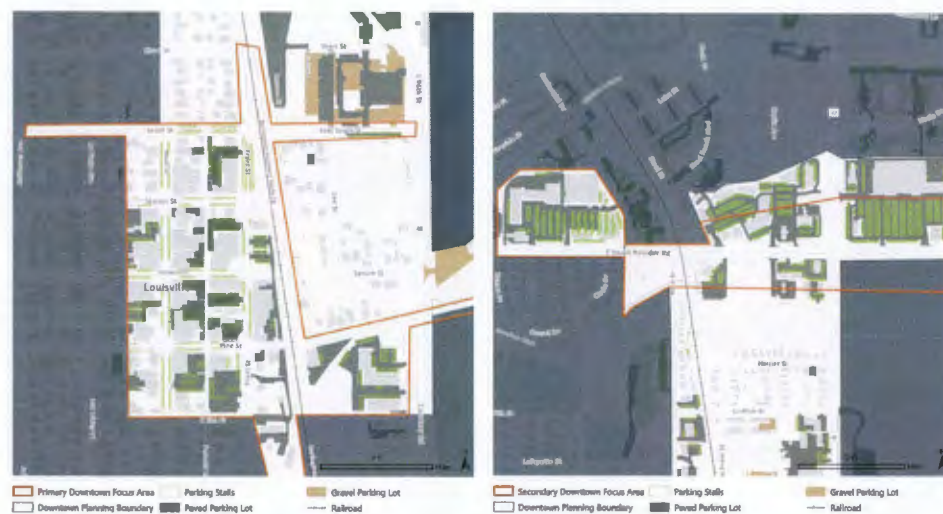
The City of Louisville does not currently charge for parking, with all on- and off-street parking free to residents and visitors, as shown in Figure 11. On-street parking in the core downtown area is primarily 2-hour time-restricted parking, which encourages parking turnover and increases the number of patrons who can access downtown businesses. There are select blocks downtown with free, unrestricted parking.

Additionally, there are several free, unrestricted parking lots in the downtown area, including the DELO Lot, City Hall Lot, Pine Street Lot, and Front

Street Lot. The Steinbaugh Lot, Library Lot and Underground Garage, and Main Street Lot are 2-hour time restricted. There are fewer charging and parking options for people driving electric vehicles, with electric vehicle charging and parking available via:

- The ChargePoint Charging Station in the Library Garage off of Front Street between Walnut Street and Spruce Street
- The ChargePoint Charging Station at Louisville Middle School near Main Street and Griffith Street

The City collected downtown parking counts pre-covid in June and October 2018 to better understand parking demand and occupancy. Figure 12 and Figure 13 show the peak daily parking occupancy on Thursday, June 14 and on Thursday, October 18, respectively. During peak midday demand during both months, during which almost half of the blocks and lots in the downtown area were



80%-100% occupied, there was still adequate parking available on Short Street, Lefarge Street, and Jefferson Street as well as significant parking in the Library Garage and DELO Lot. While certain areas have greater occupancy, there is available parking within one or two blocks. Better signage and wayfinding can help address parking concerns by directing users to available parking.

Throughout the rest of the day, on-street parking on Main Street and Front Street ranged from 1% to 85% occupied. The typical industry standard for desired parking occupancy is 60-85%, or at least one space available per block to reduce circling for parking. The analysis of parking utilization indicates that overall, Louisville's downtown likely has ample parking to meet the needs of local businesses and residents but that certain locations have higher utilization and may need increased management, especially to avoid parking spillover into adjacent residential neighborhoods. Collecting updated parking counts could confirm this assessment or may initiate further study of applicable parking management strategies.

Transit

For someone wishing to access downtown Louisville via transit, route and stop options are relatively limited. As shown in Figure 10 and Figure 11, Downtown Louisville is currently served by two RTD transit routes: Route 228 and the DASH. Route 228 operates along South Boulder Road at 60-minute frequencies. The DASH serves South Boulder Road and Main Street at 30-minute frequencies. Route 225 and the JUMP serve the wider City of Louisville, operating along Arapahoe Road and Baseline Road respectively, at 15-minute frequencies during peak service hours.

The DASH stop at Main Street and Spruce Street offers the most direct access to downtown. The most direct stop access to downtown for a rider of Route 228 is at South Boulder Road and Main Street. RTD FlexRide service, which delivers on-demand rides for first-and-last-mile connections to RTD stations, serves



the entire City of Louisville. People who cannot use fixed-route bus service due to a disability also have the option to hail rides via Access-a-Ride, RTD's complementary door-to-door paratransit service.

The Flatiron Flyer offers 15-minute peak and 30-minute off-peak service to Boulder and Denver from Louisville at US 36/McCassin Station, which is accessible via Route 228. US 36/McCassin Station is also served by Route A81, which offers hourly service to Denver International Airport.

Conclusion

This initial evaluation of existing programs and infrastructure for people walking, rolling, biking, taking transit, and driving to and around downtown Louisville finds that while downtown is generally welcoming and accessible to vehicular traffic, there are opportunities to improve connectivity and access for users of alternate modes.

North-south crossings of South Boulder Road and east-west crossings of the railroad tracks remain challenging for those outside of a vehicle, who must travel long distances to access a direct path to downtown. The sidewalk network is mostly complete, but expanding the width of sidewalks on key downtown access streets could enhance pedestrian comfort, encourage walkability around the downtown area, and improve first-and-last-mile connections to bus stops.

Connecting the wider trail and bikeway network to downtown via more comfortable facilities would also encourage access for people walking, rolling, and biking. Continuing to install secure bike parking, traffic calming features, and accessible crossings would further enhance safe multimodal access to the downtown area. While vehicle parking downtown currently is adequate, parking management strategies and encouragement of alternate modes can ensure it remains so.

The project team will use this analysis and input of the community to develop specific recommendations to improve transportation and access downtown.



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APPENDIX E: OPEN HOUSE FEEDBACK SUMMARIES

Board Summaries - Open House #1

Emerging Vision Concepts
Both Concepts: Key Themes

- Support addition of transit in downtown
- Like the addition of greenery and buffers to outdoor dining – reduce noise
- Keep Main Street open to traffic
- Some like shared street concept, mostly having a place for cyclists and multi-modal transit
- Concern with parking and not having enough to serve businesses
- Even desire for both concepts
- Generally, want more room for pedestrians to use the Downtown space but don't want to completely close the street
- Concern for keeping businesses open and running long-term
- Keeping user volume high enough

Concept A Boards: Key Themes

- Desire to keep Main Street open
- Other options pointed out include turning into a one way and closing with traffic calming on other streets
- Open to closing Main Street occasionally – for events

- Want to see parks and other green spaces Downtown
- Quiet, shady areas
- Trees lining the street
- Like the idea of angled parking
- Want pedestrian-oriented, but still accessible to vehicles
- Transit opportunities and shuttles to Downtown to help traffic and parking

Concept B Boards: Key Themes

- Like the addition of green infrastructure (porous parking) to the design
- Activation of side streets and alleys
- Like the design with curbside, street trees, and small green spaces
- Small meeting and gathering spaces
- Placemaking
- Would like to see bike boulevard connecting to nearby trails

Vision Priorities Board: Key Themes

- Strong desire for multi-modal parking options – bicycle, e-bike with charging, etc.
- Want to keep the "Old Town" vibe
- Not super modern
- Do not want a closed street like

Pearl Street in Boulder

- Strong desire for shade
 - Natural shade is ideal
 - Shading at bus stops
- Open to transit and shuttle services Downtown (especially for events)
- Activate and Integrate unique spaces like the alleys
 - Allow 2nd building fronts
- Add more public art into the Downtown
 - Work with local artists
 - Designated graffiti area and/or murals

Signage Concepts

Respondents voted using a dot exercise for signage. The voting indicates that respondents preferred a historic, understated, playful, modest, and relaxed feel. They feel signage should not overpower what is there already. Downtown signage should complement the quaint and charming feel.

- Prefer Historic (0) style vs. Modern (10)

Average: 2

- Prefer Understated (0) vs. Elaborate (10)

Average: 2.3

- Prefer Playful (10) vs. Serious (0)

Average: 7.8

- Prefer Relaxed (10) vs. Professional (0)

Average: 7.2

- Prefer Modest (0) vs. Bustling (10)

Average: 2.2

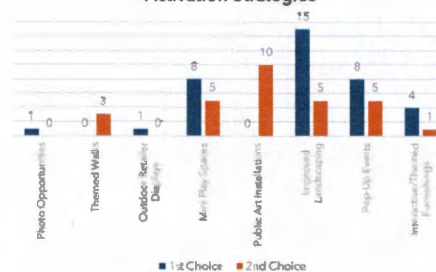
What Did We Miss? Board

- Unique landscaping
 - Pollinator pathways, garden spaces, green roofs and gardens, etc.
- Winter activations – use indoor areas
- Buses and shuttles
- Integration of trash and recycling into the streetscape
- Most don't want parking structures
- Ways to encourage local businesses

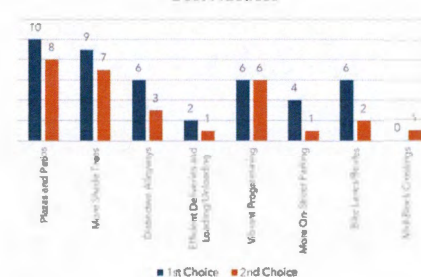
Case Studies Board

- Grand Junction
 - Like the old-fashioned look
 - Find ways to enhance the historic features of Louisville
- Old Town Arvada
 - Like the idea of something more permanent than patio lights

Activation Strategies



Best Practices



Board Summaries - Open House #2

Board Summaries

Link

- Link: Support for added bike and transit connectivity, looking for more details on where added bike racks and bus stops would be
- Linking for more safe bike routes to take children from LMS/LES into downtown
- Lack of support for advisory bike lanes

Amplify

- Support for added trees/shade on main street
- Link at how Front St. County Board makes an entrance to downtown

Navigate

- Support for signage plan, it's needed to clarify how this will benefit businesses
- Looking for signage to museums and Memory Square

Preferred Concept Plan

- Appreciate added shade trees, but looking for more shade options than just trees, some suggestions include structures with vines
- Need assistance that go beyond trees and lanterns can be maintained
- Concern about noise impacts on residents, want to contain/deflect noise towards businesses

- Don't want a modern style, keep old town/historic feel
- Looking for better parking solutions and the library as well as ADA access to/from the library in front
- Lots of support for splash park kids play area at Steinbaugh plaza
- Strong preference to keep Steinbaugh pavilion

Preferred Plan Parking Count

- Looking for multi-modal parking options, bike, EV, and cars
- Want to keep parking at Steinbaugh, especially ADA parking

Wayfinding Concepts

- Strong preference for signage Concept A
- Prefer a more timeline, signage legible, and distinctive sign that reflects Louisville character
- Want to ensure legibility of signage from several feet away
- Some prefer running branding Downtown as Old Town
- Thinking of a main signage from 3rd to 1st zone

Steinbaugh Plaza

- Overall preference for concept 2

- Appreciate play area, preservation of parking patterns and facilities for performers, engagement storage

- Like reorientation of Pavilion to minimize Street Fair Event crowds. Want to preserve the Steinbaugh and ensure that noise is mitigated for neighbors on Front Street

- Enthusiasm that reorientation of Steinbaugh Pavilion will lose audience space that exists in the library parking lot

- Lots of excitement for young families especially playground + splashpark

- Looking for more amenities for aquatic, park areas as well as place for drinking fountains that can be accessed year-round

- Fit Louisville context, preservation of John Breau plaza, keep historic character, possibly include murals (library as example)

- Some would prefer to not display the pavilion as it feels inauthentic to them

- Appreciate more areas to sit and talk, A-EE benches rather than in children's

- Thinking of a main signage from 3rd to 1st zone

Front Street

- Excited about historic feeling of a historic front street + park

- Want to come from hanging in front to correct it from a distance

Main Street

- Mix of support for keeping curbs on Main Street, some appreciate the historic feel, lower parking and distinction of pedestrian vs. car traffic flow with curbs. Feel the bikebouch are a good middle ground

- Some appreciate rubbless Main street for festival use and the shopper friendly feel

- Excited if it makes up a reasonable space on Main and less on parking

CIP Phasing Plan

- Some feel that with Funding for Street is too high, would like to put those funds into things like open space, citywide internet, or water treatment for PFAS

- Want to see more metrics on return on investment

What Did We Miss?

- Excited about preservation and green infrastructure

- Want historic and historic preservation amplification through events

- Want more retail and transient options, maybe off hours, the open office

- Want temporary barriers or string lights on Main Street

- Consider light pollution and point outdoor lighting down

- Interest in an outdoor performing arts venue

- Keep a mural, maybe for trash recycling center

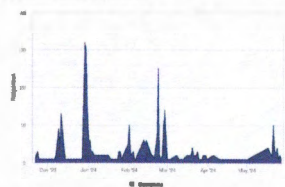
- Looking for a more consistent bus system and signage, bus lanes, crosswalks

APPENDIX F: COMMUNITY SURVEY RESULTS

LDVP Survey Summary Report

The City of Louisville, Colorado, is committed to creating a vibrant and dynamic downtown area that reflects the values and preferences of its community. To achieve this goal, the Downtown Vision Plan survey was conducted, engaging residents and stakeholders in shaping the future of their downtown. This survey aimed to gather comprehensive insights into the community's demographics, the activities they participate in downtown, their core values, and their preferences for downtown atmosphere elements.

