

Planning Commission

Agenda

May 8, 2025

City Hall, Council Chambers

749 Main Street

6:30 PM for Regular Meeting

Members of the public are welcome to attend and give comments remotely.

- 1) **You can call in to +1 719-359-4580 or 833-928-4610 Webinar ID # 899 0108 8931 Passcode 650368**
- 2) **You can log in via your computer. Please visit the City's website here to link to the meeting: www.louisvilleco.gov/planningcommission**

The Commission will accommodate public comments during the regular meeting. Anyone may also email comments to the Commission prior to the meeting at: planning@louisvilleco.gov

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes (none currently available)
5. Public Comment on Items Not on the Agenda
6. New Business
 - a. **General Development Plan (GDP) Yard and Bulk Requirements Code Amendment** – Resolution 6, Series 2025 recommending to the City Council approval of an ordinance amending Louisville Municipal Code Section 17.72.190 regarding Yard and Bulk Requirements for General Development Plans.

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 at 303 335-4536 or MeredythM@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, por favor llame a la Ciudad al 303.335.4536 o 303.335.4574.

- b. **Advent Health PUD Amendment (Signage)** - Resolution 7, Series 2025, recommending approval of a request for a Planned Unit Development (PUD) Amendment to replace existing freestanding signs and add a new wall sign on the hospital campus.
 - c. **Parking Minimums Code Amendment** - Resolution 8, Series 2025 recommending to the City Council approval of an ordinance amending Title 17 of the Louisville Municipal Code (LMC) concerning parking minimums for multifamily and adaptive reuse development to comply with HB24-1304.
- 7. Planning Commission Comments
- 8. Staff Comments
- 9. Select Items Tentatively Scheduled for Future Meetings
 - a. Comprehensive Plan update and discussion with public review draft (July)
- 10. Adjourn

ITEM: LMCA-000552-2025 – AdventHealth GDP Yard and Bulk Requirements

PLANNER: Rob Zuccaro, Community Development Director

REQUEST: Approval of Resolution 6, Series 2025 recommending to the City Council approval of an ordinance amending Louisville Municipal Code Section 17.72.190 regarding Yard and Bulk Requirements for General Development Plans

SUMMARY:

The applicant, Portercare Adventist Health Systems, has submitted a proposed amendment to Louisville Municipal Code (LMC) Sec. 17.72.190 - Yard and Bulk Requirements (see Attachment Nos. 1-3 for approval resolution, draft ordinance, and application respectively). The proposed amendment would allow General Development Plans (GDPs) for properties zoned Planned Community Zone District (PCZD) to specify the desired yard and bulk standards, including building setbacks, building height, and lot coverage. The current ordinance limits yard and bulk standards to be in “general conformance” with certain existing zoning districts. The following reflects the proposed amendments:

Sec. 17.72.190. Yard and bulk requirements.

Yard and bulk requirements under a planned community zone district shall be specified on the general development plan filed for the different areas of the district. Such yard and bulk requirements shall be consistent with the comprehensive development plan or other adopted plan of the city and the desired character of the district. ~~Such If not specified in the general development plan for an area of the district, the yard and bulk requirements shall be in general conformance with the yard and bulk requirements set forth in chapter 17.12 of this Code-based on the most similar zoning district~~ ~~Yard and bulk requirements set forth in the general development plan shall be in general conformance with the zones as set forth below:~~

Agricultural use—A Zone.

Industrial use — I Zone.

Commercial and office use — C-N, C-B, C-C, O Zones.

Residential use — R-E, R-L, R-M, R-H, SF Zones.

The proposed ordinance amendment would be broadly applicable to all property in the city zoned PCZD. The applicant owns several properties within the city, including all properties located within the Avista Adventist Hospital GDP and Lot 1, Block 2 Redtail Ridge Filing No. 1 located within the ConocoPhillips Campus GDP.

BACKGROUND:

The City Council established the PCZD and standards for GDPs by Ordinance No. 806, Series 1983. This ordinance set the original limitation on GDPs for yard and bulk standards to be in “general conformance” with existing comparable yard and bulk standards in the zoning code (see Attachment Nos. 4 and 5 for ordinance and City Council public hearing minutes respectively). While the ability to alter yard and bulk standards with a GDP is limited, most property within a GDP district is also subject to a future Planned Unit Development (PUD) approval and yard and bulk standards could be waived with the PUD process after the City approves a GDP. [LMC Sec. 17.28.110](#) provides the waiver standards for PUDs:

...any such requirements may be waived or modified through the approval process of the planned unit development if the spirit and intent of the development plan criteria contained in section 17.28.120 are met and the city council finds that the development plan contains areas allocated for usable open space in common park area in excess of public use dedication requirements or that the modification or waiver is warranted by the design and amenities incorporated in the development plan, and the needs of residents for usable or functional open space and buffer areas can be met.

Some GDPs include yard and bulk standards that differ significantly from the comparable zoning despite the restrictions in Sec. 17.72.190. However, for any newly proposed GDPs, any differences between the GDP and the comparable zoning could be subject to legal challenge without the proposed amendment. Below is a summary of sample GDP yard and bulk standards compared to what is found within the comparable zoning districts (see Exhibit Nos 6 through 10 for GDPs):

Table 1: GDP Yard and Bulk Comparison

GDP	GDP Yard and Bulk	Zoning Comparison*
Avista Adventist Hospital (Commercial)	<u>Setbacks</u> : varies between 50' to 200' <u>Heights</u> : 1-4 stories, building maximum up to 63' and mechanical penthouse up to 77' <u>Lot Coverage</u> : Cites CDDSG – 70% building/parking/drive aisles	<u>Setbacks</u> : varies 20-25' front; 20' side; 20' rear <u>Heights</u> : 35' building/42' mechanical screen <u>Lot Coverage</u> : 40% building
Business Center at CTC (Industrial)	Cites CDDSG and IDDSG <u>Setbacks</u> : varies from 10' to 30' based on type of street frontage and if internal lot line <u>Heights</u> : CDDSG – 35' building; 42' mechanical screen; IDDSG 40' to parapet and 50' to architectural projections <u>Lot Coverage</u> : CDDSG – 70% building/parking/drive aisles; IDDSG 75% building/parking/drive aisles	<u>Setbacks</u> : 20' front; 20' side; 20' rear <u>Heights</u> : 50' <u>Lot Coverage</u> : 50% building

Table 1: GDP Yard and Bulk Comparison Cont.

GDP	GDP Yard and Bulk	Zoning Comparison*
ConocoPhillips Campus (Commercial)	<u>Setbacks</u> : varies between 10' to 50' <u>Heights</u> : 35' to 65'/95' noting that any height in excess of CDDSG requires PUD waiver <u>Lot Coverage</u> : Cites CDDSG – 70% building/parking/drive aisles	<u>Setbacks</u> : varies 20-25' front; 20' side; 20' rear <u>Heights</u> : 35' building/42' mechanical screen <u>Lot Coverage</u> : 40% building
North End 4 th Amendment (mixed commercial and residential)	<u>Setbacks</u> : residential varies from 6' to 20' and commercial 0' <u>Heights</u> : residential 35' to 40' and commercial 40' <u>Lot Coverage</u> : residential 30% to 85% and commercial FAR of .25	<u>Setbacks</u> : commercial varies 20-25' front; 20' side; 20' rear and residential varies 25' to 30' front; varies 10' to 20' side; varies 25' to 30' rear <u>Heights</u> : residential 35' and commercial varies 35' building/42' mechanical screen to 50' <u>Lot Coverage</u> : residential varies 20% to 40% building and commercial 40% building
Takoda 5 th Amendment - Kestrel (mixed commercial and residential)	<u>Setbacks</u> : residential and commercial the same, varies from 0' to 10' <u>Heights</u> : three of four planning areas list limit of number of stories with no actual height limit and one planning areas is limited to 50' <u>Lot Coverage</u> : residential and commercial the same at 40%	<u>Setbacks</u> : commercial 20-25' front; 20' side; 20' rear and residential 25' to 30' front; 10' to 20' side; 25' to 30' rear <u>Heights</u> : residential 35' and commercial 35' building/42' mechanical screen to 50' <u>Lot Coverage</u> : residential varies 20% to 40% building and commercial 40% building

* Based on ranges allowed in comparable zone districts listed in Sec. 17.72.190

Agricultural use—A Zone.

Industrial use — I Zone.

Commercial and office use — C-N, C-B, C-C, O Zones.

Residential use — R-E, R-L, R-M, R-H, SF Zones.

ANALYSIS:

Alignment with Purpose and Intent of PCZD Zoning

LMC Sec. 17.72.010 states the purpose of the PCZD, including that the district is to encourage “the use of contemporary land planning principles and coordinated community design....” Any property that is zoned PCZD must be at least 30 acres in size and under single ownership at the time the City designates the property as PCZD and approves the GDP. In effect, the application of the PCZD zoning creates master-planned custom zoning for larger parcels that reflect the intended character of the district outside of what the City’s standard districts provide.

LMC Sec. 17.72.030 lists the minimum content of a GDP:

- A. The proposed use of all lands within the subject property;*
- B. The type or character of development and the number of dwelling units per gross acre proposed; [emphasis added]***
- C. The proposed location of school sites, parks, open spaces, recreation facilities and other public and quasi-public facilities;*
- D. The proposed location of all streets shall be coordinated with the adopted general street plan for the city.*

Subsection B requires that the GDP establish design standards custom to the planned community zone district, which must also include yard and bulk standards since those define the character of development. However, the adopted standards may not reflect that actual intended character of the development due to the restrictions of Sec. 17.72.190 that requires “general conformance” with established zoning standards and relies on PUD waivers to determine the character of development through a later process. Consequently, the intent and purpose of the PCZD GDP to establish “contemporary land planning principles and coordinated community design” could be seen in conflict with Sec. 17.72.190.