The survey comprised 13 questions and garnered a total of 337 responses. These responses provide a valuable snapshot of the community's vision for downtown Louisville, revealing the activities that draw people to the area, the features they find most important, and the atmosphere they desire. By analyzing this feedback, the City of Louisville can make informed decisions that align with the community's aspirations, ensuring that the downtown area evolves in a way that meets the needs and desires of its residents. The timeline of the survey extended from mid-November to the end of May. The timeline chart below shows the approximate number of responses throughout the months with significant spikes at certain times due to community outreach events.



The following summary report presents the key findings from the survey, highlighting the community's demographic profile, the popular downtown activities, the values held in high regard, and the preferred elements of the downtown atmosphere. These insights supported the process of design and provided insight for the Downtown Vision Plan, guiding the city's efforts to foster a downtown area that is vibrant, inclusive, and reflective of the community's unique character.

The first question of the survey asked the question: Approximately how often do you visit downtown Louisville (Areas 1 & 2)? This question allowed participants to choose one answer from any of the options. The results are shown below (Figure 1)

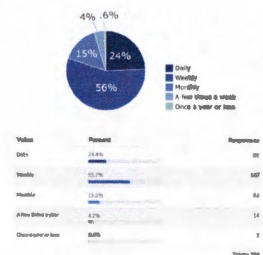


Figure 1: LDVP Survey Question 1 Results

The second question of the survey asked the question: What activities do you participate in Downtown? This question allowed participants to choose all that apply. The Results are shown below (Figure 2)

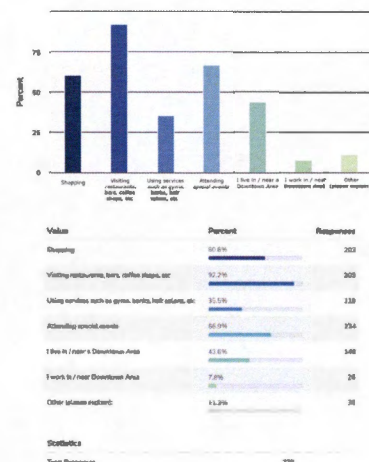


Figure 2: LDVP Survey Question 2 Results

The third question of the survey asked the question: What type of transportation do you use to get to one or both Downtown Area? This question allowed participants to select all that apply. The results are shown below (Figure 3)

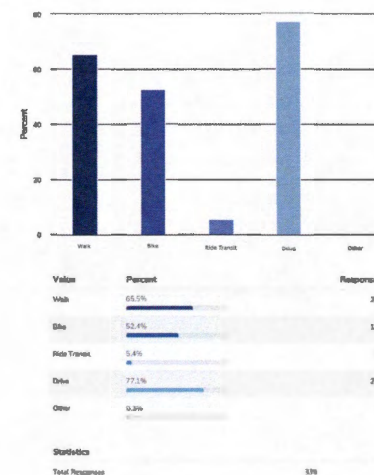


Figure 3: LDVP Survey Question 3 Results

APPENDIX

The fourth question of the survey asked the question: How do you move between destinations in the Downtown Area? This question allowed the participants to select all that apply. The results are shown below (Figure 4)

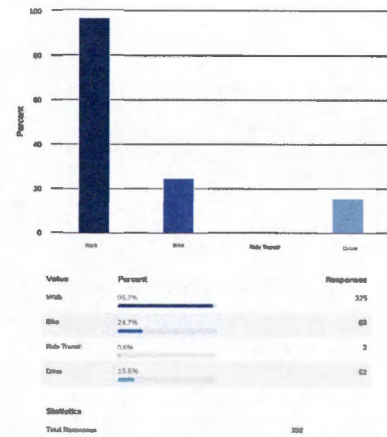
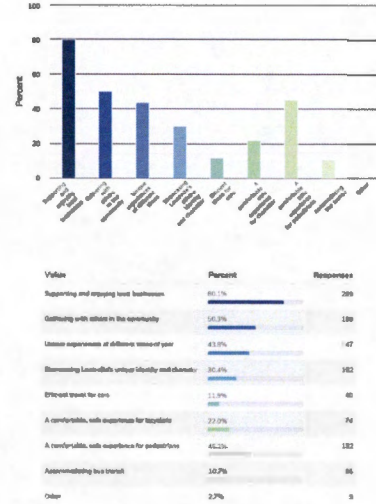


Figure 4: DVP Survey Question 4 Results

The fifth question of the survey asked the question: What are the most important to you regarding Downtown? This question allowed participants to choose 2. The results are shown below (Figure 5)



The sixth question of the survey asked the question: What elements would you want to see considered in the design concepts for Downtown? In this question, participants were allowed to choose up to five options. The results are shown below (Figure 6)

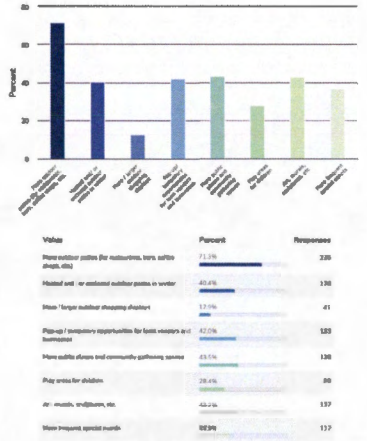
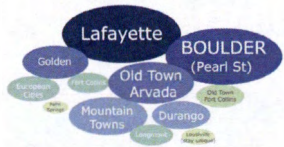


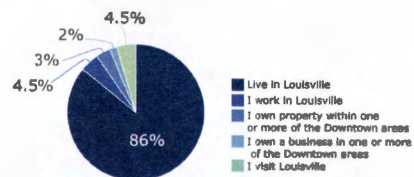
Figure 6: DVP Survey Question 6 Results

The seventh question of the survey asks the question: What other cities, downtown, or streets do you think Louisville should consider for inspiration when developing design concepts for Downtown? This was an open-ended response. Participants suggested several nearby cities and some distant areas. The major answers are illustrated below.



APPENDIX

The ninth question of the survey asked the question: Which of the following best describe you? The results are shown below. (Figure 7)



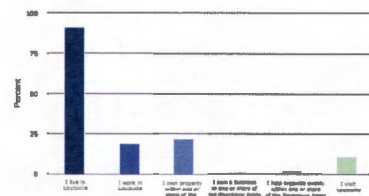
Value	Percent	Responses
Live in Louisville	86.0%	183
I work in Louisville	4.5%	8
I own property within one or more of the Downtown areas	4.5%	8
I own a business in one or more of the Downtown areas	3.0%	5
I visit Louisville	2.0%	3
I visit Louisville	4.5%	8
		Total: 177

Statistics
Total Responses

177

Figure 7: LDVP Survey Question 9 Results

The tenth question of the survey asked the question: Which of the following best describe you? (choose all that apply). The results are shown below. (Figure 8)



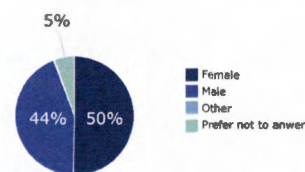
Value	Percent	Responses
Live in Louisville	92.1%	143
I work in Louisville	19.1%	29
I own property within one or more of the Downtown areas	21.7%	34
I own a business in one or more of the Downtown areas	1.5%	2
I visit Louisville	2.8%	4
I visit Louisville	10.8%	17
		Total: 137

Statistics
Total Responses

137

Figure 8: LDVP Survey Question 10 Results

The ninth question of the survey asked what gender the surveyor is. The results are shown below. (Figure 9)



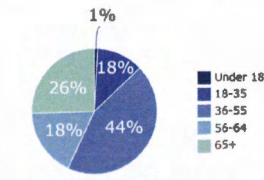
Value	Percent	Responses
Female	50.0%	168
Male	44.0%	144
Other	5.0%	1
Prefer Not to Answer	1.0%	3
		Total: 326

Statistics
Total Responses

326

Figure 9: LDVP Survey Question 9 Results

Question number ten asked about the participant's age. The results are shown below. (Figure 10)



Value	Percent	Responses
Under 18	44.0%	19
18-25	26.0%	38
26-35	18.0%	143
36-44	1.0%	57
45+	1.0%	83
		Total: 326

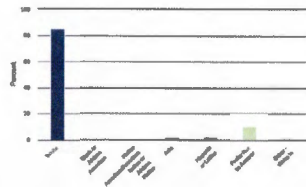
Statistics
Total Responses

326

Figure 10: LDVP Survey Question 10 Results

APPENDIX

Question number eleven asked about the Race/Ethnicity of the participants. The results are below. (Figure 11)



Value	Percent	Responses
White	45.0%	276
Black or African American	0.0%	1
Hispanic American/Hispanic	0.0%	1
Asian	0.0%	0
Native American/Alaskan/Native Hawaiian	0.0%	0
Other	0.0%	0
Prefer Not to Answer	0.0%	0
Total Responses		277

Figure 11: LDVP Survey Question 11 Results

Question number twelve asked if the participant would like to be entered for a chance to win a gift basket with items from downtown businesses. This question also requested email addresses to reach out to the winner. The results are shown below. (Figure 12)

Value	Percent	Responses
Yes	54.5%	181
No	43.5%	134
Total Responses		285

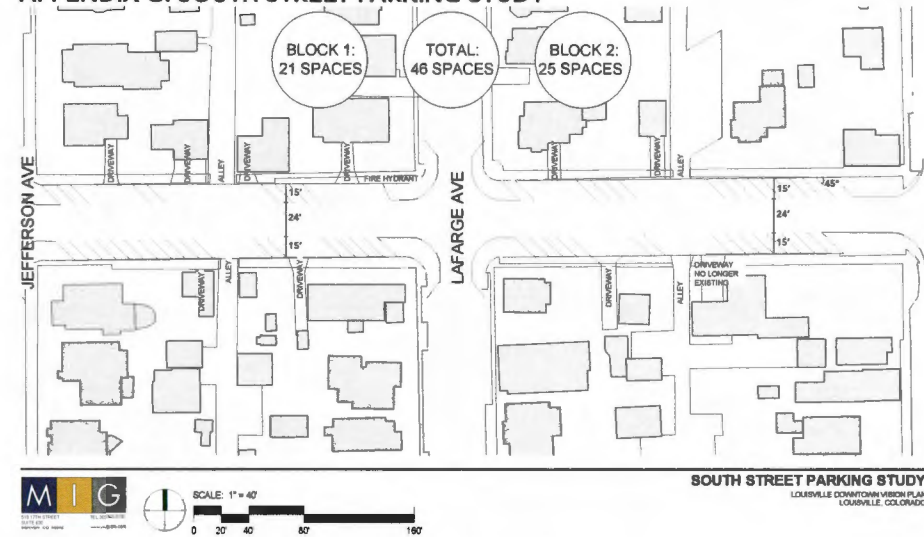
Figure 12: LDVP Survey Question 12 Results

The last question of the survey asked if participants would like to be added to the email list for upcoming opportunities. The results are shown below. (Figure 13)

Value	Percent	Responses
Yes	54.5%	181
No	43.5%	134
Total Responses		285

Figure 13: LDVP Survey Question 13 Results

APPENDIX G: SOUTH STREET PARKING STUDY



Louisville Downtown Vision Plan Draft Design/Construction Schedule

		2024	2025				2026				2027				2028	
		Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Design																
	RFP Advertise															
	Design - Phase 1A															
	Design - Phase 1B															
Construction																
	Bidding - Phase 1A															
	Construction-Phase 1A															
	Bidding - Phase 1B															
	Construction-Phase 1B															
Project Completion																
	June - 2028															

SUBJECT: 2025 CITY OF LOUISVILLE LEGISLATIVE AGENDA

DATE: JANUARY 7, 2025

PRESENTED BY: SAMMA FOX, INTERIM CITY MANAGER
MEREDYTH MUTH, INTERIM DEPUTY CITY MANAGER

SUMMARY:

The legislative agenda serves as a guiding document for the City's engagement in legislative affairs prior to and during the legislative session. The proposed legislative agenda reflects the City's policy goals as well as local and regional policy issues of importance to the Louisville community.

Council reviewed a draft agenda and gave feedback on December 17; that feedback is incorporated into the attached draft. Additionally, Councilmembers sent proposed changes to staff; those are noted in the draft and in the presentation.

Council should discuss the proposed changes and determine which ones the group supports and which, if any, should be removed in the final document. Council may vote on the legislative agenda at the meeting or may ask staff to bring back another draft at a later meeting for further review.

Council and staff may begin to use the agenda once the Council has formally adopted it. The 2024 legislative session began on January 3.

FISCAL IMPACT:

There is no fiscal impact related to this item.

PROGRAM/SUB-PROGRAM IMPACT:

One objective of the Governance & Administration Sub-Program is to provide governance based on a thorough understanding of the community's diverse interests executed through clear and effective policy direction.

RECOMMENDATION:

Staff requests that the City Council provide feedback and approve a 2025 Legislative Agenda.