Removing the restrictive language in Sec. 17.72.190 that requires “general conformance” of yard and bulk standards with comparable zoning on a GDP would allow the City to adopt development standards that more comprehensively set the intended character of the district at the time of GDP approval. The primary argument to defer to the future PUD process is that the PUD will provide complete architectural and site plans for the proposed development and any yard and bulk waivers can be considered in the context of the full set of plans. However, design standards and other restrictions can be established as part of a GDP to address site design. For example, a GDP that allows buildings taller than three stories could establish standards for building materials, building step backs and articulations, and define zones or critical view corridors within the GDP area where building height should be treated differently. The subsequent PUD then must be compliant with the design standards.

2025 City Council Work Plan

The [2025 City Council Work Plan](#) establishes four priorities, and initiatives within each of the four priorities for 2025. Under the Economic Vitality section, City Council has set a priority to initiate targeted code amendments ahead of the Comprehensive Plan update adoption planned for later this year and an anticipated land development code rewrite scheduled to take place after the Comprehensive Plan adoption (see Figure 1 below). Even though this code amendment is not being initiated by the City it could be considered to fall under this section of the 2025 City Council Work Plan.

Figure 1: City Council 2025 Work Plan Excerpt

2025 Comprehensive Plan Implementation - Targeted Development Code Amendments	Identify near term, targeted, priority development code updates to implement the 2025 Comprehensive Plan that should occur prior to the development code rewrite project that is planned to begin in early 2026. Such code changes include but are not limited to parts of Title 16 (Subdivisions) and Title 17 (Zoning).	Potential council actions include discussion and direction, if needed, as well as adoption of targeted code amendments.
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One of the primary purposes of the anticipated land development code rewrite is to provide more predicable land development codes and procedures. Current codes and procedures are generally considered to be outdated and in need of modernization. The subject ordinance, for example, originated in 1983. Another purpose of the land development code rewrite is to create a more business-friendly approach to land development review processes in the City. This targeted amended to Sec. 17.72.190 eliminates a vague and contradictory section of the current land development code and will allow more predicable processes for PCZD zoned properties and for the implementation of GDPs.

PUBLIC COMMENTS:

No public comments have been submitted.

STAFF RECOMMENDATION:

Staff recommends approval of Resolution 6, Series 2025 recommending to the City Council approval of an ordinance amending Louisville Municipal Code Section 17.72.190 regarding yard and bulk requirements for GDPs.

ATTACHMENTS:

1. Resolution 6, Series 2025
2. Draft Ordinance
3. Application
4. Ordinance No. 806, Series 1983
5. August 16, 1983 City Council Meeting Minutes
6. Avista Adventist Hospital GDP
7. Business Center at CTC GDP
8. ConocoPhillips Campus GDP
9. North End 4th Amendment GDP
10. Takoda 5th Amendment (Kestrel) GDP

**RESOLUTION NO. 6
SERIES 2025**

**A RESOLUTION RECOMMENDING APPROVAL OF AN ORDINANCE AMENDING
LOUISVILLE MUNICIPAL CODE SECTION 17.72.190 REGARDING YARD AND
BULK REQUIREMENTS FOR GENERAL DEVELOPMENT PLANS**

WHEREAS, the City of Louisville (the “City”), is a Colorado home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City of Louisville Home Rule Charter (the “City Charter”);

WHEREAS, the Planning Commission finds that the current standards in Louisville Municipal Code Sec. 17.72.190 are not consistent with the purpose of the Planned Community Zone District (PCZD) and associated General Development Plans (GDPs) to promote contemporary land planning principles and coordinated community design; and

WHEREAS, the Planning Commission desires to provide more flexibility as part of the GDP approval process to establish yard and bulk standards that are consistent with the City’s Comprehensive Plan and the City’s desired character for PCZD districts; and

WHEREAS, the Planning Commission has considered the proposal at a duly noticed public hearing on May 8, 2025, where evidence and testimony were entered into the record.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of an ordinance amending Title 17 of the Louisville Municipal Code to regarding yard and bulk requirements for GDPs.

PASSED AND ADOPTED this 8th day of May, 2025.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission

ORDINANCE NO. XX
SERIES 2025

**AN ORDINANCE AMENDING LOUISVILLE MUNICIPAL CODE SECTION 17.72.190
REGARDING YARD AND BULK REQUIREMENTS
FOR GENERAL DEVELOPMENT PLANS**

WHEREAS, the City of Louisville (the “City”), is a Colorado home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City of Louisville Home Rule Charter (the “City Charter”);

WHEREAS, Chapter 17.72 of the Louisville Municipal Code (“LMC”) sets forth standards for the Planned Community Zone District, which include approval of general development plans with supplemental development standards for property within the boundaries of the plans; and

WHEREAS, the City desires to amend the standards for the Planning Community Zone District so that yard and bulk requirements may be established through a general development plan that are different from those of the corresponding zone districts, so long as such yard and bulk requirements are consistent with the City’s comprehensive development plan or other adopted plan of the City and they further the desired character of the district; and

WHEREAS, after a duly noticed public hearing held May 8, 2025, where evidence and testimony were entered into the record, including the Louisville Planning Commission Staff Report dated May 8, 2025, the Louisville Planning Commission has recommended the City Council adopt the amendments to the LMC set forth in this ordinance;

WHEREAS, City Council has provided notice of a public hearing on said ordinance by publication as provided by law and held such public hearing.

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

Section 1. Section 17.72.190 of the Louisville Municipal Code is hereby amended to read as follows (words to be added underlined; words to be deleted ~~stricken~~):

Sec. 17.72.190. Yard and bulk requirements.

Yard and bulk requirements under a planned community zone district shall be specified on the general development plan filed for the different areas of the district. Such yard and bulk requirements shall be consistent with the comprehensive development plan or other adopted plan of the city and the desired character of the district. ~~Such~~ If not specified in the general

~~development plan for an area of the district, the yard and bulk requirements shall be in general conformance with the yard and bulk requirements set forth in chapter 17.12 of this Code: based on the most similar zoning district~~
~~Yard and bulk requirements set forth in the general development plan shall be in general conformance with the zones as set forth below:~~

Agricultural use—A Zone.

Industrial use — I Zone.

Commercial and office use — C-N, C-B, C-C, O Zones.

Residential use — R-E, R-L, R-M, R-H, SF Zones.

Section 2. If any portion of this ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each part hereof irrespective of the fact that any one part be declared invalid.

Section 3. 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 4. 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 ___ day of _____, 2025.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

APPROVED AS TO FORM:

Kelly PC, City Attorney

PUBLIC HEARING AND SECOND READING WILL BE THE ____ DAY OF _____, 2025, AT 6:00 P.M. AT LOUISVILLE CITY HALL, 749 MAIN STREET, LOUISVILLE, CO 80027.

PASSED AND ADOPTED ON SECOND AND FINAL READING, this ____ day of _____, 2025.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

Development Review Application Form

Please complete this form and include it with the submittal documents for your development review application. Applications will not be processed until all required information is provided to the satisfaction of the City of Louisville Planning Department.

Property Information

Common Address(es): _____

Legal Description:

Lot 1 _____ Block 2 _____ Subdivision _____ Redtail Ridge Filing No. 1 _____

Lot Area: _____ Sq. Ft. or 40 _____ Acres

LAND USE PROCESS (check all that apply)

- ☐ Annexation
- ☐ Concept Plan
- ☐ Easement Vacation
- ☐ Oil and Gas
- ☐ General Development Plan (GDP)
 - ☐ Amendment
 - ☐ New GDP
- ☐ Planned Unit Development (PUD)
 - ☐ Amendment
 - ☐ Preliminary
 - ☐ New PUD
- ☐ Rezoning
- ☐ Special Review Use (SRU)
 - ☐ Amendment
 - ☐ New SRU
- ☐ Subdivision
 - ☐ Final or Replat
 - ☐ Preliminary Plat
- ☐ Temporary Use Permit
- ☐ Variance
- ☐ Vested Property Right
- ☐ Wireless Facility
- ☒ Other: Zoning Text Amendment

PROJECT DESCRIPTION:

Development of AdventHealth Louisville
Zoning Text Amendment to Sec. 17.72.190
Regarding GDP Yard and Bulk Standards

Property Owner Information

Name: BRETT SPENST Entity (if applicable) PORTERCARE ADVENTIST HEALTH SYSTEM

Address: 6061 S. WILLOW DRIVE, SUITE 210, GREENWOOD VILLAGE, CO 80112

Phone: _____ Email: BRETT.SPENST@ADVENTHEALTH.COM

Application Representative Information

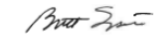
Name: VALERIE WILKINS Entity (if applicable) ADAMS MANAGEMENT SERVICES

Address: 336 BROAD STREET, SUITE 300, ROMA, GA 30161

Phone: 720-799-3041 Email: VWILKINS@ADAMSPMC.COM

Certification/Signature

I certify that the information I have submitted is true and correct to the best of my knowledge and in filing the application and submittal documents, I am acting as and/or with the knowledge and consent of those persons who are owners of the subject property or are parties to this application.



BRETT SPENST

04/10/2025

Signature*

Print Name

Date

*If acting as a representative/agent of the owner, include written authorization from the owner that certifies the agent's right to submit this application

April 7, 2025

VIA EMAIL

Rob Zuccaro, Community Development Director
City of Louisville
749 Main Street
Louisville, CO 80027

Re: Code of Ordinance Amendment Request
Redtail Development – AdventHealth Louisville

Dear Rob:

Below please find the request to amend Code of Ordinance Title 17 - Zoning, Chapter 17.72 Planned Community Zone District, Section 17.72.190 Yard and Bulk Requirements.