ATTACHMENT(S):

1. Redlined 2025 Legislative Agenda with updates from 12/7 meeting and proposed changes from Councilmembers Hoefner and Cooperman
2. CML 2024-2025 Legislative Agenda and 2025 Legislative Preview
3. DRCOG Draft Legislative Agenda
4. Presentation

SUBJECT: 2025 LEGISLATIVE AGENDA

DATE: DECEMBER 17, 2024

PAGE 2 OF 2

STRATEGIC PLAN IMPACT:

☒	 Financial Stewardship & Asset Management	☐	 Reliable Core Services
☐	 Vibrant Economic Climate	☐	 Quality Programs & Amenities
☒	 Engaged Community	☐	 Healthy Workforce
☐	 Supportive Technology	☒	 Collaborative Regional Partner

Color Key

Red/Blue – Changes from 12/17 Council Meeting

Pink – Councilmember Hoefner suggestions

Green – Councilmember Cooperman suggestions

2025 City of Louisville Legislative Agenda

Purpose and Use

The legislative agenda serves as a guiding document for the City's engagement in legislative affairs and ~~is~~ a resource for staff and council.

Members of the City Council may represent the City in regional efforts such as the Colorado Municipal League Policy Committee, Denver Regional Council of Governments, Northwest Mayors and Commissioners Coalition, Metro Mayors Caucus, and more, and may ~~be asked to~~ guide or express positions on legislation.

~~Council members may express support, opposition, and/or recommended amendments regarding legislation to policy statements of those organizations if they are consistent with the legislative agenda. If this legislative agenda clearly states the City's position, council members may express support, opposition, or recommend amendments.~~ When this occurs, council members should share with all of council during council reports at the next regular council meeting. If the issue is not clearly addressed in this legislative agenda, council members should seek City Council approval before taking any formal action (such as signing a letter or taking a vote) to support or oppose legislation.

Home Rule/Local Control

The City supports local control and municipal government home rule authority. In most cases, local problems are best addressed at the local level and the current authority and powers of municipal governments such as land use, zoning, personnel matters, sales tax, etc. should not be diminished. However, certain issues require statewide and multi-jurisdictional response, which are best addressed through early and meaningful engagement and collaboration with local municipalities.

Positions:

- The City urges ~~state~~ officials to respect Colorado's tradition of local control and allow municipal officials to address local problems at the local level.
- The City generally opposes ~~state~~ legislation that creates unfunded mandates on local municipalities without ~~state~~ funding or other sources of revenue. Unfunded mandates shift the cost burden of state or federal mandates onto local governments, limiting a municipality's ability to provide locally identified government services.
- The City supports liquor, ~~and~~ marijuana licensing, and natural medicine that allows for local decision-making and collaboration between local and state licensing entities, including but not limited to local opt-in provisions for any new permitting or licensing requirements.
- The City supports maintaining greater local government authority to regulate oil and gas development at the local level, and the establishment of state rules and regulations that reflect such authority.

- The City supports legislation that provides local governments with additional flexibility, resources, and/or guidance in meeting the challenges of ensuring technology and digital resources are fully accessible.

Community Recovery and Resiliency

The Marshall Fire served as a sobering reminder that all communities in Colorado, regardless of socioeconomic status, must be prepared for climate disasters at all times. While the City continues to recover from the Marshall Fire, the community is working together to increase resilience and preparedness for the next disaster. Ongoing state action and investment is needed in order to mitigate future disasters and ensure our communities are prepared when disaster strikes. The front-end investment in community resiliency will reduce the local, state, and federal costs of the severe climate disasters we are experiencing today.

Positions:

- The City supports the taskforce to explore a statewide minimum building code for wildfire risk reduction that addresses the expansion of the wildland urban interface into the plains areas, consider suburban community building patterns, and establish a minimum standard that can be applied across various environments and exceeded based on specific geographic needs.
- The City supports increased wildfire mitigation funding for local communities in the plains areas to establish and maintain risk reduction measures on public lands **including other climate change adaption strategies such as restoration of native habitats.**
- The City of Louisville supports insurance reform that helps residents be better prepared and able to recover from climate disasters, while promoting the homeowners', renter's, and landlord's roles and responsibility in securing insurance coverage. Examples of desired insurance reform include legislation that:
 - Reduces system-wide underinsurance
 - Improves the transparency of the coverage gap that a private property owner or renter has with their existing policy
 - Eliminates the practice of insurance companies requiring contents itemization in total losses to receive the contents' coverage stated in a policy
 - Supports regulating the loss ratio for property and casualty insurance so that premiums paid go to cover losses and do not become excessive
 - Supports exploration of reinsurance for disaster impacts
 - Addresses insurance availability to ensure community members have access to insurance
 - Supports the exploration of public insurance to address availability
 - **Supports programs for affordable insurance for those with less means.**
- The City recommends CDPHE establish standards for acceptable levels of contaminants in water systems, soils, homes, businesses and schools. Without these standards there is no FEMA reimbursement opportunity or insurance standards for coverage.

Tax and Finance Policy

The City supports a fair and consistent ~~state~~ tax policy that preserves and expands the authority of local governments and opposes ~~state~~ exemptions that erode municipal sales taxes, use taxes, property taxes, and other revenue sources.

Positions:

- The City supports fiscally responsible government spending, ~~but and~~ believes it is important the legislature understands to address the layers of constraints on ~~state and~~ local government budgets resulting from the Taxpayer's Bill of Rights (TABOR).

- The City supports equitable sharing with municipalities of existing and future state revenues derived from state-collected, locally shared revenues, such as the Cigarette/Tobacco/Vaping Tax, Highway Users Tax Fund, Lottery funds, and Marijuana tax funds.
- With the repeal of the Gallagher Amendment and new tax cuts and exemptions, the City believes it is critical to maintain ongoing residential and commercial property taxes to preserve public service revenues to the state, local governments, fire districts, schools, health providers, and others dependent on property taxes to deliver essential services.
- The City supports state tax and financial policies and structures that speed the transition away from fossil fuels.
- The City supports equitable tax structures and financial policies.

Municipal Administrative Services

The City's administrative services help ensure a high-performing government, including the effective and efficient use of taxpayer funds in providing City services. This includes information technology, human resources, records management, elections, and general government administration. The City supports efforts to ensure that these services can be delivered in a transparent and cost-effective manner.

Positions:

- The City supports increased funding and resources to elevate cyber-security prevention, response, and recovery/rebuilding when attacks occur.
- The City has implemented accessibility measures that assist persons with disabilities in accessing City information and services, as required by HB21-1110. The City supports accessible digital communications but opposes unfunded mandates on local governments without reasonable opportunity to remediate complaints. Given the expense involved with remediation, the City supports dedicated funding and amendments to HB21-1110 to allow reasonable time for municipalities to come into compliance.
- The City supports the exploration of an accessible database to facilitate information and data sharing between the state and municipal courts.
- The City supports state funding for municipalities to help better serve non-English speaking residents.

Public Health and Safety

The City supports law enforcement and municipal court policies that ensure public health and safety, thereby improving the quality of life in partnership with the community. (Add additional aspects of health and safety in this heading.)

Positions:

- The City supports state-level actions to address gun violence. While regional and local legislation can be effective in reducing gun violence, state action is needed to improve safety and regulatory consistency across jurisdictions.
- The City supports access to quality and affordable healthcare for residents and businesses across Colorado.
- The City supports continued efforts to improve municipal court and law enforcement practices and further refinement of such changes to ensure that victims and defendants are adequately protected.
- The City supports statewide efforts to expand mental/behavioral health services, reduce barriers to care, and provide funding to support such initiatives. This includes additional assistance for law enforcement to address community-wide mental health impacts, and mitigate the costs for healthcare and mental health services for persons in custody.
- The City opposes legislation that would prohibit the use of red light cameras and speed radar.

Energy/Environment

The City supports legislation to address climate change by improving energy efficiency, increasing the use of cost-effective renewable energy, and reducing greenhouse gas emissions and dependence on fossil fuels while maintaining the reliability and resilience of energy delivery and local control.

Positions:

- The City supports the state's plan to reduce greenhouse gas emissions through reduced energy consumption, increased use of clean energy and transitioning away from fossil fuels.
- The City supports statewide policies that reduce overall energy demand and consumption, while preserving and expanding local governments' ability to reach their sustainability and climate action goals.
- The City supports the preservation of air quality **improvements**, renewable energy production and emission reductions through legislative, administrative, and regulatory actions.
- The City supports **state** efforts to reduce noise impacts and air pollution, and lead pollution associated with local metropolitan airport activities.
- The City supports opportunities and funding for municipalities to implement local clean energy strategies and solutions.
- The City supports a regional approach to **implementation of energy efficient building codes** ~~implementation to increase greenhouse gas emission reductions and consistency for builders throughout the region.~~ **have a greater effect on greenhouse gas emissions and to increase consistency throughout the region, creating less confusion for builders.**
- **The City supports state actions that effectively address the metro region's violations of Clean Air Act standards in a timely manner. (additional information [here](#))**
- **The City supports repeal of state preemptions of local pesticide regulations. (additional information [here](#))**

Transportation

Colorado's transportation infrastructure, which connects our communities and facilitates the movement of people and goods, is essential to the economic vitality of our state and necessary to maintain the high quality of life enjoyed by Coloradans. Appropriate investments in transportation, as one of the largest sectors of greenhouse gas emissions, also further the City's energy and environmental goals.

Positions:

- The City supports ongoing state and federal funding sources for transportation projects, such as **those along the CO Highway 42 corridor** and South Boulder Road, that provide funding for the maintenance of existing infrastructure, multimodal improvements, **accessibility improvements** and other investments that reduce greenhouse gas emissions.
- The City supports regulation and investments that accelerate transportation electrification and other innovative transportation technologies that reduce emissions and congestion.
- The City supports investments that enhance safe, convenient **and accessible** multimodal transportation, including Complete Streets which increase transportation options, improve mobility, and reduce congestion and greenhouse gas emissions, and Vision Zero strategies which improve safety. The City also supports funding for the design and construction of pedestrian underpasses, which achieve many of the goals of Complete Streets and Vision Zero programs.
- The City supports funding for the construction and operation of the Northwest Rail line and the Front Range Passenger Rail to expand multi-modal transportation in the northwest metro region. ~~The City also supports ensuring rail services along this line includes a stop in Louisville, supporting the much-delayed obligation of RTD for transit investment in our community.~~ **The City strongly supports the inclusion of a stop in Louisville along both of these rail services, fulfilling the much-delayed obligation of RTD for transit investment in our community.**

- The City supports full restoration of transit services that were reduced or cut by the Regional Transportation District (RTD) during the COVID pandemic.
- The City opposes efforts to divest state-owned roads to municipalities without adequate short and long-term funding to meet additional maintenance and operational responsibilities.

Utilities, Telecommunications, and Broadband

The City supports policies that protect Colorado’s natural resources and allow the City to maintain facilities efficiently, allowing for reasonable and equitable rates while maintaining optimal quality. The City also supports the local authority to manage all matters related to local telecommunications policy, cable franchising, wireless communication facilities, broadband deployment, public safety communications, rights-of-way management and government access channels.

Positions:

- The City supports the inventorying and protection of water rights, including the protection of municipal water **rights**.
- The City supports appropriate water conservation efforts and sustainable water resource management practices by all users.
- The City supports efforts to improve water quality through compliance with state and federal regulations.
- The City supports state policy for consumer protections of utility customers, including broadband customers.
- The City opposes state and federal efforts that complicate deployment of small cell and other wireless infrastructure and create unfunded mandates on local governments **and while the City** supports federal and state actions removing these preemptions of local control.
- The City supports state efforts to determine the most effective ways to distribute federal funding to promote broadband deployment and equity in the availability and accessibility of broadband services to all Coloradans.
- The City supports **state**-policy and funding to improve public safety telecommunications.
- The City supports the clarification that franchise fees do not include in-kind franchise obligations and supports the repeal of FCC action that creates these limitations on local franchising authority.
- **The City supports state efforts requiring utilities to generate more electricity renewably and transition away from fossil fuels.**

Land Use, Development and Revitalization, Housing

The City has a long-standing commitment to managed growth. The City believes strongly that local control and land use planning enhance our ability to meet the goals/mission of the City Comprehensive Plan and improve the overall quality of life. In addition, the City is working to redevelop and revitalize certain areas within the community, and appropriate urban renewal tools must be preserved to support these efforts.

Positions:

- The City supports policies and investments that improve the coordination of land use and transportation, and regional cooperation in land use planning and economic development activities.
- ~~The City supports increased local government funding for the statewide expansion of affordable housing.~~
- **The City supports state housing trust funds, tax credits, and other financing mechanisms that help close the feasibility gap for affordable housing development and enable jurisdictions to meet regional housing needs. OR The City supports increased state funding for local governments’ expansion of affordable housing.**

- The City supports increased local government and community engagement and impact analysis around the expansion and development of airports.
- The City supports enhancements to Colorado Urban Renewal law that do not unreasonably restrict the use of tax increment financing or eminent domain for redevelopment projects.
- The City supports legislation that encourages and facilitates historic preservation and rehabilitation.
- The City supports transit-oriented development principles, but believes that House Bill 24-1313 – Housing in Transit Oriented Communities may not provide a feasible path for local implementation without bill amendments or clarifications. The City encourages collaborative amendment development with local governments.
- The City supports consideration of environmental sustainability in land use and development policies, for instance, the prioritization of walkable and bikeable communities.
- The City supports state efforts to conserve open spaces.
- The City supports efforts to ensure equitable access to housing.

Economic Vitality and Business Development

Colorado's economic competitiveness requires coordinated state efforts to attract and retain employers while supporting workforce development.

Positions:

- The City supports [state](#) legislation that provides resources to help local governments attract new employers and support business expansion.
- The City supports [state](#) legislation that strengthens economic development tools and incentives for attracting and retaining primary employers, particularly in industries that provide high-wage jobs and opportunities for career advancement.
- The City supports policies that enhance Colorado's competitiveness through strategic investments in transportation infrastructure, broadband connectivity, and other critical systems that enable business growth and expansion.
- The City supports state workforce development initiatives that align education and training programs with industry needs, including partnerships between employers and educational institutions.
- The City supports programs that encourage small business development and entrepreneurship through technical assistance, access to capital, and resources for startups and growing companies.
- The City opposes [state](#) regulations that create significant new compliance costs or administrative burdens for businesses without demonstrating clear public benefit.
- The City opposes policies that reduce local flexibility to implement economic development strategies tailored to community needs and opportunities.

Additional Section – Title?

- The City supports state efforts to address the recommendations of the Truth, Restoration, and Education Commission of Colorado concerning American Indian History and Treaty Rights in Colorado. (additional information [here](#))



COLORADO
MUNICIPAL
LEAGUE

POLICY STATEMENT

2024-2025





CML POLICY STATEMENT

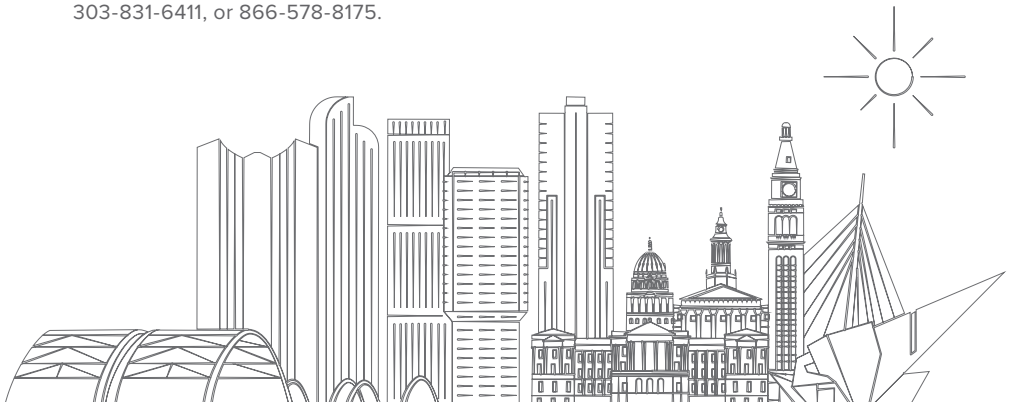
The Colorado Municipal League (CML) supports cooperation among local, state, and federal officials to provide a strong partnership with Colorado's cities and towns. CML employs a dedicated advocacy team, a reliable source of information about legislative issues and their impact on Colorado's cities and towns and their residents.

The CML Policy Statement has evolved throughout the history of the League and guides the CML Executive Board, committees, and advocacy team during the legislative session and throughout the year. The CML Policy Committee, which is open to representation from each municipal member and CML professional section, is charged with developing policy recommendations and proposing amendments to the Policy Statement. During the business meeting (held each year at the CML annual conference), CML members consider any recommendations and adopt the Policy Statement for the next year.

The CML Policy Statement consists of several major policy items, but is not exhaustive. When legislation or policy issues are considered, the CML staff, Policy Committee, and Executive Board look first to the Policy Statement to develop recommendations and formal positions. If a specific issue is not found within the Policy Statement, the Policy Committee and the Executive Board will consider and establish a CML position, if any.

We welcome input and suggestions from members on CML policy and positions. We remain proud to be your source for advocacy, information, and training.

If you have questions or comments about CML policies, please contact CML Legislative Advocacy Manager Heather Stauffer at hstauffer@cml.org, 303-831-6411, or 866-578-8175.



CML 2024-2025 POLICY STATEMENT

LOCAL CONTROL AND MUNICIPAL HOME RULE

In order to consider local conditions and address local requirements, community issues and needs should be addressed locally. State and federal government interference can undermine home rule and local control. Therefore, the League:

- Urges state and federal officials to respect Colorado's tradition of local control and allow municipal officials to address local problems without interference from the state and federal government.
- Urges Congress and the executive branch to respect the roles and responsibilities of states and local governments and similarly urges state officials to avoid preempting local authority.
- Supports state enabling legislation that provides municipalities with authority and flexibility to address local needs.
- Recognizes the desire of the citizens statewide and in many local communities – with adoption of a constitutional amendment in 1902 and expanded amendments approved in 1912 and 1970 – to establish municipal home rule and opposes state action that attempts to weaken home rule authority and flexibility.

INTERGOVERNMENTAL COOPERATION

Citizens are best served when officials of federal, state and local government (including municipalities, counties, special districts and school districts) respect the roles of each entity and work toward common solutions. Therefore, the League:

- Supports increased dialogue and cooperation among federal, state and local officials and the development of cooperative intergovernmental solutions to common problems.

STATE AND FEDERAL MANDATES

Programs and regulations mandated by the state or federal government stretch the financial resources of municipalities. These costs, if not paid by the state or federal government, prevent municipalities from fulfilling local needs and priorities.

Therefore, the League:

- Opposes unfunded state and federal mandates that impose financial burdens on municipalities and their citizens.
- Supports the statutory requirement for the General Assembly and Congress to reimburse municipalities for the cost of state mandates and to make clearer this requirement in state fiscal notes prepared for the General Assembly and Congress.

STATE FISCAL FAIR PLAY

Municipal finances are closely interrelated with state finances and policies. State adherence to fiscal fair play policies will greatly help municipalities and their citizens. Therefore, the League:

- Supports appropriate action to address the state and local financial crises caused by the interaction of various constitutional amendments and the economy.
- Supports continued state sharing with municipalities of equitable portions of existing and future revenues derived from traditional state-collected,

municipally shared sources.

- Urges the state to avoid or exercise restraint in relying on fees, charges and other cash funding of programs that affect municipalities, especially in the areas of technical assistance, in programs where municipal participation is mandated by state law, and in regulatory programs that affect municipalities.
- Opposes state granted exemptions or other state actions that erode municipal sales, use, property and other revenues unless the state provides adequate replacement revenues.
- Opposes disproportionate cuts in state programs that benefit municipalities.
- Opposes the state utilizing local funds or requiring local governments to collect state revenues in order to fund state programs.

SALES AND USE TAXES

The primary revenue sources for municipalities are local sales and use taxes. Statewide, municipalities generate more than \$5 in these taxes to every \$1 of property taxes. Sales and use taxes have enabled municipalities to fund public services and improvements and keep municipal property taxes relatively low. Appropriate actions at federal, state and local levels should preserve or enhance these local revenues. Therefore, the League:

- Supports retention of authority for all municipalities to set local tax rates and for home rule municipalities to collect their own taxes and determine their own tax bases.
- Supports broadening the state and local sales and use tax base.
- Supports appropriate legislation or court action allowing state and local governments to require businesses to

collect state and local sales and use taxes on remote sales.

- Supports cooperative efforts among municipalities to standardize municipal sales and use tax practices and utilization of technology for the convenience of taxpayers, the business community, and municipalities.
- Supports a level playing field between local brick-and-mortar businesses and remote sellers through the requirement for remote sellers to collect and remit municipal sales taxes based on the point of delivery
- Supports programs that allow businesses to remit state and local sales taxes to a single point while preserving home rule authority over tax rates, base, and audit authority.
- Opposes further reductions in the state and local sales and use tax base.
- Opposes legislation that would preempt the authority of state and local governments to apply their sales and use taxes to remote sales.

MUNICIPAL FINANCE

Capital Financing

The League:

- Supports enhancement of municipalities' flexibility to finance public projects economically and efficiently.
- Opposes any efforts to abolish or impair the effectiveness of the municipal bond interest exemption.

Census

The League supports sufficient federal funding support of the decennial census in order to assure a complete and accurate count that reflects population, municipal borders, regional equity, and hard to count populations.

Double Taxation

The League supports state legislation and local practices that eliminate the financial

inequities created by the imposition of taxes on municipal residents for county services that are provided primarily or solely to residents in unincorporated areas.

Federal Policies

The League:

- Supports distribution of federal funds to municipal governments with a minimum of red tape and without excessive diversion at the federal and state levels.
- Supports establishment of advisory committees comprised of local government officials to ensure ongoing local input on state assumption and administration of federal programs that affect local governments.
- Supports continued funding of the Community Development Block Grant program.
- Supports continued direct funding of federal housing programs.
- Supports funding the Energy Block Grant program.
- Supports repeal of the Davis-Bacon Act or revisions thereto, including raising the project exemption amount, to eliminate wasteful red tape and enable state and local governments to stretch tax dollars for public works projects.
- Supports repeal or revisions in the application of the Fair Labor Standards Act to local governments to avoid the Act's costly and burdensome impacts on local government operations.
- Encourages recognition of Colorado's unique economic, social and physical characteristics when federal action affects programs or projects of local concern.
- Opposes the direct or indirect taxation of the activities and operations of municipal government.
- Opposes tax reform proposals that would exacerbate the federal deficit, increase the cost of municipal capital

- investment, interfere with traditional state and local tax systems or preempt the deductibility of state and local taxes.
- Opposes the denial of funds based upon a state's or municipality's failure to meet requirements of an unrelated program or because of factors beyond the control of the state or municipality.
- Opposes cuts in federal programs that disproportionately affect municipalities.
- Opposes imposition of federal standards upon local government operations and employees that do not apply equally to federal and state government operations and employees.
- Opposes the sale of federal lands to finance federal programs without local input.
- Supports the efficient and effective use of Federal passthrough funding administered by the State of Colorado with special attention to lowering project overhead costs and increasing local flexibility within federally mandated and reviewed companion regulations. The suitability of administrative requirements should be proportionate to project complexity, such as the difference between an Environmental Assessment and a more complex and expensive Environmental Impact Statement.

BEER AND LIQUOR

The League:

- Supports the greatest amount of local control possible for liquor licensing and permitting.
- Supports coordination with the Colorado Liquor Enforcement Division.

CONSOLIDATION OF GOVERNMENTS

The League supports voluntary consolidation of local government entities and services by mutual agreement.

CRIMINAL JUSTICE

The League:

- Supports state – and community -based intervention, prevention and rehabilitation programs and state initiatives that respect the key role of communities and local government officials.
- Supports ensuring that municipal governments retain flexibility in implementing federal and state criminal justice programs.
- Supports state funding for regional and local public safety programs that rely on the co-responder model which partners mental and behavioral health professionals with law enforcement for contacts with individuals with mental and behavioral health issues.
- Opposes state preemption of municipal authority to regulate firearms within municipalities.

ECONOMIC DEVELOPMENT

The League:

- Encourages the state to provide adequate funds and staff for strong, multifaceted programs to promote the economic vitality of Colorado that:
 - » Encourage the diversification and expansion of local economies, including support for existing business, creation of new jobs, regional partnerships, and promotion of tourism.
 - » Are closely coordinated with local governments.
 - » Ensure the state will not promote a specific economic development project against the wishes of the community or communities most directly affected by the project.
- Encourages the federal government to support state and local government activities promoting economic

development.

- Supports incentives to promote and encourage the rehabilitation and revitalization of local economies and downtowns.

EDUCATION

The League supports education as a community-wide value. The League believes effective early childhood and pre-kindergarten through adult education systems supply our municipalities with an educated community. The most effective programs are those partnerships among our educational institutions, local stakeholder and local governments.

ELECTIONS

The League:

- Supports the right of all municipalities under the Colorado state statutes to conduct free and fair nonpartisan elections at the municipal level that are unencumbered by state and federal overreach.
- Supports the continued retention of authority for home rule municipalities to administer the election process as a matter of local concern.
- CML supports municipal control over alternative voting methods in local elections, and options for alternative voting methods in coordinated elections.

ELECTRIC AND NATURAL GAS SERVICES

The League:

- Opposes federal or state restrictions that would limit the ability of municipalities to create new municipally-owned utilities.
- Opposes federal restrictions that would dictate territorial service areas or restrict the ability of municipally owned utilities to service customers

within their municipalities, including newly annexed areas.

- Opposes federal legislation requiring states to implement retail competition.
- Opposes federal or state restructuring of the electric or natural gas industry if such restructuring restricts municipal authority to regulate the use of rights-of-way and to franchise and tax utilities and services, interferes with services provided by municipally owned utilities, fails to protect interests of all consumer classes or sacrifices environmental and social objectives protected under existing regulatory policies.
- Opposes efforts to prevent municipalities from extending utility services to newly annexed areas or providing utility services to customers in unincorporated county properties adjacent to the municipality.