Sec. 17.72.190. Yard and bulk requirements.

Yard and bulk requirements under a planned community zone district shall be specified on the general development plan filed for the different areas of the district. Such yard and bulk requirements shall be consistent with the comprehensive development plan or other adopted plan of the city and the desired character of the district. If not specified in the general development plan for an area of the district, the yard and bulk requirements shall be in general conformance with the yard and bulk requirements set forth in chapter 17.12 of this Code based on the most similar district as set forth below:

Agricultural use—A Zone.

Industrial use — I Zone.

Commercial and office use — C-N, C-B, C-C, O Zones.

Residential use — R-E, R-L, R-M, R-H, SF Zones.

Please advise any additional information is needed. Thank you for your assistance with this matter.

Sincerely,



Brett Spent
AdventHealth Rocky Mountain Region
President and CEO

ORDINANCE 806

AN ORDINANCE AMENDING TITLE 17
OF THE LOUISVILLE MUNICIPAL CODE
BY PROVIDING FOR A NEW ZONING
DISTRICT WITHIN THE CITY OF
LOUISVILLE CALLED THE PLANNED
COMMUNITY ZONE DISTRICT.

WHEREAS, the City Council of the City of Louisville believes that a new zoning district would serve the purposes of the City; and

WHEREAS, the City Council believes that the establishment of a planned community zone district within the City would aid in the orderly planning and growth of the City.

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

Section 1. The following Chapter 17.72 is hereby added to Title 17 of the Louisville Municipal Code:

17.72 Planned Community Zone District

17.72.010 Purpose

The purpose of the planned community zone district is to encourage, preserve and improve the health, safety and general welfare of the people of the City by encouraging the use of contemporary land planning principles and coordinated community design. The planned community zone district is created in recognition of the economic and cultural advantages that will accrue to the residents of an integrated, planned community development of sufficient size to provide related areas for various housing types; retail and service activities; recreation, schools, public facilities; and other uses of land. This district is designed for use where the area comprising such development project is under single ownership or control at the time of its classification of this district.

17.72.020 Minimum Planned Community Area

(a) The minimum area required for a planned community zone district is one hundred sixty (160) contiguous acres and must be held under single ownership at the time of the application for such zone.

(b) An area of less than one hundred sixty (160) contiguous acres may be added to an existing planned community zone district, provided such land is made a part of the original or existing planned community general development plan prior to its incorporation into such district by way of amendment of the planned community general development plan.

(c) In the computation of the minimum one hundred sixty (160) acres, those areas included in any public right-of-way may be included in such computation to the section line.

17.72.030 Procedure and Applicability

The planned community zone district may be applied only to such land as the city shall determine to be suitable for such a development. Any request to place property in a planned community zone district shall be accompanied by a general development plan for the entire property to be zoned as a planned community district. The form of the which general development plan must be first approved by the director of community development prior to its submission to the planning commission for review and prior to adoption by City Council. Such development plan shall consist of a map or maps, together with supplementary text materials, and an agreement between Developer and City which includes a phasing plan, shall set forth the following:

- (1) The proposed use of all lands within the subject property;
- (2) The type of character of development and the number of dwelling units per gross acre proposed;
- (3) The proposed location of school sites, parks, open spaces, recreation facilities and other public and quasi-public facilities;
- (4) The proposed location of all streets shall be coordinated with the adopted general street plan for the City.

17.72.040 Action Before the Planning Commission and City Council

(a) The planning commission shall conduct a public hearing on the proposed zoning request and general development plan under this article, and make recommendation to City Council with respect to the request and plan.

(b) The City Council shall establish a date for a public hearing to consider the zoning application and general development plan which shall take place within sixty (60) days of the planning commission's recommendation. The City Council shall then approve such zoning by ordinance and the general development plan, not grant such zoning or approval of the plan or refer the question back to the planning commission for additional consideration by the Planning Commission.

17.72.050 General Plan and Standards of Development

The planned community general development plan and supplementary development standards, after approval and adoption as provided herein, shall be recorded in the office of the county clerk and recorder of the proper county, and all development within the district shall substantially comply therewith, unless the development plan is amended. The standards and regulation contained in this article, together with any amendments thereto as may be adopted, shall limit and control the issuance and validity of all building and occupancy permits within the planned community zone district.

17.72.060 Amendment

(a) Any adopted planned community general development plan and supplementary development standards may be amended, revised or territory added thereto, pursuant to the same procedure and subject to the same limitations and requirements by which such plan was originally approved.

(b) The director of community development may permit amendments to the planned development community general plan, when such amendments will not effect an increase in the permitted gross density of dwelling units or result in a change in character of the overall development plan. Any such amendment by the director of community development shall have approval by City Council prior to the amendment becoming effective or City Council may direct that such change be made as through (a) of this section.

17.72.070 Planning Area

The terms "planning area", as used herein, shall be defined as an area within the planned community zone district, as

shown on the adopted planned community general development plan. The planning areas are designated as to general land use categories, such as residential, commercial, industrial, agricultural, office, and public uses. Unless otherwise specified by the adopted planned community general development plan, the uses permitted within each planning area and the corresponding development standards shall be as set forth herein.

17.72.080 Residential

(a) Generally. It is the intention of this section to promote the development of balanced residential neighborhoods containing a variety of housing types and related recreational and community facilities.

(b) Uses permitted. The following uses may be permitted within any planning area designated for residential use by the adopted planned community general development plan:

- (1) Single-family detached dwellings;
- (2) Single-family attached dwellings;
- (3) Multiple-family dwellings;
- (4) Churches and synagogues;
- (5) Public and private schools;
- (6) Municipal recreational areas;
- (7) Public libraries;
- (8) Golf courses and country clubs;
- (9) Institutions for higher education;
- (10) Clubs and lodges;
- (11) Private, noncommercial recreational facilities;
- (12) Accessory structures and uses necessary and customarily incidental to the above uses;
- (13) Governmental and public facilities;
- (14) Family care home.

17.72.090 Commercial and Office

(a) Generally. This section is intended to promote the development and well-planned shopping centers and facilities that provide a variety of shopping, professional, business, cultural and entertainment facilities designed to create an attractive and pleasant shopping atmosphere.

(b) Uses permitted. The following commercial and noncommercial uses may be permitted within any planning area designed "commercial" on the adopted planned community development general plan:

- (1) Any retail trade or service business;
- (2) Professional, business and administrative offices;
- (3) Motels and hotels;
- (4) Cultural facilities, such as museums, theaters, art galleries and churches;
- (5) Pedestrian plazas and pedestrian ways, including such amenities as outdoor art exhibit facilities, statuary, fountains and landscaping features;
- (6) Outdoor specialty uses, including sidewalk cafes and outdoor market places to provide unique congregating places for sales and shopper interest;
- (7) Recreational facilities, both indoors and outdoors, such as ice skating and roller skating rinks which may be designed as integral parts of a center;
- (8) Restaurants, both indoor and drive-in types, food-to-go facilities, sidewalk cafes;
- (9) Hospitals and medical clinics;
- (10) Transportation terminals, parking lots and parking buildings;
- (11) Animal hospitals and clinics;
- (12) Automobile service stations, subject to prescribed performance and development standards;
- (13) Nursing and rest homes;
- (14) Small and large child care centers;
- (15) Financial offices, including banks and savings and loans;
- (16) Accessory structures and uses necessary and customarily incidental to the above uses;
- (17) Governmental and public facilities.

17.72.100 Industrial

(a) Uses permitted. The following industrial and nonindustrial uses may be permitted within any planning area designated "industrial" on the adopted planned community development general plan:

- (1) All those uses permitted in the I - industrial zone of the City;
- (2) Automobile service stations, subject to prescribed performance and development standards;

- (3) Other uses as established by City Council for industrial planning areas;
- (4) Governmental and public facilities.

17.72.110 Agriculture Areas

Within the planned community zone district, the continued use of the land for agricultural purposes and other uses similar in character and all necessary structures and appurtenances shall be permitted. These areas are subject to further planning consideration as development progresses. Until such time, these planning areas shall be reserved primarily for agricultural pursuits, particularly for crops and cattle raising.

17.72.120 Open Area

Open space areas are intended to be preserved in a non-developed manner. Permitted uses shall include agricultural and open areas with no structures being allowed to be constructed except those which are necessary for the agriculture uses. No commercial activity shall be allowed in the area.

17.72.130 Automobile Service Station Standards

The following performance and development standards shall apply to all permitted automobile service station uses within a planned community zone district.

- (1) Uses permitted: An automobile service station shall be a retail place of business engaged in the sale of motor fuels and in supplying goods and services generally required in the operation and maintenance of automotive vehicles and the fulfilling of motorists' needs. Major automotive repairs, painting, body and fender work are prohibited.
- (2) Building line regulations: Building setback line for all structures shall be twenty (20) feet from the ultimate street right-of-way line, except canopy roofs over pump islands and lighting fixtures may be cantilevered to within five (5) feet of the ultimate street right-of-way line.
- (3) Exterior displays and trash and storage: No displays or storage of merchandise, automobiles, parts or refuse shall be located closer than twenty (20) feet from the ultimate street right-of-way line, and all trash and refuse shall be stored in a building or within an area enclosed by a wall at least six (6) feet high.
- (4) Lighting: All lighting shall be designed and located so as to confine direct rays to the premises.