EMERGENCY SERVICES

The League:

- Supports local control of local emergency services and involvement of the state as a resource to local government in the areas of information, coordination and training.
- Supports state funds for those state agencies that serve as a resource to local emergency services.
- Supports a voluntary uniform statewide fire incidence reporting program.
- Supports close cooperation at all levels of government and increased federal funding to assist local government homeland security and first responder responsibilities.
- Supports increased funding for emergency communications, accounting for the loss of landlines and the increased use of mobile devices, as well as legislation allowing local governments to increase fees for

support of emergency communication.

ENERGY

Energy Planning

The League recognizes several compelling reasons for developing a comprehensive energy policy. Energy conservation saves dollars. Energy conservation and renewable energy production creates jobs, reduces greenhouse gas emissions, and supports local economic development efforts. Energy conservation reduces our nation's dependence upon foreign oil and improves our energy security. Municipalities are in a position to lead by example. Municipalities are able to provide education and access to information that advocates the economic and environmental benefits of increased energy efficiency. Therefore, the League:

- Supports the development of a balanced, long-term statewide energy plan with an overall goal of reducing greenhouse gas emissions through a mix of non-renewable fossil fuels, renewable energy sources, and energy efficiency and conservation programs.
- Supports the creation and expansion of statewide goals that provide targets and incentives for the implementation of renewable energy strategies and that also recognize the unique concerns of municipal electric and gas systems.
- Supports empowering municipalities to implement sustainable, reliable, and resilient long-term municipal energy needs.
- Supports municipal efforts to assess energy efficiency opportunities in their own operations and in their communities as a whole, setting energy efficiency targets, and creating local action plans.
- Supports retrofitting municipal facilities with energy efficient technologies, policies that enhance municipal energy

conservation, and programs that promote the generation of alternative energy sources.

- Supports working with appropriate state and local agencies to educate municipalities on the use of energy efficient building codes.
- Opposes state preemption of municipalities in setting and implementing long-term renewable energy goals.

Natural Resource Production

Municipalities are directly and indirectly affected by the impacts of energy extraction activity and understand the boom-and-bust nature of it. The League also acknowledges the importance of the extraction industry to the state and local economy. Therefore, the League:

- Supports enhanced local input and mitigation powers of municipalities in addressing the environmental, health, safety, and economic impacts of energy extraction.
- Supports the Colorado Oil and Gas Conservation Commission and the Colorado Department of Public Health and Environment substantively involving local governments affected by energy extraction, including recognition of local health, safety, and environmental impacts.

Severance Tax and Federal Mineral Lease Revenue

The League:

- Supports a continued dialogue with local governments regarding the collection and distribution of severance tax and federal mineral lease revenues.
- Supports raising the severance tax rate and removing severance tax exemptions in order to generate additional revenue for local governments.
- Supports DOLA's continuing administration of the Energy Impact

Loan and Grant program to assure greater transparency and accountability of the funds.

- Supports the development of a permanent trust fund using a portion of existing and/or any new revenues from severance taxes and/or federal mineral lease revenues so long as such revenues in a trust fund can be made available to municipalities and counties impacted by energy extraction.
- Opposes any reduction in the existing revenue streams of severance tax and federal mineral lease revenue to counties and municipalities.
- Supports financial and technical assistance to local governments affected by the development of coal, oil shale, and other natural resources to permit planning for, and provision of, municipal services and facilities.
- Opposes the appropriation of energy impact and mineral lease funds, historically set aside for local governments, to finance state programs and administrative costs of state government.

ENVIRONMENT

In addressing environmental concerns, the League:

- Supports federal and state programs that encourage cleanup and reuse of "brownfield" property.
- Supports full federal funding for cleanup and ongoing maintenance and monitoring of contaminated federally owned or managed sites.
- Supports reasonable and practical application of air and water pollution control laws by federal and state administrative officials and encourages restraint in modifying legislation and regulations that have a fiscal impact on municipalities. Particularly in the area

of water quality, enforcement should be correlated with the availability of funds necessary to achieve stated goals.

- Supports adequate state regulation and enforcement of drilling and mining sites, production facilities and waste product storage and disposal facilities.
- Supports practices to assure public health, safety, environmental protection and the protection of domestic water sources;
- Opposes state preemption of local land use and watershed regulations.
- Supports the local control of the regulation of plastics and single-use containers.
- Opposes inequitable increases in the proportion of municipal cash funding support for state environmental and hazardous waste programs.
- Opposes state preemption of local government authority to adopt environmental ordinances.
- Opposes additional state mandates or regulations on locally owned or operated landfills that do not provide the subsequent funding necessary to comply with the new requirements.

EQUITY

The League supports efforts to end inequity based on race, gender, gender identity, religion, nationality, sexual orientation, age or disability. The League supports the protection of the rights and dignity of individuals, and encourages programs and policies that address equity in areas such as criminal justice, employment, environment, housing, homelessness, health care, education, substance abuse treatment, and mental health.

HOUSING

The availability and affordability of

attainable and habitable housing is an important concern to Colorado's municipalities. Therefore, the League:

- Supports an adequate supply of diverse housing options, regardless of income level, and continued public—and private—sector support for such an effort.
- Supports clarifying state statute to reflect that local governments have the authority to require affordable housing in new developments.
- Supports increased financial assistance from the federal government for housing needs of low—and moderate—income families.
- Supports state financial support for the Division of Housing's loan and grant program for low—and moderate—income housing.
- Supports the continued efforts of the Colorado Housing Finance Authority to work with municipalities on the Authority's various housing loan programs.
- Supports efforts to upgrade substandard housing.
- Supports the preservation, revitalization and redevelopment of existing neighborhoods.
- Supports public and private financial assistance programs to address the needs of the persons experiencing homelessness.
- Supports state funding to support programs to address persons experiencing homelessness.
- Supports programs that involve municipalities in addressing foreclosures.
- Supports the creation of an adequately financed statewide housing trust fund.
- Opposes state preemption of local authority to adopt and enforce ordinances that regulate use of public spaces.

INITIATIVE REFORM

The League:

Supports efforts to maintain the state constitution as a basic framework for government rather than as an embodiment of statutory law, while maintaining the citizen lawmaking process, by supporting additional protections for statutory law made by citizen initiative.

LIMITED GAMING

Recognizing the important role that gaming plays in the economies of Colorado's gaming towns and cities, and surrounding communities, the League:

- Supports Colorado's limited gaming framework as written in the Colorado Constitution.
- Supports preservation of the limited gaming fund which distributes portions of the proceeds of tax collected to the state historical fund and gaming cities and towns.
- Supports preservation of the local government limited gaming impact fund which provides grants to local communities for gaming impacts.

LOTTERY

The League supports preserving all lottery proceeds for park, recreation, open space, and wildlife purposes pursuant to the Great Outdoors Colorado program adopted by Colorado voters.

MARIJUANA AND HEMP

Per the language of Amendment 64, the League:

- Supports maximum local control for municipal regulation and licensing of cultivation facilities, product manufacturing facilities, testing facilities, and retail stores.
- Supports local option to prohibit cultivation facilities, product

manufacturing facilities, testing facilities, and retail stores.

Additionally, the League:

- Supports maximum local control for municipal regulation and licensing of hemp cultivation, both indoor and outdoor; manufacturing; testing; extraction; and retail stores.
- Supports maximum local control to enforce local ordinances on both marijuana and hemp.

MUNICIPAL COURT OPERATIONS

The League supports the authority of home rule municipalities to provide, regulate, conduct and control municipal courts as stated in Art. XX of the Colorado Constitution. Specifically, the League:

- Supports state funding for municipal specialty courts and restorative justice programs to deliver necessary resources and reduce recidivism.
- Opposes imposition of state surcharges on municipal court fines for the purpose of funding state programs.
- Opposes limitations on the authority of municipalities to enforce their own ordinances in municipal courts.

MUNICIPAL DEVELOPMENT AND LAND USE

The League supports local control and determination of local land use issues. In general, the League supports state laws and policies that encourage new residential, commercial and industrial development to occur within existing municipalities and that discourage the sprawl of urban, suburban or exurban development into rural and unincorporated areas of the state. In addition, the League specifically:

- Supports prohibition of the incorporation of new cities and towns adjacent

to, or within the service areas of, existing municipalities.

- Supports increased municipal and, within unincorporated areas, county controls over the formation of special districts, placing additional limitations on the powers exercised by such districts and, where practicable, providing for the dissolution or phasing out of special districts.
- Supports appropriate efforts to permit application and enforcement of municipal ordinances, such as building codes, fire codes, subdivision regulations and zoning ordinances, to buildings and improvements proposed to be constructed by government entities.
- Supports municipal discretion concerning the imposition of development fees and requirements.
- Supports municipal discretion to adopt, update, and enforce local building codes, including those that meet or exceed state standard.
- Supports the clear authority of municipalities to collect an impact fee for schools.
- Supports financial and technical assistance to municipal governments in the areas of planning and land use.
- Supports municipalities, when appropriate, in utilizing sub-local governments (neighborhood, nonprofit, and civic organizations and homeowners' associations) in developing and implementing solutions to specific localized issues.
- Encourages measures that promote intergovernmental cooperation on land use issues.
- Encourages coordination of land use and transportation planning.
- Encourages municipalities when using tax increment financing to promote

communication and intergovernmental cooperation with affected local governments.

- Opposes efforts to restrict municipal annexation authority.
- Opposes delegation of municipal land use authority to state agencies or preemption of municipal land use controls.
- Opposes federal or state restrictions, beyond those constitutional restrictions that have been defined by recent Supreme Court decisions, on the ability of federal, state or local governments to regulate private property or to exercise the power of condemnation for the benefit of public health, safety and welfare.
- Opposes unreasonable restrictions on urban renewal authorities and downtown development authorities.
- Opposes federal or state preemption of municipal land use with the wildland urban interface.

NATURAL DISASTERS

The League:

- Supports specific modifications to the Taxpayer's Bill of Rights (TABOR) to better define an "emergency," specify the amount of time for repayment of any TABOR reserve dollars spent, and to create clarity to ensure state financial assistance can be used specifically for recovery without violating TABOR revenue and spending limitations.
- Supports state financial support to assist local governments with disaster mitigation, response, and recovery in their communities.
- Supports legislation that reduces systemwide underinsurance and improves the transparency of the coverage gap that a private property owner has with their existing policy.

- Supports eliminating the practice of insurance companies requiring contents itemization in total losses to receive the contents coverage stated in a policy.
- Supports regulating the loss ratio for property and casualty insurance so that premiums paid go to cover losses and do not become excessive.
- Supports exploration of reinsurance for disaster impacts and supports legislation to address insurance availability to ensure community members have access to insurance.
- Supports exploration of public insurance to address availability.

POLICE, FIRE AND OTHER PENSION AND EMPLOYEE BENEFITS

The League:

- Supports equitable levels of state funding for volunteer firefighters' pensions.
- Opposes mandates that increase the cost of or create inequities among municipal employee pension, workers' compensation, or other employee benefits.
- Opposes mandated Social Security or Medicare coverage for public employees, mandated benefit levels or funding standards for municipal employee pension plans, or other unreasonable burdens or restrictions in connection with the administration of municipal employee benefit plans.
- Opposes mandated "Police Officers Bill of Rights" interfering with the management and budget prerogatives of local governments.

POSTAL SERVICE

The League supports legislation and administrative action by the United States Postal Service requiring use of mailing

addresses and ZIP codes that reflect the corporate boundaries of cities and towns in order to eliminate confusion among citizens and businesses and to reinforce community identities.

PRIVATIZATION

The League supports the use of private-sector businesses to provide public services when determined by municipal officials to be in the public interest.

PUBLIC EMPLOYMENT

The League opposes efforts to interfere with a municipality's ability to determine the terms and conditions of municipal employment.

PUBLIC LIABILITY

Because of the financial burdens caused by the increasing number of lawsuits against municipalities and their officers and employees, the deterrent that litigation presents to continued service by public officials and the need to assure that municipal liability does not impair the provision of necessary services to the public, the League:

- Supports the availability of public liability insurance at reasonable costs and the ability of municipalities to reduce such costs through selfinsurance or other reasonable means.
- Supports reasonable federal limitations on and reduction in the liability for monetary damages payable by public entities, public employees, and elected officials in suits brought under federal laws.
- Supports limitations on the liability of municipalities and their officers and employees.
- Opposes efforts to expand the liability of public entities and public employees.

PURCHASING

The League supports the authority of municipal officials to determine local purchasing and contracting procedures.

RECORDS

The League:

- Supports transparent record-keeping practices and the right of municipal governments to keep, maintain their own records.
- Opposes undue burdens placed upon municipalities to report or provide municipal records to the public, state, or federal government.
- Supports the authority of municipalities to charge research and retrieval fees for open records requests.

REGULATION OF NICOTINE PRODUCTS

The League:

- Supports the greatest amount of local control possible for the regulation of nicotine products.

SUBSTANCE ABUSE

The League supports state funding for local treatment, prevention, diversion, and recovery programs to address impacts of the substance abuse, mental health, and opioid epidemic in Colorado.

SUSTAINABILITY

The League:

- Supports the concept of sustainability and sustainable solutions that meet the needs of the present population without compromising the ability of future generations to meet their needs.
- Opposes state preemption of local government authority to adopt environmental ordinances that are more protective than state standards.
- Supports state and local partnerships

and resources to improve waste diversion and recycling programs across the state in a manner that respects local control.

TELECOMMUNICATIONS

The League:

- Supports the retention of municipal regulatory authority over cable television systems.
- Supports affordable access by all municipalities to redundant high speed broadband, telecommunication and information services.
- Supports options to level the playing field for smaller broadband and telecommunications providers to compete throughout Colorado.
- Supports federal and state resources for the development of broadband infrastructure in unserved and underserved areas and enhanced service in all service areas.
- Opposes federal or state restrictions on local control of municipal rights-of-way.
- Opposes federal or state restrictions on the authority of local governments to develop or acquire their own broadband or telecommunications infrastructure.
- Opposes federal or state restrictions on municipal franchising, regulatory and taxing authority over telecommunications systems.

TRANSPORTATION

The League:

- Supports a comprehensive statewide solution that solves Colorado's long-term transportation challenges at every level government and provides a sustainable revenue source that meets the needs of Colorado citizens today as well as future generations , including funding to assist local governments to improve air quality.

- Supports increased funds to finance pressing surface transportation needs as long as an equitable portion of new revenues is returned to cities and towns.
- Supports state Department of Transportation assumption of street lighting and general maintenance costs on state highways within municipalities.
- Opposes additional “off-the-top” diversions from the Highway Users Tax Fund.
- Supports clarification that federal railroad laws do not preempt local governmental authority to protect the safety and environment of citizens.
- Supports preservation of the federal funding guarantees for transportation and proportional allocation of all federal transportation taxes and funds for their intended transportation purposes.
- Supports efforts to improve commercial and general aviation throughout Colorado.
- Supports close cooperation among Colorado Department of Transportation, counties, municipalities and interested stakeholders in improving Colorado’s multi-modal transportation system.
- Supports legislation that enables and encourages autonomous vehicles that are clean-fueled and safe, while preserving local control over regulation and local implementation.
- Encourages a balanced state transportation policy that addresses the need to maintain and expand alternative transportation modes and public infrastructure adjoining roadways and rights-of-way, and demand management options to improve Colorado’s transportation system by supporting:
 - » Close cooperation among Colorado Department of Transportation, counties, municipalities and interested stakeholders in improving

Colorado’s multi-modal transportation system;

- » Preservation of the constitutional requirement that highway user revenues be used for the construction, maintenance and supervision of the public highways of the state, comprising all modes including, but not limited to, facilities for air, transit, bicycle, and pedestrian travel, and;
- » Greater flexibility and increased revenues for multi-modal transportation systems.
- » Fair and equitable funding for the development and implementation of electric vehicle infrastructure across the state.

WATER

In addressing statewide water concerns, the League:

- Supports water policies that protect Colorado water resources.
- Supports the constitutional doctrine of prior appropriation and the constitutional priority given to domestic water use.
- Supports the inventorying and protection by municipalities of their water rights.
- Supports appropriate water conservation efforts and sustainable water resource management practices by all users.
- Supports efforts to increase knowledge of water-related issues of concern around the state to municipalities.
- Supports participation in statewide discussions of water use and distribution.
- Supports appropriate coordination of municipal water use with other uses including agriculture, mineral resource development, energy development, recreation, and open space.

- Supports federal and state financial aid programs assisting municipalities, including recognition of the special needs of smaller municipalities, with the construction and improvement of water systems to protect water quality and to comply with federal and state mandates.
- Supports continued federal and state funding for wastewater treatment and drinking water facilities to reduce local costs and expedite construction of necessary treatment and collection facilities.
- Supports stakeholder input and involvement in developing laws and regulations related to water and wastewater issues.
- Encourages on-going communication by federal land managers with affected municipalities regarding the leasing of federal lands that might impact local

land use and environmental policies including, but not limited to, local watershed ordinances.

- Supports continued and additional funding for the Colorado Water Plan and programs to implement its goals.

YOUTH

The League:

- Supports municipal and other efforts to address youth issues and needs.
- Recognizes the influence that parents in partnership with nonprofit and religious organizations, local businesses and other governmental jurisdictions have on the development of youth.
- Encourages utilization by public schools in cooperation with local governments of League-published or other civics curriculum to educate students in state and local government.

About CML



Founded in 1923, CML is a nonprofit, nonpartisan organization that represents and serves Colorado's cities and towns. The Colorado Municipal League counts as members all 271 cities and towns in the state.

The Colorado Municipal League believes that local problems are best resolved at the local level of government and that people are best served by a strong and responsive local government.

The League's core functions are advocacy, information, and training.

ADVOCACY

CML represents the interests of Colorado municipalities before the state and federal governments and in the courts.

The League employs a team of legislative and legal advocates to ensure that all municipalities are well-represented in the state capitol and that the interests of cities and towns and their residents are protected through participation in certain appellate court cases. The work of state agencies also is under the watchful eye of CML, as are statewide ballot issues.

INFORMATION

CML provides accessible information that helps municipal officials and staff serve their communities and residents. Each year, CML staff respond to individual inquiries with information, advice, and sample documents. CML periodicals include the award-winning quarterly magazine, *Colorado Municipalities*; bi-weekly *CML Newsletter*; and *Statehouse Report*, a weekly report on legislation of municipal interest that is sent while the General Assembly is in session.

Publications produced by CML reflect important technical and legal research on a variety of issues impacting municipal government.

The CML website, *cml.org*, and social media presence, ensure that the most up-to-date information is available to our members. CML also produces short, informative videos on topics important to municipal officials; visit the CML website to view.

TRAINING

Each year, CML offers dynamic events and workshops to support your continuing education and training on such topics as leadership, council collaboration, municipal finance, land use and planning, personnel issues, telecommunications, legislative issues, strategic planning, and more.

MUNiversity recognizes the efforts of officials who go the extra mile to increase their knowledge and their capacity to lead. Since 1991, hundreds of municipal elected officials have participated in this highly successful program.

MUNiversity is based on interactive, affordable, capacity-building learning opportunities that promote a better understanding of municipal government and provide the tools to be a more effective community leader. The program is simple:

- Any municipal elected official may participate. This includes mayors, councilmembers, and trustees.
- There is no cost for enrolling.
- There are no required courses. You select the credited training that fits your specific needs from CML workshops and conferences.

For more information about this program and other CML services, contact the CML office in Denver at 303-831-6411 / 866-578-0936.



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NEWSLETTER

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2025

Legislative Preview

BY HEATHER STAUFFER, CML LEGISLATIVE ADVOCACY MANAGER

During the upcoming Colorado General Assembly legislative session, CML expects to see a range of policy proposals and priorities that will have a direct impact on local governments across the state. With a continued focus on affordability, sustainability, taxation and criminal justice, municipalities should prepare for discussions on critical issues such as housing affordability, transportation infrastructure, climate resilience, municipal court sentencing, and local revenue mechanisms.

The budget is expected to take center stage during the Colorado legislative session. As the Joint Budget Committee (JBC) grapples with the arduous task of cutting millions of dollars from the state budget, lawmakers will face critical decisions on funding priorities and the allocation of resources across a range of programs. Given the complexity of the fiscal landscape, CML will be closely monitoring the JBC's recommendations, as cuts to state programs often have direct impacts on local funding, and to ensure that fiscal burdens are not shifted to the local level.

With the outcome of the 2024 elections shaping the legislative landscape, this session may bring shifts in party dynamics and policy direction that will impact the type of legislation we see. CML will be keeping a close watch on emerging legislation and be poised to advance the interests of municipalities across the state.



Below are CML's specific legislative priorities, at the time of this writing, going into the 2025 Legislative Session.

HOUSING

The availability and affordability of housing is of utmost concern to Colorado's municipalities. CML supports state incentives that support communities' efforts to build affordable housing and appropriate state assistance in strategic planning. CML supports the state addressing construction defects litigation reform to increase the availability of affordable housing. CML opposes state preemption of local authority to adopt and enforce zoning and land use ordinances and any interference with home rule authority granted by Art. XX, S. 6 of the Colorado Constitution. CML supports protecting municipal authority to establish and

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LEGISLATIVE PREVIEW

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enforce permitting processes, including those that apply to housing development.

CRIMINAL JUSTICE

CML supports legislation that gives municipalities the tools to address repeat offenders who are released on Personal Recognizance (PR) bonds and fail to appear in court, as municipalities across the state have seen a rise in petty and misdemeanor crimes. CML supports programs that increase access to the right to counsel for people facing jail sentences. CML supports protecting municipal authority to address alleged police misconduct. CML opposes prescriptive mandates on police and court operations, the expansion or removal of liability caps, and legislation that would require municipal sentencing to mirror state court limits.

ECONOMIC DEVELOPMENT

CML supports measures that promote intergovernmental cooperation on land use issues and supports state laws and policies that encourage sustainable residential, commercial, and industrial development to occur within existing municipalities. CML supports the prohibition of the incorporation of new cities and towns adjacent to, or within the service areas of, existing municipalities. CML

opposes efforts to restrict municipal annexation authority.

TAXATION

CML supports the state extending excise taxing authority to statutory municipalities as a means of generating revenue to address local concerns and fund essential public services. Additionally, CML supports explicit state authorization allowing statutory municipalities the option to levy a vacancy tax with the approval of voters.

TRANSPORTATION

CML supports state funding for transportation system infrastructure improvements that seek to prevent vehicular collisions with vulnerable road users. CML opposes “off-the-top” diversions from the Highway Users Tax Fund (HUTF) and further opposes efforts to alter HUTF allocations that result in reduced funding for local governments to invest in roads and bridges. CML supports state efforts to improve the safety and reliability of public transportation through investment of state and federal funds. CML opposes state preemption of municipal authority for transportation planning at the local level.

UNFUNDED MANDATES

CML opposes state statutes that violate the state’s unfunded mandate statute,

as well as the prohibition on unfunded mandates in the Taxpayers Bill of Rights (TABOR), and place additional fiscal burdens on local governments and their taxpayers.

STATE BUDGET

CML opposes cuts to the state budget that disproportionately impact municipalities, as these reductions threaten vital services and programs that municipalities rely on to serve their communities. CML opposes the sweeping of severance tax revenue — funds that were intended to support municipalities impacted by energy development — into the state’s general fund or for any other purpose.

MUNICIPAL LIABILITY

CML opposes legislation that attempts to increase liability for municipalities through either expansion of private rights of action, removal of caps or limits on damages, or removal of remedies provisions in law. Increased liability places an undue financial burden on local governments which could divert limited resources away from critical public services and undermine the ability to serve communities effectively. Exposure to excessive liability could lead to higher insurance premiums, which would further strain public finances and could result in cuts to essential programs like public safety, infrastructure, and community services.

POLICY STATEMENT ON STATE LEGISLATIVE ISSUES 2023

INTRODUCTION

This paper outlines the key state policy issues of the Denver Regional Council of Governments (DRCOG).

It identifies policy positions intended to inform the General Assembly, state executive branch officials and others as they develop and implement state policy on these issues. This policy statement guides state legislative positions and actions taken by the DRCOG Board, its staff and members during the coming year.

DRCOG is a membership organization of local elected officials representing 48 municipalities and nine counties in the Denver metro area. Under federal law, DRCOG serves as the metropolitan planning organization (MPO) coordinating transportation planning with air quality goals and serves as the Area Agency on Aging in eight counties to aid the 60-plus population. Under state statutes DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area and has regional responsibility for oversight of transit projects and certain state-sponsored and private toll-road projects.

As the designated council of governments, regional planning commission, area agency on aging, and metropolitan planning organization for the Denver region, DRCOG recognizes the important role it plays in building and maintaining an equitable region where all residents and communities can thrive. DRCOG acknowledges its role in ensuring our region remains a diverse network of vibrant, connected, lifelong communities.

REGIONAL PLANNING & DEVELOPMENT

Regional growth and development is of significant concern for metro area residents, policymakers and community leaders. The counties and municipalities of the Denver region have been advancing a shared aspirational vision of the future of the metro area for more than 60 years. Working together to make life better for our communities and residents, that vision has taken various forms over the years— most recently as a regional plan known as Metro Vision.

Metro Vision fulfills DRCOG's statutory duty to make and adopt a regional plan for the physical development of the region's territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). The current Metro Vision plan was most recently adopted by DRCOG's board of directors on May 15, 2019.

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes,



objectives and initiatives established by the DRCOG board to make life better for the region's residents. Metro Vision is aspirational and long-range in focus, but it has historically served to inform nearer-term policies and initiatives.

The DRCOG board of directors recognizes that the success of the Metro Vision plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

DRCOG supports those efforts that contribute to the achievement of Metro Vision's regional outcomes and encourages state and regional entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance shared objectives.

Metro Vision establishes 14 interrelated aspirational outcomes, which describe a future that DRCOG, local governments and its partners will work toward together. DRCOG may support or oppose legislative proposals based on their potential to impact the region's ability to achieve these outcomes and the associated performance measures, targets and action elements.

These Metro Vision outcomes are as follows:

Outcomes – An efficient and predictable development pattern

- The region is comprised of diverse, livable communities.
- Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated areas.
- Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region's housing and employment.