- (5) Outside activity: All activities, other than the sale of motor fuels and the normal services incidental thereto, are prohibited outside of the main building.
- (6) Screening: A masonry wall shall be installed and maintained along property lines where the premises abut a residential area. Such wall shall have a total height of not less than six (6) feet, except within twenty (20) feet of any ultimate street right-of-way line, where the height shall be not less than three (3) feet nor more than three and one-half (3 1/2) feet.
- (7) Landscaping:
 - (a) Boundary landscaping is required for a minimum depth of five (5) feet along all property lines abutting streets, except for the area required for street openings.
 - (b) Any landscaped area shall be separated from an adjacent vehicular area by a wall or curb at least six (6) inches higher than the adjacent vehicular area.
 - (c) Permanent watering facilities shall be provided for all landscaped areas.
 - (d) Required landscaping shall be maintained in a neat, clean and healthy condition. This shall include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, replacement of plants, when necessary, and the regular watering of all plantings.

17.72.140 Boundaries and Dimensions

Planning area boundaries shall not be construed as precise boundaries; provided, that all development subject to a particular planning area substantially conforms to such planning area boundaries, as shown on the planned community development general plan. Unless otherwise indicated on the planned community development general plan, planning area dimensions shall be determined by scale, measured from centerlines of street.

17.72.150 Development of Plan

The construction and development of every planned community general plan shall be commenced within a time mutually agreed upon. All development within the district shall occur in accordance with the provision of Title 16 and Title 17 of the Louisville Municipal Code.

17.72.160 Effect of Registered and Recorded Plans

All final plans registered and recorded or filed hereunder shall be binding upon the applicants therefor, their

successors and assigns, shall limit and control the issuance and validity of all building permits and shall restrict and limit the construction, location, use and operation of all land and structures included within such plans to all conditions, and limitations set forth in such plans.

17.72.170 Amendment of Approved Plans

Amendment of plans previously approved shall be pursuant to the same procedure and subject to the same limitations and requirements by which such plans were originally approved.

17.72.180 Filing Fees

- (1) Application for planned community zoned district is \$10.00 per acre.
- (2) Application for amendment to development plan is \$500.00.

17.72.190 Yard and Bulk Requirements

Yard and bulk requirements under a planned community zoned district shall be specified on the general development plan filed for different areas of the district. Said yard and bulk requirements shall be in general conformance with the yard and bulk requirements set forth in Section 17.12.040 of the Louisville Municipal Code. Yard and bulk requirements set forth in the general development plan shall be in general conformance with the zones as set forth below:

Agricultural use - A zone

Industrial use - I zone

Commercial and Office use - C-N, C-B, C-C, O zones

Residential use - R-E, R-L, R-M, R-H zones

of July INTRODUCED, READ AND ORDERED PUBLISHED this 19th day
of July, 1983.

✓ Robert A. Meier
Mayor

ATTEST:

Cleo M. Mudrock
City Clerk

ADOPTED AND APPROVED on second and final reading this
16th day of August, 1983.

Mark A. Meier
Mayor

ATTEST:

Joy McAlind
City Clerk

ORDINANCE NO. 806

AN ORDINANCE AMENDING TITLE 17
OF THE LOUISVILLE MUNICIPAL CODE
BY PROVIDING FOR A NEW ZONING
DISTRICT WITHIN THE CITY OF
LOUISVILLE CALLED THE PLANNED
COMMUNITY ZONE DISTRICT.

The following amendments were passed and adopted with respect to Ordinance No. 806 on second and final reading:

17.72.030 Procedure and Applicability

Such development plans shall consist of a map or maps, together with supplementary text materials, and an agreement between developer and City which includes a phasing plan, and such development plan shall set forth the following:

17.72.060 Amendment

(b) Any such amendment by the director of community development shall have approval by City Council prior to the amendment becoming effective or City Council may direct such change be made through paragraph (a) of this section.

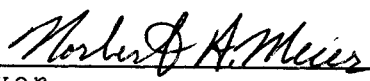
17.72.080 Residential

(b) 5. Public and Private Schools

17.72.120 Open Area

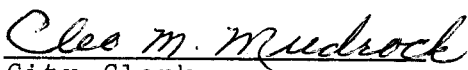
Open areas are intended to be preserved in a non developed manner. Permitted uses may include crop raising and animal husbandry and open areas with no structures being allowed to be constructed except those which are necessary for the crop raising and animal husbandry uses. No other commercial activities shall be allowed in the area.

ADOPTED AND APPROVED on second and final reading this 16th day of August, 1983.



Mayor

ATTEST:



City Clerk

The determination of the accessory use for STC would be given by the Variance Board should this situation arise; but solely as an added benefit for its employees.

Chief Building Inspector
Steve Ferris - Licensing

Advised a use for a Day Care Center or any of the child care operations must have the approval of the State, then it is the City's responsibility to see that all the Codes are met, i.e. proper exits, etc.

Beth Avore, Fantasyland

Stated everyone having a child care center including STC would have to obtain a license from the State Department of Social Services.

Vote on Motion

Question called for on the amendment to Ordinance #804 to allow a Special Review Use in the Office Zone. All in favor. Motion carried unanimously.

Councilman Leary

Commented that a Neighborhood Child Care Center was for 1-12 children, anything over 12 would be considered a full Day Care Center i.e. LaPetite - wished to verify this. Attorney Rautenstrauss advised this was so.

Mayor Meier closed the public hearing.

ADOPTION OF ORDINANCE #804
AS AMENDED

Councilman Fauson moved, Councilman Leary seconded that Ordinance #804 - Child Care Zoning be adopted as amended. Roll call vote:

Leary	Yes
Morris	Yes
Fauson	Yes
Cummings	Yes
Ferrera	Yes
Meier	Yes

Motion carried unanimously.

ORDINANCE #806 - PLANNED
COMMUNITY ZONE DISTRICT
PUBLIC HEARING

Councilmembers had a copy of the ordinance; Attorney Rautenstrauss read it by title only and certified proper publication.

Mayor Meier opened the public hearing. Attorney Rautenstrauss certified proper publication of the public hearing notices. He also advised that after the study session held by council the following changes were made to the ordinance - adding a section which required an agreement between the developer and the City, which included a phasing plan.

Amendments to the development plan which did not effect an increase in the density or would result in a character change of the development - would be reviewed by the Director of Community Development but would not become effective until City Council had reviewed the plan and determined if they wished to make a change through a total zoning change as required through the original adoption of the zoning plan. Was also amended to allow for private schools when the use is permitted in residential areas. Also, a new type of use was added known as a lease - open space use. Generally would allow agricultural use but not structures.

Mayor Meier continued the public hearing and asked if there was anyone in favor of the ordinance - none. Anyone in opposition of the ordinance - none. Any public questions - none. Staff comments - Director Rupp stated they would recommend Council adopt the ordinance. Council comments or questions.

Councilman Leary

Wished clarification of the agricultural - open space use. Rautenstrauss advised this would be that no commercial activity would be allowed. Suggested perhaps agricultural be changed to crop farming and animal husbandry pursuits.

Amendment to Ordinance #806

Councilman Leary moved, Councilwoman Morris seconded that an amendment be added to Ordinance #806 to change agricultural or open space to crop farming and animal husbandry use.

Councilman Ferrera

Wished to verify that this was not being designated - Open Space Zone. Rautenstrauss advised that it was not, but rather that it was naming uses permitted in open space.

Mayor Meier

Remarked would then a golf course be considered and open space use, or would this ordinance preclude that use? Rautenstrauss did not feel this use would be precluded, rather referred to drainage swales, or areas within a general development plan that were always going to be farms. Meier suggested that these be clearly defined in the ordinance, i.e. drainage swales, 100 year flood plain, 1500' buffer along Highway 36, etc. since it applies primarily to the Homart development.

Councilman Ferrera

Wished to verify - when a developer dedicates 12% of the property to the City as open space, does this mean that a park could not be built on the open space land, or perhaps construct a swimming pool. Rautenstrauss advised that it did not, the open space term did not apply to property dedicated to the City or recreation uses, but would simply be an area that would always be set up for no development. Ferrera suggested the wording be changed to state undeveloped areas rather than open space.

Director Rupp

Stated he had a problem with this as he felt the intent of the zone is try to forecast what those uses are going to be in the future. Because their plans may be 5,10,15, or 20 years in the future. When the City is attempting to develop plans from the standpoint of open space, arterials, utilities, etc. if there is a large area of 160 acres just as undeveloped, it is going to be very difficult to rationalize that in the future whether it is an acceptable use or not. He felt that in the general development plan there may be planning areas within that plan that would be just left for open areas; not to be developed at all and they should be so stated.

Councilman Leary

Asked how parks and golf courses are presented on the development plan? Rupp stated they would be within a planning area that might identify residential as the principle use or they may show 20 acres of public land dedication for public park, public school, fire station, etc. It could come in with residential, commercial or industrial zoning.

Addition to the Amendment of Ordinance #806

Councilman Leary moved, Councilwoman Morris seconded that the following be added to his original motion the wording "Open Space" under section 17.72.120 be changed to read "Open Areas"; also the word shall be changed to may include agricultural, etc. Discussion by council relative to number of acres for animal husbandry in respect to adjoining residential zones-to be dealt with in the agreement.

Vote on the Amendment

Question called for. All in favor. Motion carried unanimously.

Mayor Meier closed the public hearing on Ordinance #806.

ADOPTION

Councilman Cummings moved, Councilman Ferrera seconded that Ordinance #806 - Planned Community Zone District be adopted as amended. Roll call vote:

Morris	Yes
Cummings	Yes
Fauson	Yes
Meier	Yes
Leary	Yes
Ferrera	Yes

Motion carried unanimously.

RESOLUTION #27 - LA PETITE
FINAL PLAT & P.U.D. &
SPECIAL REVIEW USE

Councilmembers had a copy of the resolution; Attorney Rautenstrauss read it in its entirety. Councilmembers were also provided with information from Director Rupp and recommendation of Planning Commission for approval. La Petite provided Council with copies of their Child Care Survey in Boulder County.

ADOPTION

Councilman Leary moved, Mayor Meier seconded that Resolution #27 - La Petite Final Plat and P.U.D. and Special Review Use be adopted.

Director Rupp

Advised he had added to the report those items that dealt with the Special Review Use, taken from the Code, i.e. location of the site, access, the intensity of use, environmental qualities and the department had no particular objection to the proposal.

Dennis Rosengarten, Applicant

Mr. Rosengarten stated that if Council had any questions he invited to the meeting, Ray Shelton one of the owners of the property, Frances Rock, the Colorado Director, and Ben LaFrance, National Director of Operations. He stated at the last Council meeting he attended several questions were brought up regarding traffic, safety, and the aspect of need as stated.

Councilwoman Morris

Commented that she felt the information provided did cover the questions of traffic impact and safety; however wished to know how the need was determined, i.e. 50, 100, or 200 children.

Frances Rock

Stated she was pleased with Council's concerns relative to the quality of the City. La Petite shared the concern of quality for their center. In regard to need, felt that choice was very important also. Since both parents work now

[illegible]

Total Maximum Buildout	750,000
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GENERAL DEVELOPMENT PLAN	
DRAWN BY	MAF
CHK'D BY	MAF, LAM
SHEET FILE	GDP.DWG
COPYRIGHT 2006 BY DAVID PARTNERSHIP P.C.	
SHEET NUMBER:	
1 OF 1	
D.P.A. PROJECT #	0062500

The Business Center at C.T.C. PCZD General Development Plan

A Portion of Northeast Quarter of Section 16, Township 1 South,
Range 69 West, 6th Principal Meridian, City of Louisville,
County of Boulder, State of Colorado

LAND USE SUMMARY

TOTAL AREA 160.96 AC.
PRESENT ZONING I (INDUSTRIAL)
PROPOSED ZONING PCZD-I - 132.85 AC
PCZD-C - 28.11 AC

CITY COUNCIL CERTIFICATE

RECEIVED THIS 17TH DAY OF FEBRUARY 1998 BY THE CITY
COUNCIL OF THE CITY OF LOUISVILLE, COLORADO
RESOLUTION NO. 1817 SERIES 1998
Ordinance
Mayor: *Tom Dandane* CITY CLERK: *[Signature]*

CLERK AND RECORDER CERTIFICATE

COUNTY OF BOULDER
STATE OF COLORADO
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT
10:41 O'CLOCK A.M. THIS 27TH DAY OF FEBRUARY
1998, AND IS DULY RECORDED IN PLAN FILE P-447 P.3 & 4/10/11
FOR \$21.00 FEE \$21.00
FILM NO. N/A RECEPTION NO. 1823895
Charlotte Hoverson Deputy
RECORDED

OWNER

COLORADO TECH LAND COMPANY LLC, A COLORADO LIMITED LIABILITY COMPANY
COMMUNITY DEVELOPMENT GROUP OF LOUISVILLE, MANAGER
Charles R. Beckley MANAGER

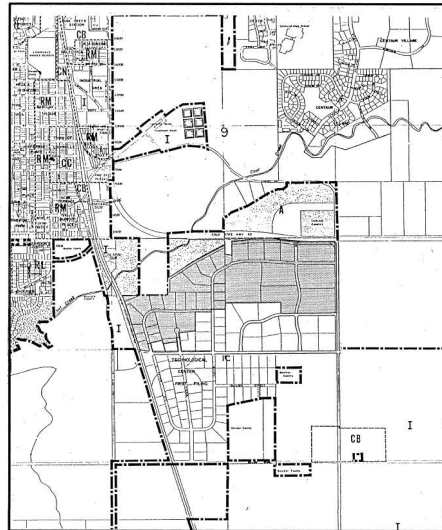
SILICON MOUNTAIN PROPERTIES, LLC, A COLORADO LIMITED LIABILITY COMPANY
Charles R. Beckley MANAGER

OWNER'S SIGNATURE

(REMAINING PORTION LOT 8, BLOCK 2, CTC FILING 1)

O'CONNOR DEVELOPMENT, THE OWNER OF THE REMAINING PORTION OF LOT 8, BLOCK 2,
CTC FILING NO. 1, AGREES TO THE SUBDIVIDING AND REPLATING OF LOT 8, BLOCK 2,
CTC FILING NO. 1 SHOWN HEREIN.

[Signature]
O'CONNOR DEVELOPMENT



VICINITY MAP

LEGAL DESCRIPTION

Property to be Zoned PCZD-I

A PART OF COLORADO TECHNOLOGICAL CENTER FIRST FILING, RECORDED
IN PLATFILE P-4, P.1, VOLS. 38, 39 AND 40 TOGETHER WITH A PORTION
OF THE NORTHEAST QUARTER OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE
69 WEST, SIXTH PRINCIPAL MERIDIAN, BOULDER COUNTY, COLORADO,
DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTER OF SAID SECTION 16, THENCE N
07°40'30" E 184.48 FEET ALONG THE NORTH-SOUTH CENTERLINE OF
SAID SECTION 16 TO THE POINT OF BEGINNING.

THENCE N 0°40'30" E 148.41 FEET;
THENCE S 88°47'13" E 1308.23 FEET;
THENCE S 0°42'45" W 258.57 FEET;
THENCE S 88°47'13" E 1283.72 FEET TO THE WESTERLY RIGHT OF WAY
OF 104TH STREET;
THENCE N 0°42'13" E 1672.00 FEET ALONG SAID WESTERLY RIGHT OF
WAY TO THE SOUTHERLY RIGHT OF WAY OF EMPIRE ROAD;
THENCE ALONG SAID SOUTHERLY RIGHT OF WAY THE FOLLOWING COURSES:

1. N 44°22'11" W 51.13 FEET;
2. N 89°29'41" W 546.08 FEET;
3. S 57°16'57" E 1283.72 FEET TO THE RIGHT, SAID ARC
SUBTENDED BY A RADIUS OF 4347.50 FEET, A CENTRAL ANGLE OF
07°36'00", AND A CHORD BEARING N 65°41'41" W 576.23 FEET;
4. N 83°47'11" W 19.13 FEET;
5. N 89°50'56" W 549.03 FEET;
6. S 84°28'45" W 343.19 FEET;
7. N 89°29'41" W 101.50 FEET;
8. THENCE N 0°41'10" W 351.41 FEET;
9. THENCE N 81°23'38" W 185.73 FEET TO SAID NORTH-SOUTH
CENTERLINE OF SECTION 16;
10. THENCE N 07°40'30" E 235.08 FEET TO THE SOUTHERLY BOUNDARY OF
LOT 18, BLOCK 8, SAID COLORADO TECHNOLOGICAL CENTER, FIRST
FILING;

THENCE ALONG SAID SOUTHERLY BOUNDARY THE FOLLOWING COURSES:

1. S 81°31'28" W 851.73 FEET;
2. S 50°20'18" W 892.77 FEET TO THE BOUNDARY OF SAID COLORADO
TECHNOLOGICAL CENTER, FIRST FILING; THENCE ALONG SAID BOUNDARY
THE FOLLOWING COURSES:
3. S 0°41'10" W 403.05 FEET;
4. N 89°53'50" W 1044.61 FEET;
5. S 206.85 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE
RIGHT, SAID ARC SUBTENDED BY A RADIUS OF 2938.83 FEET, A CENTRAL
ANGLE OF 04°04'13", AND A CHORD BEARING S 20°07'58" E 308.81
FEET;
6. S 17°51'52" E 24.58 FEET;
7. S 17°02'53" E 24.48 FEET;
8. S 18°42'35" E 24.41 FEET;
9. S 10°25'41" E 24.34 FEET;
10. S 18°10'51" E 24.28 FEET;
11. S 15°58'47" E 24.22 FEET;
12. S 15°58'56" E 24.16 FEET;
13. S 15°45'12" E 24.10 FEET;
14. S 15°42'22" E 24.04 FEET;

THENCE 45.56 FEET ALONG THE ARC OF A CURVE TO THE LEFT TO THE
WESTERLY RIGHT OF WAY OF ARTHUR AVENUE IN SAID COLORADO
TECHNOLOGICAL CENTER, FIRST FILING, SAID ARC SUBTENDED BY A
RADIUS OF 23.00 FEET, A CENTRAL ANGLE OF 113°29'57", AND A
CHORD BEARING N 43°09'19" E 38.47 FEET;
THENCE N 13°38'40" W 144.78 FEET ALONG SAID WESTERLY RIGHT OF
WAY OF ARTHUR AVENUE;
THENCE N 79°23'30" E 344.57 FEET;
THENCE S 17°58'47" E 82.49 FEET;
THENCE N 83°38'10" E 304.29 FEET;
THENCE N 06°21'50" W 104.68 FEET;
THENCE N 83°38'10" E 60.00 FEET;
THENCE N 06°21'50" W 115.04 FEET;
THENCE N 83°38'10" E 387.22 FEET;
THENCE N 0°41'41" E 438.47 FEET;

THENCE 22.05 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE
RIGHT, SAID ARC SUBTENDED BY A RADIUS OF 970.39 FEET, A CENTRAL
ANGLE OF 07°18'08", AND A CHORD BEARING S 89°56'45" E 22.04
FEET;
THENCE S 89°18'19" E 322.89 FEET;
THENCE 33.29 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID
ARC SUBTENDED BY A RADIUS OF 25.00 FEET, A CENTRAL ANGLE OF
07°32'38", AND A CHORD BEARING S 4°19'33" E 33.37 FEET;
THENCE N 0°41'41" E 88.77 FEET;
THENCE S 89°18'19" E 320.76 FEET TO THE POINT OF BEGINNING,
CONTAINING 161.15 ACRES.