Outcomes – A connected multimodal region

- The regional transportation system is well- connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

Outcomes – A safe and resilient natural and built environment

- The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
- The region's working agricultural lands and activities contribute to a strong regional food system.
- The risk and effects of natural and human-created hazards is reduced.



Outcomes – Healthy, inclusive and livable communities

- The built and natural environment supports healthy and active choices.
- The region’s residents have expanded connections to health services.
- Diverse housing options meet the needs of residents of all ages, incomes and abilities.

Outcomes – A vibrant regional economy

- All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
- Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

Metro Vision also includes numerous objectives and strategic initiatives that identify areas for continuous improvements and specific voluntary opportunities that DRCOG and our many partners can consider. To help track the region’s progress toward our shared outcomes, the plan establishes a series of regional performance measures.

More information on the Metro Vision plan, including objectives and performance measures that may inform DRCOG’s position on legislative proposals can be found on the DRCOG website (<https://drcog.org/growth-development/metro-vision>).

Transit-oriented development

The residents of the Denver metro area have made a significant financial commitment to expand the region’s rapid transit system. To maximize the benefit of this investment, the areas surrounding existing and future transit stations should be developed or redeveloped to include appropriate higher-density, mixed-use, pedestrian- and bicycle-oriented development that supports transit use.

DRCOG supports legislative initiatives that foster transit-oriented development. DRCOG also supports initiatives that a) provide the Regional Transportation District (RTD) and local jurisdictions with the ability to manage parking facilities using best practices that help the region reduce vehicle miles traveled (VMT); b) local infrastructure investment support; c) expand the ability of RTD and local jurisdictions to enter into joint-development agreements; and d) protect local authority to use tax-increment financing to leverage development in areas around transit stations.

Local land use authority and planning

Local comprehensive/master plans provide a framework for the exercise of local land use authority. They form the basis for local growth and development decisions. Local governments analyze and consider interrelated factors and decisions with extensive



resident and business engagement to find consensus on local vision and goals.

DRCOG supports the use of comprehensive/master plans as the foundation for local land use decision-making.

DRCOG encourages the General Assembly to address statutes enabling local comprehensive/master plans so that local governments can integrate considerations related to issues of statewide concern comprehensively alongside interrelated issues before overriding local land use decision-making.

Private property rights

DRCOG respects private property rights within a legal context that protects local land use authority and emphasizes that governmental actions often add value to private property. While acknowledging that there are concerns over a potential for inappropriate uses of that authority, DRCOG believes that U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property are adequate to protect both public and private rights. When these restrictions are coupled with established precedents of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced.

DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local land use authority.

Planning data and technical support

DRCOG recognizes the importance of unbiased, reliable and consistent data in effective local and regional planning and decision-making. DRCOG also collaborates with the state to provide a variety of planning and technical assistance services to small communities.

DRCOG encourages the General Assembly and state agencies to further support efforts that would provide local governments with planning tools, technical assistance and other resources needed to enhance local and regional decision-making.

DRCOG supports legislation that ensures readily available access to public data sets, including digital data, for use in planning analysis.

Housing

An adequate supply and mix of housing options continues to be a concern of local



governments. Housing choices allow individuals and families to find desirable housing that is affordable and accessible in communities throughout the region, allowing them to stay in their community of choice as their economic or life circumstances change. A range of housing options across the region benefits both individuals and families and can improve the economic vitality and diversity of local communities.

DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area:

- Policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities.
- Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock.
- An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private-sector support for such an effort.
- Increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system.
- Collaboration between localities and regional entities to meet local housing needs in a regional context.
- DRCOG supports state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock. State policies related to local comprehensive plans or zoning codes should encourage regional cooperation and provide for flexibility in implementation.
- Increased state financial support for loan and grant programs for low- and moderate-income housing, including associated supportive services and programs that promote wellness, stability and access to opportunity.
- Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections.
- Renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
- Actions to provide more accessible and obtainable housing options for seniors.



TRANSPORTATION PLANNING

Federal and state laws and regulations establish a critical role for the metropolitan planning organization (MPO) in the transportation planning process. Congress has emphasized the importance of local government involvement, through the designated regional planning agency, in selecting projects and prioritizing funding for transportation.

DRCOG supports the process established between DRCOG, the Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT) to address the following issues before final adoption of the Statewide Transportation Plan and will evaluate state legislative and administrative actions for consistency with this process, including:

- The fair and equitable distribution of estimated future transportation revenues and the range of certainty regarding estimated funding allocations.
- Rules and criteria for determining regional transportation project selection, including system preservation projects and immediate and future transportation priorities based on the Regional Transportation Plan.
- A dispute-resolution process to mediate disputes related to these requirements.

The synergy between transportation and land use affects the region's growth and development, use of transportation facilities and environmental quality. A coordinated approach between the state and regional transportation systems' planning efforts and local project development is crucial to ensure environmental compatibility, efficient system performance and cost-effective solutions. Although individual local governments can take actions to address these issues in their own jurisdictions, a regional approach to addressing them also is necessary.

DRCOG supports early and, frequent, and meaningful consultations between state, regional and local agencies to coordinate regionwide system and project planning efforts, as well as to coordinate transportation, land use and air quality planning efforts and will evaluate state legislative and administrative actions for consistency with this policy.

Role of the MPO

The interdependence of transportation systems in metropolitan areas, particularly in the context of population growth and its demands on resources, necessitates a regional approach to transportation problem solving. As the MPO for the Denver metro area, DRCOG is responsible for planning, prioritizing and programming investments in the regional multimodal transportation system.

The role of the MPO and the importance of cooperation among transportation agencies are recognized in federal law and regulation. The MPO serves as the forum for collaborative decision-making on regional transportation issues and brings together

decision-makers from local governments, other regional agencies and state transportation agencies to consider strategic and innovative solutions. The critical role of the MPO needs to be recognized and supported at the state level.

DRCOG supports the following principles with regard to the role of the MPO:

- Transportation planning that is coordinated between DRCOG, CDOT, RTD and local communities, with each participating transportation agency's plan recognizing the region's priorities in the context of statewide transportation priorities.
- A strong role for MPOs placing them on equal footing with CDOT and regional transit agencies in selecting projects to be funded consistent with regional transportation plans to ensure that local, regional and state transportation needs are addressed in a coordinated and cooperative manner.
- Legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.
- Legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census.
- Increase the representation through membership or voting of DRCOG and other MPOs on state transportation committees.

Transportation financing

The region's long-term viability requires a built environment that includes effective and convenient transportation options that keep pace with growth and address the region's transportation, economic, and quality of life objectives. Colorado and the metro area need a revenue system that is reliable and sufficient to maintain the existing transportation system in good condition and to invest in the system to keep pace with population growth. Thus, enhancements to existing revenue sources and the enactment of new revenue sources are necessary.

DRCOG supports the following principles and actions to meet transportation financing needs:

- Increase funding for transportation to preserve the system, mitigate congestion, improve safety, and provide multi-modal options for people of all ages, incomes and abilities.
- Allocate additional state funds to support transit services within and among communities in the DRCOG area.
- Reduce or eliminate off-the-top appropriations from the Highway Users Tax Fund.
- Allocate federal and state funds to achieve funding equity statewide based on justified needs (system preservation, congestion and multimodal options) and contribution to overall revenues.
- Re-examine state formulas and procedures to ensure an adequate amount of federal



and state funds are made available to urbanized and metropolitan areas to relieve congestion, increase safety, and achieve and maintain air quality standards.

- Provide an appropriate share of new or increased revenues back to local governments.
- Protect and expand the authority of regions to implement regional financing tools.
- Consider alternative revenue and financing mechanisms, such as road usage charges, and, under certain circumstances, tolling and congestion pricing of existing roadways.
- Consider the effects of land use decisions on transportation infrastructure needs.
- Where appropriate, support the use of managed lanes, including tolled express lanes, to help drivers reliably anticipate travel time on major corridors in the Denver metropolitan area. Retain the requirement that any road, highway or tolled lane within or affecting the Denver metro area be reviewed and approved by the DRCOG board for inclusion in the fiscally constrained regional transportation plan. Ensure toll receipts remain in the regional highway system that is being tolled.
- Allow toll receipts to be used for multimodal improvements and accumulated for system reconstruction.
- Consider revising the responsibilities for maintenance and supervision of the non-National Highway System portions of the current state highway system, subject to the condition that any devolution to local governments be accompanied by the funding necessary to avoid unfunded mandates and pursuant to review by, and consent of, affected local and regional agencies.

Multimodal transportation

Efforts to address transportation needs in the region must draw upon an array of transportation modes to reduce single-occupant vehicle trips and to provide a variety of transportation choices. DRCOG strongly believes multimodal travel options are imperative to preserve and enhance our quality of life.

DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists.

DRCOG supports funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.

Transportation demand management

Transportation demand management programs, projects and services can help reduce congestion and improve air quality by decreasing the amount of automobile traffic, especially during high-demand periods. DRCOG sees transportation demand management as an important element of the region's long-range growth management

and transportation planning strategy.

DRCOG supports state investment in regional programs that promote transportation demand management efforts, including:

- Coordinated regionwide efforts- like the Way to Go partnership between DRCOG and eight transportation management associations (TMA) that promote and encourage adoption of non-single- occupant-vehicle (non-SOV) travel options.
- Active transportation to encourage healthier travel choices, including bicycling and walking.
- Public transportation, including buses, light rail and commuter trains and bus rapid transit.
- Telecommuting, flextime, compressed work weeks and other changes to traditional work patterns to avoid trips, particularly during peak traffic conditions.
- Carpooling, vanpooling and other forms of ridesharing including the underlying technologies to facilitate matches.
- Encouraging parents to use carpools for taking students to school and infrastructure that facilitates these transportation options.
- Non-automobile infrastructure investments by the state, counties and cities.
- Employer promotion of alternative mode use by employees.
- Coordination of transportation alternatives wherever traffic congestion occurs, such as at schools, large retail shopping centers and in connection with sporting or cultural events or major transportation infrastructure construction.
- Incentives to individuals who use alternative modes.
- Incentives to employers, including tax credits, to encourage provision and promotion of eco-friendly commute options in the workplace.

Transportation system management and operations

Efforts to promote the effective day-to-day operational management of the freeway and arterial road systems and transit facilities are important to making the best use of existing transportation investments.

DRCOG supports efforts that enhance the efficient use of roadways and transit facilities, including collaborative programs for incident management and intelligent transportation systems.

DRCOG supports efforts that improve or expand situational awareness for transportation operators and supports their ability to both effectively manage transportation systems and distribute real-time traveler information.



Safety

DRCOG's board-adopted *Taking Action on Regional Vision Zero* plan establishes a goal to eliminate traffic deaths and severe injuries on the transportation system with a proactive, preventive approach. The board will consider investments through the Transportation Improvement Program to improve the safety and security of the transportation system.

DRCOG supports efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.

DRCOG supports efforts to increase transportation funding to create a reliable, dedicated funding stream for safety projects; require motorcycle drivers and passengers to wear helmets; and maintain ability to use safety cameras as an enforcement technique, including red-light running and speeding.

Transportation for older adults and vulnerable populations

Access to transportation is critical for the health and independence of older adults and individuals with disabilities, low incomes, veterans and other vulnerable populations. Transportation allows people to obtain health care, food and to maintain and increase social, family and other life-sustaining relationships. DRCOG promotes the concept of regional cooperation and coordination among counties and local service providers to most effectively use the limited resources available for transportation for older adults and other vulnerable populations. **DRCOG supports the following:**

- A system that:
 - Ensures more and better service is provided to older adults and vulnerable populations.
 - Reduces administrative and service duplication.
 - Increases coordination among funding sources, providers, jurisdictions and trips.
 - Efficiently uses taxpayer dollars to provide life-sustaining mobility.
- Increased state funding for Medicaid transportation services and especially transportation services for older adults and other vulnerable populations above the Medicaid eligibility threshold.

OLDER ADULTS & INDIVIDUALS WITH DISABILITIES

As the designated Area Agency on Aging (under the federal Older Americans Act) for Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson counties, DRCOG advocates, plans, funds and coordinates the provision of services for older adults. DRCOG also has been designated as an Aging and Disability Resource Center (ADRC) under the Affordable Care Act and in that capacity is charged with providing a coordinated and streamlined access point to long-term care services and supports for adults age 60 and over or age 18 and over living with a disability, and their caregivers. As an advocate for older adults, individuals with disabilities, veterans and their caregivers, DRCOG works with various agencies, groups and individuals to support state legislation, regulations and programs to meet their needs. DRCOG also provides the direct services of a long-term care ombudsman and information, referral and assistance.

In performing these roles, DRCOG supports the following:

Planning and delivery of services

The federal Older Americans Act and the state Older Coloradans Act mandate critical roles for area agencies on aging: planning and developing programs and services to meet the needs of older adults; advocating for and representing the issues and concerns of older adults; and distributing federal and state funds to service providers. As an ADRC, DRCOG is directed to provide older adults, individuals with disabilities, and their caregivers with information and assistance about available resources and options counseling. DRCOG works with the state, other government agencies, consumers, service providers, private and nonprofit organizations, and foundations to identify needs for services and then brings the parties together to determine the preferred approaches to address these needs.