With The Exception Of

THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 16, TOWNSHIP 1
SOUTH, RANGE 69 WEST, SIXTH PRINCIPAL MERIDIAN, BOULDER COUNTY,
COLORADO DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST SECTION CORNER OF SAID SECTION 16 FROM
WHENCE THE NORTH QUARTER-SECTION CORNER BEARS N 89°18'41" W
THENCE N 89°18'41" W 81.34 FEET ALONG THE NORTHERLY BOUNDARY OF
SAID NORTHEAST QUARTER OF SECTION 16;

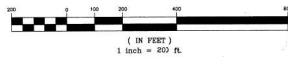
THENCE S 0°40'11" W 75.91 FEET TO THE POINT OF BEGINNING;
THENCE N 89°29'41" W 546.08 FEET;
THENCE S 57°16'57" E 1283.72 FEET TO THE RIGHT, SAID ARC
SUBTENDED BY A RADIUS OF 4347.50 FEET, A CENTRAL ANGLE OF
07°36'00", AND A CHORD BEARING N 65°41'41" W 576.23 FEET;
THENCE N 83°47'11" W 19.13 FEET;
THENCE S 89°50'56" W 549.03 FEET;
THENCE S 84°28'45" W 343.19 FEET;
THENCE N 89°29'41" W 101.50 FEET;
THENCE S 57°16'57" E 1283.72 FEET TO THE RIGHT, SAID ARC
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The Business Center at C.T.C. PCZD General Development Plan A Portion of Section 16, Township 1 South, Range 69 West, 6th Principal Meridian, City of Louisville, County of Boulder, State of Colorado

NOTE: AN OUTLOT TO FUNCTION AS A
PEDESTRIAN TRAIL CONNECTION, UTILITY
AND ACCESS RIGHT-OF-WAY FROM
TAYLOR AVENUE TO OUTLOT 18, SHALL
BE LOCATED ACROSS OUTLOT 18, AND
OR LOT 18-14, BLOCK 18, AND SHALL
BE CONVEYED TO THE CITY AT OR
PRIOR TO PUD APPROVAL FOR LOTS
11-14.

NOTE: PARKING SHALL BE SETBACK
20' MINIMUM WITH FULL SCREENING
FROM HWY 42. SCREENING AND
BUFFERING IS TO PREVENT GLARE
FROM PROJECTING OFF THE PREMISES
FROM PARKING LOT.

GRAPHIC SCALE

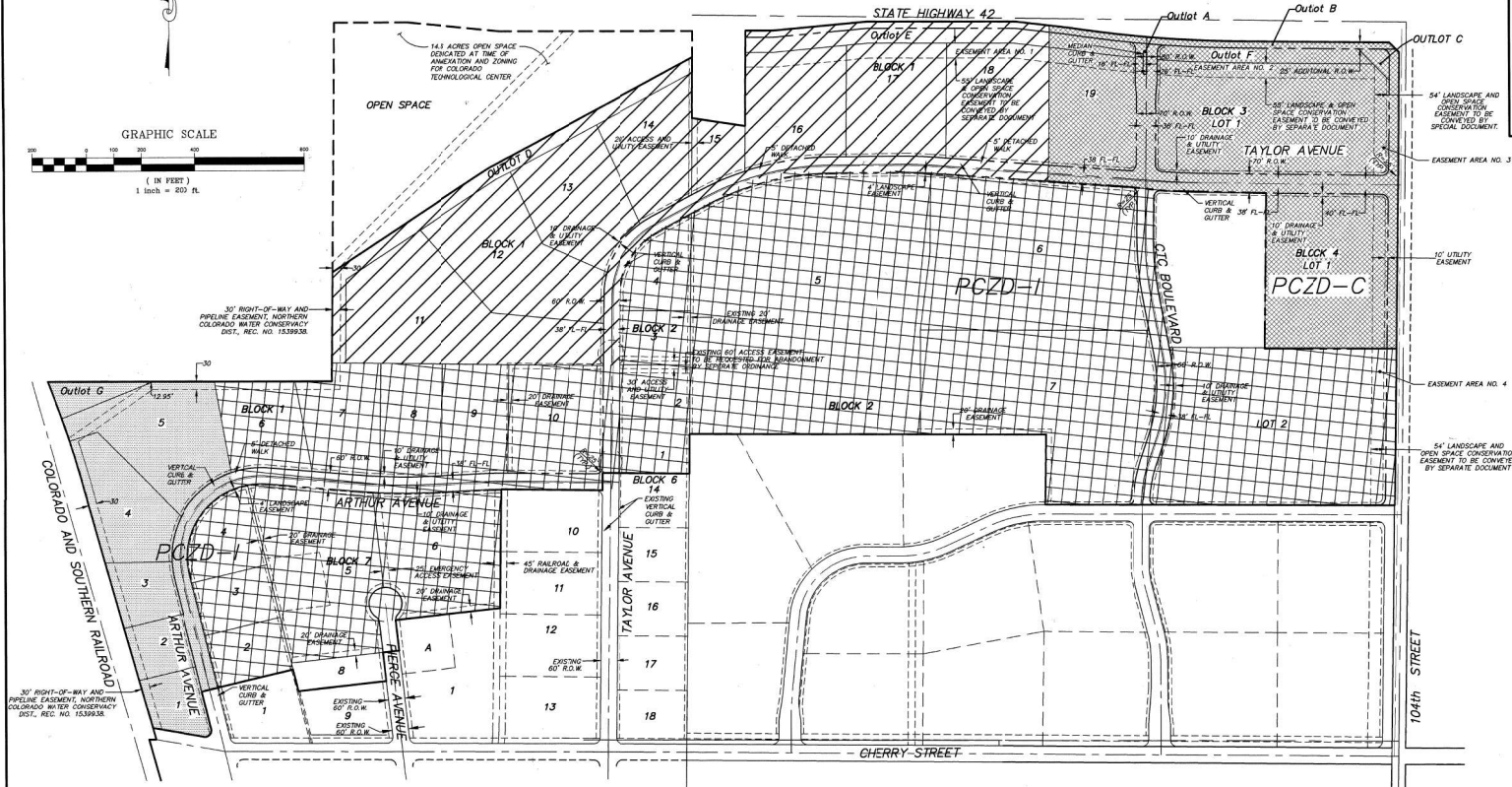


LEGEND

- AREA TO BE USED ONLY FOR OFFICE, INDUSTRIAL, OR RESEARCH/OFFICE AND CORPORATE USES. IF OFFICE - THE LOUISVILLE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES SHALL APPLY AS IN EFFECT FROM TIME TO TIME. IF INDUSTRIAL - CTC CITY OR OTHER APPLICABLE INDUSTRIAL GUIDELINES SHALL APPLY AS IN EFFECT FROM TIME TO TIME.
- AREA TO BE USED ONLY FOR OFFICE, INDUSTRIAL, OR RESEARCH/OFFICE AND CORPORATE USES. ALL DEVELOPMENT PROSPECTIVE OF USE SHALL BE SUBJECT TO THE LOUISVILLE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES, AS IN EFFECT FROM TIME TO TIME.
- AREA TO BE INDUSTRIAL - CTC CITY OR OTHER APPLICABLE INDUSTRIAL GUIDELINES SHALL APPLY AS IN EFFECT FROM TIME TO TIME. SPECIAL REVIEW USE APPROVAL IS REQUIRED FOR ANY USE IDENTIFIED IN THE LOUISVILLE MUNICIPAL CODE AS A USE BY SPECIAL REVIEW IN THE CITY INDUSTRIAL (I) ZONE DISTRICT REGULATIONS, AS IN EFFECT FROM TIME TO TIME.

NOTE: AUTOMOBILE SERVICE STATIONS ARE PROHIBITED IN THE ABOVE THREE AREAS.

THE AREA TO BE PCZD-C COMMERCIAL AND OFFICE - PERMITTED USES LIMITED TO THOSE USES IDENTIFIED IN THE LOUISVILLE MUNICIPAL CODE AS PERMITTED USES IN THE CITY COMMERCIAL (C-B) ZONE DISTRICT REGULATIONS, AS IN EFFECT FROM TIME TO TIME. LOUISVILLE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES SHALL APPLY. SPECIAL REVIEW USE APPROVAL IS REQUIRED FOR ANY USE IDENTIFIED IN THE LOUISVILLE MUNICIPAL CODE AS A USE BY SPECIAL REVIEW IN THE CITY COMMERCIAL BUSINESS (C-B) ZONE DISTRICT REGULATIONS, AS IN EFFECT FROM TIME TO TIME. ANY OTHER USES ARE PROHIBITED.