DRCOG supports:

- State legislative and regulatory provisions reinforcing collaboration between the state and area agencies on aging and respecting their respective roles, capabilities and interests, consistent with state and federal laws.
- Collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC.
- Collaboration ~~in the exploration of and~~ partnerships to provide access to area agency on aging and other community-based services through public and private health insurance benefits and health care engagement programs that would be coordinated with the area agencies on aging across the state to provide cost effective community-based services.
- The establishment of local "community care hubs" with locally controlled funds



created to support community well-being and efforts that improve health outcomes and reduce the cost of health care.

Funding

Colorado and the Denver metro area face serious funding shortages related to economically and socially needy older adults, individuals with disabilities and their caregivers in the region. Regional and statewide assessments show that existing revenue sources are insufficient to meet current needs for services such as home modifications, meals, transportation to medical appointments and health promotion. Thus, enhancements to existing sources and development of more reliable sources are necessary.

DRCOG supports:

- Increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities, including efforts to improve data collection and analysis of cost effectiveness.
- Efforts to use state funds for programs that provide prescription drugs more efficiently and effectively, including efforts to increase pricing transparency and reduce the costs of purchasing such prescription drugs to enable associated programs to better serve their growing caseloads
- Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.
- Action by the General Assembly to fully fund the required share to match federal funds available to the state through the Older Americans Act, including the National Family Caregiver Support Program, so as not to require an increase in the required local share. Such state or local shares or matches should not be required to come from existing program funds. Similarly, increases in federal funding should not be offset with reductions in state funds.
- Distributing State Funding for Senior Services monies, including the Older Coloradans Cash Fund, using the existing structure created to administer Older Americans Act funds. DRCOG also supports the equitable distribution of federal and state funds to area agencies on aging based on the needs and contribution of each

region.

- Re-examination of state procedures and distribution formulas for federal and state funds to ensure adequate funds are available to urbanized areas to meet the needs of older adults.

Long-term care

Older adults receiving long-term care services, including those living in long-term care communities (such as nursing homes and assisted living facilities) and those enrolled in the Program of All-Inclusive Care for the Elderly (PACE) are some of the most vulnerable members of the regional community. As the operator of the Long-Term Care Ombudsman Program for the region, DRCOG is an advocate for the rights of residents and quality of care for those in long-term care communities and participants in PACE. Ongoing conditions of already critically low staffing in long term care, exacerbated by COVID-19 pandemic, have resulted in increased complaints from residents regarding delayed care of medical needs, symptoms left unattended, rough handling, and abuse. Poor quality of care alters quality of life for residents and can leave a lasting impact on their lives, making the ombudsman program more essential than ever.

DRCOG supports efforts to improve the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates. DRCOG urges the state, when making decisions regarding funding for long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.

Housing

Available, affordable and accessible housing is a particular concern of older adults and individuals with disabilities, who mostly live on fixed incomes. However, an equally critical concern is the ability to live independently as part of the larger community. As individuals age or experience disability, the availability of in-home and related services that enable them to remain in their homes becomes increasingly important. Growing evidence indicates older adults and individuals with disabilities are healthier and require fewer costly services when they have affordable and accessible housing choices, are provided with the ability to age in place, remain connected to the community and its networks, and have access to long-term care.

DRCOG supports:

- Increased funding and regulatory changes that improve the availability of supportive services, while maintaining consumer protections for clients and family caregivers.
- Property tax relief to help reduce a tax liability that especially burdens low-income



seniors and older adults on fixed incomes.

- Policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place.

Driver safety and older adults

As individuals age, their ability to drive safely may diminish. However, DRCOG is concerned that addressing this issue solely based on age imposes undue hardships on older residents who can drive safely. When older residents are not allowed to drive, the availability of transportation for medical appointments, grocery shopping and social activities is essential for seniors to maintain independence.

DRCOG supports functional assessments of driving ability rather than age cut-off as the basis for imposing limitations on driving by individuals. DRCOG supports adequate funding for providing transportation services for the elderly and individuals with disabilities.

ENVIRONMENT

Air quality and climate

Air quality affects all residents of the region and continues to be a concern. The region fails to meet current federal standards for ozone and more stringent standards are expected to be established by the Environmental Protection Agency. Meeting a more aggressive ozone standard will require continuous efforts from many parties. Surface transportation also contributes to greenhouse gas (GHG) emissions and the region is subject to state requirements to achieve certain GHG emission reductions.

DRCOG supports:

- Efforts to reduce emissions from all sources sufficient to meet federal air quality standards.
- Transportation and land use strategies that improve air quality in the region.
- Alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels.
- Incentives for purchasing high fuel economy or alternative fuel vehicles or for accelerated retirement of inefficient or high-polluting personal, commercial or fleet vehicles that are beyond repair.
- Offering services, including incentives that encourage and facilitate the use of alternative modes of travel.
- Examination of the potential of select speed limit reductions.

Water supply

An adequate, dependable supply of water is necessary for urban, agriculture, recreation and open-space priorities both in the Denver metro area and throughout the state. Metro Vision calls for maximizing the wise use of water resources through efficient land development and other strategies.

DRCOG supports:

- Collaborative efforts among local governments, water providers and other stakeholders to promote water conservation.
- Data collection and research to increase understanding of the link between land development and water demand, and best practices to promote the efficient use of water resources across the region.
- Water resource planning, management and development within the existing constitutional framework and pursuant to the basin roundtables process established in the Colorado Water for the 21st Century Act (HB 05-1177), in which interbasin compacts are negotiated for the equitable distribution of the state's waters.



- Water reuse as one component in efforts to meet water supply needs and thus supports efforts to facilitate the reuse of water consistent with Colorado's constitutional water rights system.
- Policies and practices that, consistent with local government authority, protect Colorado's water resources.
- The development of Colorado's Water Plan that emphasizes conservation, storage, drought mitigation and streamlining of the regulatory processes, aligns the state's various water efforts and provides a benchmark for future collaboration in addressing Colorado's water supply needs.

Open space

Open space resources available to citizens in the Denver metro area are important to our quality of life.

DRCOG supports:

- Planning, acquisition, protection and preservation of open space resources.
- Increasing funding for open space preservation.
- Great Outdoors Colorado and other efforts advancing major land acquisitions along the Front Range that link open spaces in the metro area to protect canyons and river corridors, the mountain backdrop and prominent geographic features, freestanding community buffer areas, and the east metro plains.

INTERGOVERNMENTAL RELATIONS

Intergovernmental cooperation

The state government, local governments and regional agencies all provide critical services and implement programs for the benefit of Colorado residents. Legislative bodies and executive agencies at each level should respect the roles and responsibilities of the others.

DRCOG supports building consensus among state, local and regional entities in developing and implementing new and existing programs and improved approaches to planning and service provision.

Shared services

Many of the services provided by local governments to their residents are also provided by neighboring communities. To address related coordination and funding concerns, local governments have entered into agreements with each other and with DRCOG for shared-service delivery.

DRCOG encourages local governments to enter into shared-services agreements and supports efforts to ensure such agreements are honored and endorsed by the state.

State-regional relations

As the state's policy issues become more complex, it is evident that the solutions are not one-size-fits-all. The Denver metro area has made significant progress in developing collaborative solutions and decision-making processes for several complex issues with which it has been confronted — especially in the related areas of growth and transportation. As the regional planning commission, the metropolitan planning organization for transportation, and the Area Agency on Aging, DRCOG is in a unique position to convene parties of interest on intergovernmental issues, provide the necessary forum for their resolution and facilitate a negotiated outcome.

In recognition of the importance of regionalism, it is an appropriate role for DRCOG to act as a facilitator of regional approaches. Consequently, it is appropriate for state agencies to ensure that actions they take affecting the region are consistent with regionally derived solutions and the adopted Metro Vision plan.

Regional service delivery

The state plays an important role in the funding of public services and programs administered at the regional and local levels. When making such funding and programmatic decisions, it is appropriate for state agencies and the General Assembly



to give consideration to which programs are most appropriately implemented at the local and regional level. State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve desired efficiencies and cost-effectiveness. Also, some programs are most appropriately and effectively addressed at the regional level. The collaborative partnerships typical of regional approaches can provide the critical mass of users and clients for services or programs to be cost-effective.

DRCOG urges the state, when making funding and programmatic decisions, including creating new programs or changing existing programs, to consider the following principles:

- Use existing local or regional service delivery systems wherever practical.
- Ensure a consultative process among federal, state and local governments and regional councils before making changes to services currently being delivered at the local or regional level.
- Ensure existing levels of services are maintained and adequate administrative funds are provided to implementing agencies.
- Ensure the state treats the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs by respecting the local and regional programs already in existence.



2025 Legislative Agenda

January 7, 2025

Meredyth Muth, Interim Deputy City Manager



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Purpose and Expectations

- To review the draft legislative agenda
- Consider amendments recommended by council members
- Solidify the agenda for use in the 2025 legislative session



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New Section - Purpose and Use

- New section reviewed during the 12/17/2024 Council Meeting
- Language adjusted based on comments and recommendations during the meeting

Home Rule / Local Control

- Included federal and removed limitations to state legislature, where appropriate, based on discussion last meeting
- ADD: Natural medicine (Councilmember Hoefner)
- ADD: Support greater local authority for oil and gas development (Councilmember Cooperman)

Community Recovery and Resiliency

- ADD: Language regarding funding for climate change adaption (Councilmember Cooperman)
- ADD: Language regarding equity (Councilmember Cooperman)

Tax and Finance Policy

- Included federal and removed limitations to state legislature, where appropriate (from 12/17 meeting)
- Clarified TABOR position based on conversation at 12/17meeting
- ADD: The City supports state tax and financial policies and structures that speed the transition away from fossil fuels. (Councilmember Cooperman)
- ADD: The City supports equitable tax structures and financial policies. (Councilmember Cooperman)

Municipal Administrative Services

- ADD: The City supports state funding for municipalities to help better serve non-English speaking residents.
(Councilmember Cooperman)

Public Health and Safety

- ADD: Councilmember Cooperman would like language added to the heading to highlight areas other than law enforcement and municipal court.

Energy and Environment

- Minor changes based on conversation 12/17
- Suggested language changes from Councilmember Cooperman
- ADD: The City supports state actions that effectively address the metro region's violations of Clean Air Act standards in a timely manner. (Councilmember Cooperman)
- The City supports repeal of state preemptions of local pesticide regulations. (Councilmember Cooperman)



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Transportation

- Language modifications (Councilmember Cooperman)



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Utilities, Telecommunications, and Broadband

- Included federal and removed limitations to state legislature, where appropriate as discussed on 12/17
- Language modifications (Councilmember Cooperman)
- ADD: The City supports state efforts requiring utilities to generate more electricity renewably and transition away from fossil fuels. (Councilmember Cooperman)



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Land Use, Development and Revitalization, Housing

- Remove: The City supports increased local government funding for the statewide expansion of affordable housing
- Replace with: The City supports state housing trust funds, tax credits, and other financing mechanisms that help close the feasibility gap for affordable housing development and enable jurisdictions to meet regional housing needs. (Councilmember Hoefner)
OR
- Replace with: The City supports increased state funding for local governments' expansion of affordable housing (Councilmember Cooperman)



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Land Use, Development and Revitalization, Housing cont.

- ADD: The City supports consideration of environmental sustainability in land use and development policies, for instance, the prioritization of walkable and bikeable communities. (Councilmember Cooperman)
- ADD: The City supports state efforts to conserve open spaces. (Councilmember Cooperman)
- ADD: The City supports efforts to ensure equitable access to housing. (Councilmember Cooperman)

Proposed New Section – Economic Vitality and Business Development

Suggested addition from Councilmember Hoefner

Colorado's economic competitiveness requires coordinated state efforts to attract and retain employers while supporting workforce development.

- The City supports legislation that provides resources to help local governments attract new employers and support business expansion.
- The City supports legislation that strengthens economic development tools and incentives for attracting and retaining primary employers, particularly in industries that provide high-wage jobs and opportunities for career advancement.
- The City supports policies that enhance Colorado's competitiveness through strategic investments in transportation infrastructure, broadband connectivity, and other critical systems that enable business growth and expansion.

Proposed New Section – Economic Vitality and Business Development cont.

- The City supports state workforce development initiatives that align education and training programs with industry needs, including partnerships between employers and educational institutions.
- The City supports programs that encourage small business development and entrepreneurship through technical assistance, access to capital, and resources for startups and growing companies.
- The City opposes regulations that create significant new compliance costs or administrative burdens for businesses without demonstrating clear public benefit.
- The City opposes policies that reduce local flexibility to implement economic development strategies tailored to community needs and opportunities.



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Proposed New Section – Title Needed

- The City supports state efforts to address the recommendations of the Truth, Restoration, and Education Commission of Colorado concerning American Indian History and Treaty Rights in Colorado. (Councilmember Cooperman)



4/19/2023

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Next Steps

- City Council can determine tonight what changes it would like and adopt it or ask staff to bring another version back at a later meeting for consideration and adoption.
- Council and staff may begin using the document once adopted.