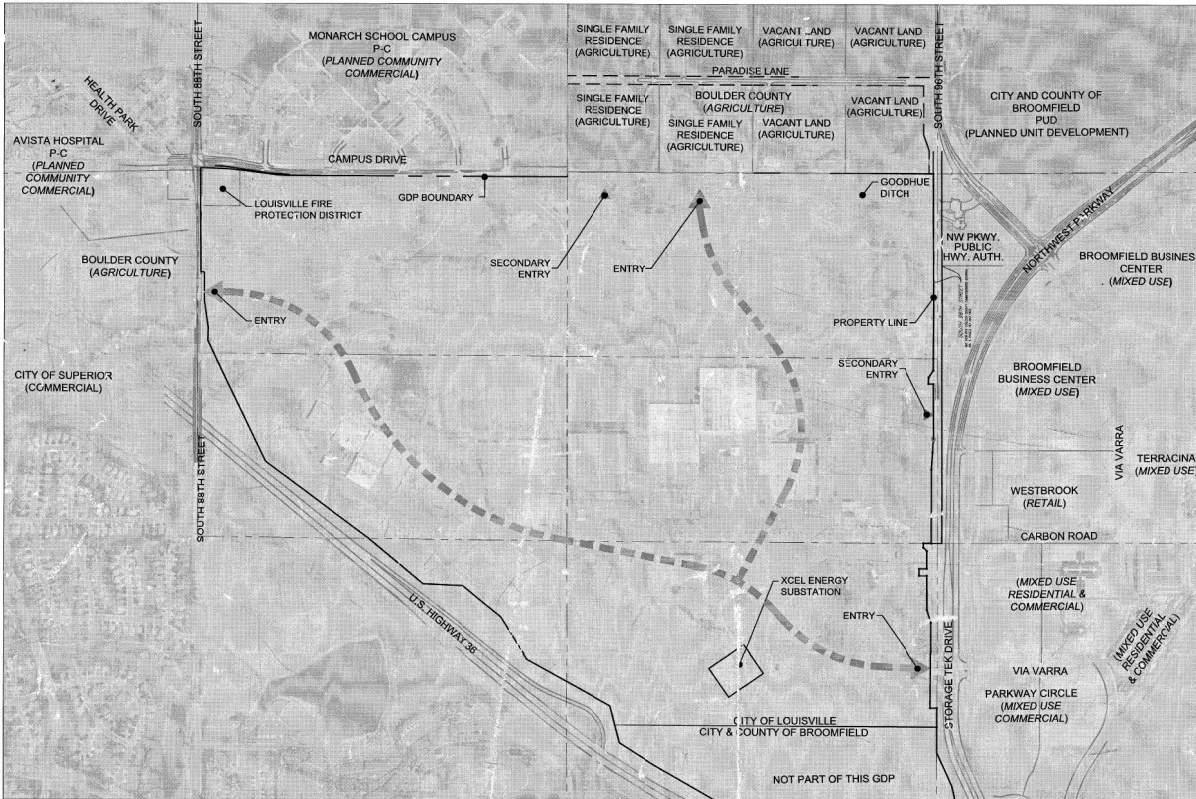
The Business Center at C.T.C.
Proposed PCZD

SCALE: HORIZ. = 250'
VERT. = 1" = 10'
DESIGN: JH
BY: JH
DATE: 03/20/20
UPDATES: JH
HURST & ASSOCIATES, INC.
CONSULTING ENGINEERS
4800 West 86th Street, Suite 100
Boulder, Colorado 80501 (303) 440-4100
200-NO. 2020201 DATE: 4/6/08 SHEET 2 OF 2

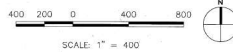
CONOCOPHILLIPS CAMPUS

GENERAL DEVELOPMENT PLAN

A PART OF THE SOUTH HALF OF SECTION 20, THE NORTH HALF OF SECTION 29,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M.
SHEET 1 OF 1



GENERAL DEVELOPMENT PLAN



CERTIFICATIONS/SIGNATURE BLOCKS

CITY COUNCIL CERTIFICATION:

APPROVED THIS 14 DAY OF FEBRUARY, 2011, BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.

ORDINANCE NO. 1549, SERIES 2210

MAYOR SIGNATURE: *Steve Carter*

CITY CLERK SIGNATURE: *Christa Carter*



PLANNING COMMISSION CERTIFICATION

APPROVED THIS 15 DAY OF FEBRUARY, 2011, BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. 9, SERIES 2210

CLERK AND RECORDER CERTIFICATE - COUNTY OF BOULDER, STATE OF COLORADO:

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 2:00 P.M. ON THIS 15 DAY OF FEBRUARY, 2011, AND IS RECORDED IN

PLAN FILE NO. 11, PAGE 1, AND IS RECORDED IN

BOOK NO. 11, PAGE 1, AND IS RECORDED IN

RECEIPTS: 30,000, 111

CLERK AND RECORDER: *Christa Carter*

LOUISVILLE FIRE PROTECTION DISTRICT SIGNATURE BLOCK:

WITNESS OUR HANDS AND SEALS THIS 15 DAY OF FEBRUARY, 2011.

BY: *John J. Salas*

BY: *John J. Salas*

BY: *John J. Salas*

BY: *John J. Salas*

BY: *John J. Salas*

BY: *John J. Salas*

BY: *John J. Salas*

OWNERSHIP SIGNATURE BLOCK:

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

THIS 15 DAY OF MAY, 2011.

OWNER: CONOCOPHILLIPS COMPANY

A COLORADO CORPORATION

BY: *Mark R. Headley*

BY: *Mark R. Headley*

BY: *Mark R. Headley*

BY: *Mark R. Headley*

BY: *Mark R. Headley*

BY: *Mark R. Headley*

GENERAL NOTES:

1. DEVELOPMENT SHALL CONFORM AND BE CONSISTENT WITH THE LOUISVILLE MUNICIPAL CODE AND THE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES UNLESS OTHERWISE WAIVED OR MODIFIED BY THE CITY COUNCIL THROUGH THE PUD DEVELOPMENT PLAN PROCESS.
2. THE CAMPUS SECURITY BOUNDARY WILL NOT EXTEND OUTSIDE OF THE SITE BOUNDARY.
3. TRAFFIC CIRCULATION PATTERNS DEPICTED WITHIN AND ACROSS LOT A REPRESENT INTERNAL PRIVATE DRIVES AND ARE CONCEPTUAL ONLY AND SUBJECT TO MODIFICATION.
4. EXISTING FREE STANDING CMRS FACILITIES WITHIN LOT A SHALL CONSTITUTE A PERMISSIBLE NON-CONFORMING USE.
5. PUBLIC LAND DEDICATION OF AT LEAST 12% WILL COMPLY WITH SECTION 18.16.060.B OF THE LOUISVILLE MUNICIPAL CODE.

SITE INFORMATION

GROSS DEVELOPABLE ARE A (PUD BOUNDARY):	391.719 ACRES (MAXIMUM 5.18 F.A.R.)
PROPOSED DEVELOPABLE ARE A (PUD BOUNDARY):	391.719 ACRES (MAXIMUM 5.18 F.A.R.)
ZONING:	PLANNED COMMUNITY ZONED DISTRICT (PCDZ) - COMMERCIAL WITH PUD-C OVERLAY
PLANNED ACCESS:	NORTHWEST PARKWAY, CAMPUS DRIVE, SOUTH 88TH STREET

PERMITTED USES

PERMITTED USE	COMMENTS / REMARKS	PARKING REQUIREMENTS
PROFESSIONAL, BUSINESS AND ADMINISTRATIVE OFFICES	-	1/1,000 S.F.
EDUCATIONAL AND TRAINING FACILITIES	MEETING ROOMS AND SOCIAL SPACE FOR EMPLOYEES AND VISITORS	1.5/1,000 S.F.
PRIVATE SHORT TERM LODGING FOR CONOCOPHILLIPS EMPLOYEES AND GUESTS	OVERNIGHT ACCOMMODATIONS FOR EMPLOYEES/VISITORS	3.5/ROOM
PEDESTRIAN PLAZAS AND PEDESTRIAN WAYS	-	-
PRIVATE, NONCOMMERCIAL, RECREATIONAL AND SOCIAL FACILITIES	-	1/1,000 S.F.
PARKING LOTS AND PARKING BUILDINGS	SURFACE AND STRUCTURED PARKING	-
CAMPUS ORIENTED CHILD CARE CENTER	PRIVATE CHILD CARE FOR EMPLOYEES	1.5 SPACES PER TEACHER PLUS ONE SPACE PER ADMINISTRATIVE EMPLOYEE
RESEARCH OFFICE AND CORPORATE USES AND FACILITIES FOR THE RESEARCH, DEVELOPMENT, MANUFACTURING, FABRICATION, PROCESSING, OR ASSEMBLY OF ELECTRONIC OR TECHNICAL PRODUCTS, OR OTHER PRODUCTS	-	1.25/1,000 S.F.
BUILDING MOUNTED CMRS FACILITIES	-	-
CAMPUS ORIENTED FOOD SERVICE	RESTAURANTS, CAFETERIAS, OR CAFES FOR USE BY EMPLOYEES/VISITORS INTEGRATED THROUGHOUT THE CAMPUS	-
COMMERCIAL USES, INCLUDING BUT NOT LIMITED TO BUILDING CONTRACTOR EQUIPMENT YARDS, TRANSPORTATION CENTERS AND SERVICES, WAREHOUSE, AND STORAGE FACILITIES	STORAGE OF MATERIALS IN SUPPORT OF THE CAMPUS RESEARCH AND DEVELOPMENT FACILITY, HELPAD (SPECIAL REVIEW USE)	1/1,000 S.F.
PRIVATE UTILITY USES	TO ALLOW THE EXISTING SANITARY LIFT STATION, POTENTIAL SURFACE EXCHANGING FIELD, SOLAR PANELS, BUILDING MOUNTED WIND POWERED ELECTRICAL GENERATION FACILITIES, AND CENTRAL MECHANICAL, ELECTRICAL, AND PLUMBING FACILITY	-
OTHER USES AS ESTABLISHED BY THE CITY COUNCIL AS FOUND TO BE SPECIFICALLY COMPATIBLE FOR COMMERCIAL AND OFFICE PLANNING AREAS	-	-

YARD AND BULK REQUIREMENTS

1. MAXIMUM BUILDING HEIGHTS PROPOSED ON THE PUD DEVELOPMENT PLAN EXCEED LIMITATIONS SET FORTH IN THE COMMERCIAL DEVELOPMENT DESIGN STANDARDS AND GUIDELINES (CGSD). BUILDING HEIGHTS ARE SUBJECT TO VARIANCE FROM 35' IN SOME AREAS, TO 50' OR 60' IN OTHER AREAS. PROPOSED MAXIMUM BUILDING HEIGHTS IN EXCESS OF CGSD REQUIREMENTS REQUIRE CITY COUNCIL APPROVAL, EITHER BY SEPARATE VESTING AGREEMENT OR THROUGH THE PUD DEVELOPMENT PLAN REVIEW PROCESS, AND ARE NOT APPROVED BY THE COP.

MINIMUM BUILDING SETBACKS (FOR BUILDING FOOTPRINTS LESS THAN OR EQUAL TO 30,000 GROSS SQUARE FEET)

STREET R.O.W. LINE:

ARTERIAL STREET: 30 FT.

COLLECTOR STREET: 20 FT.

INTERNAL/PRIVATE DRIVE: 10 FT.

(FOR BUILDING FOOTPRINTS GREATER THAN OR EQUAL TO 30,000 GROSS S.F.)

STREET R.O.W. LINE:

ARTERIAL STREET: 50 FT.

COLLECTOR STREET: 40 FT.

INTERNAL/PRIVATE DRIVE: 10 FT.

MINIMUM PARKING SETBACKS (FROM ALL FORMER PROPERTY LINES OR RIGHTS-OF-WAYS)

PROPERTY LINES ADJACENT TO U.S. 36:

ARTERIAL STREET R.O.W.: 40 FT.

COLLECTOR STREET R.O.W.: 20 FT.

INTERNAL/COMMON PROPERTY BOUNDARY: 10 FT.



2100 E. 17TH AVENUE
DENVER, CO 80202 USA
P: +1 303 832 1712
F: +1 303 832 1713

PLANNER / LANDSCAPE ARCHITECT
CYL
CONSULTANTS OF COLORADO, INC.
CIVIL ENGINEERING LANDSCAPE ARCHITECTURE

7901 E. Buleview Avenue
Suite 130
Englewood, CO 80111
Tel: (720) 482-9526
Fax: (720) 482-9546



Daniel, Hargrett & Co.
Engineers/Surveyors
1800 74th Street
Boulder, CO 80501
Tel: (303) 442-4118
Fax: (303) 442-4173

ISSUE / SECTION	DATE
GDP SUBMIT: AL	11/1/2009
REVISION: 01	01/01/2010
REVISION: 02	05/02/2010
REVISION: 03	05/02/2010
SPECIAL REVISIONS	05/02/2010

CONOCOPHILLIPS CAMPUS
2270 S. 88TH STREET
LOUISVILLE, CO

GENERAL DEVELOPMENT PLAN

DATE	TEAM
DATE	TEAM
DATE	TEAM
DATE	TEAM
DATE	TEAM

1 OF 1

DRAWING NUMBER

DRAWING NUMBER

DRAWING NUMBER

Conocophillips
2270 S. 88th

Plotted By: Joel Weikert Layout: GENERAL DEVELOPMENT PLAN Printed On: 9/27/2022 10:44 AM File Name: GENERAL DEVELOPMENT PLAN.dwg

The following page is the original used for recordation, the image quality is better than the recorded copy.

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GDP

Property Ownership

Boulder County Housing Authority
2525 13th Street, Suite 204
Boulder CO 80304

Legal Description

That portion of the Southeast 1/4 of Section 5, Township 1 South, Range 69 West of the 6th P.M., County of Boulder, State of Colorado, described as follows:

Beginning at the Southeast corner of said Section 5; thence North 00°07'00" East along the East line of said Section 5, a distance of 772.18 feet to the true point of beginning; thence continuing North 00°07'00" East along the East line of said Section 5, a distance of 592.90 feet to the approximate centerline of that easement and right of way for electric transmission lines as granted by Sam Milano to Public Service Company of Colorado by instrument recorded February 16, 1942 in Book 713 at Page 130; thence North 89°59'40" West, along the approximate centerline of the said right of way described in Book 713 at Page 130, a distance of 785.09 feet; thence South 00°07'00" West, a distance of 546.77 feet to the North line of that tract of land which is excepted in the description of "Tract 1" in the Deed from East B. Parr and Glennie Parr to Davidson Investments, Inc., a Colorado corporation, recorded January 22, 1962 in Book 1216 at Page 503; thence along the North line of the said tract of land excepted in the description of "Tract 1" in the said Deed in Book 1216 at Page 503 by the following four calls and distances:

Thence North 55°09'00" East, a distance of 5.23 feet;
Thence North 83°50'00" East, a distance of 247.65 feet;
Thence North 67°30'00" East, a distance of 316.33 feet;
Thence North 66°49'00" East, a distance of 262.00 feet to the true point of beginning.

Also known as Tract 2671, less A & B, Section 5, Township 1 South, Range 69 West of the 6th P.M.

Project Description

Property Area: 13.404 Acres

Access:
a) West Hecla Drive through Steel Ranch South
b) Hwy 42 left or right onto West Hecla Drive
c) Paschal Drive via Kaylix Avenue through Summit
View property and Davidson Highline property
d) South Boulder Road via Kaylix Avenue through Christopher Plaza II Property

Land Use Summary

Gross Property Area: 13.404 Acres
Hwy 42 ROW Dedication: 0.41± Acres
Collector St ROW Dedication: 1.11± Acres
Local Street ROW Dedication: 0.82± Acres
Ditch Easement: 0.15± Acres
Other Utility Easements: 0.63± Acres
Planning Area A: 1.82± Acres
Planning Area B: 3.44± Acres
Planning Area C: 2.85± Acres
Planning Area D: 2.15± Acres

Development Summary

Planning Area A: PCZD-C/R "excluding automobile service stations"
Allowed Uses: per section LMC 17.72.080 & 17.72.090
Maximum F.A.R.: 1.0
Maximum Floor Area Allowed (1.82 Acres): 79,279 sq ft
Commercial Floor Area (0.87 Acres): 26,571 sq ft
Dwelling Units (included in F.A.R.): 26 units
Maximum Residential Density for 1.82 Acres: 15.4 Dwelling Units / Acre

Planning Area B: PCZD-R
Allowed Uses: per section LMC 17.72.080
Dwelling Units: 115 Dwelling Units
Maximum Density for 3.44 Acres: 33.4 Dwelling Units / Acre

Planning Area C: PCZD-C/R "excluding automobile service stations"
Allowed Uses: per section LMC 17.72.080 & 17.72.090
Maximum F.A.R.: 1.0
Maximum Floor Area Allowed (2.85 Acres): 124,146 sq ft
Commercial Floor Area (0.81 Acres): 26,571 sq ft
Dwelling Units: 56 Dwelling Units
Maximum Density for 2.85 Acres: 20 Dwelling Units / Acre

Planning Area D: PCZD-R
Allowed Uses: per section LMC 17.72.080
Dwelling Units: 32 Dwelling Units
Maximum Density for 2.15 Acres: 15 Dwelling Units / Acre

Totals: Units: 231 Dwelling Units

Notes:
1. It is intended that a portion of this Planning Area will be higher density artists live-work type housing.
2. The combined square footage of commercial and residential will be less than half the amount allowed when calculating the entire area using FAR of 1.0.

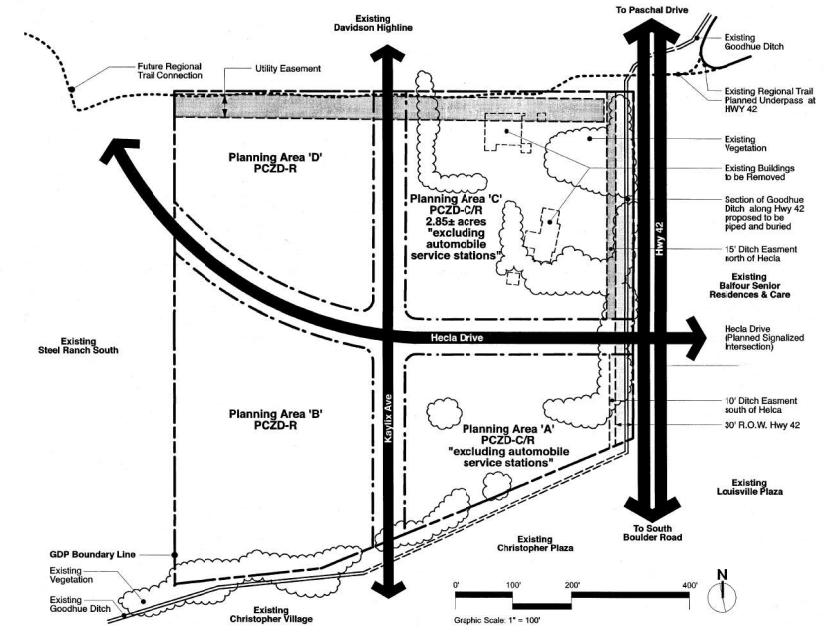
Public Land Dedication

Gross Area
PCZD-R Area + PCZD-C/R (Residential Area Only) 13.404 Acres
PCZD-C/R Area (Commercial Area Only) 1.828 Acres
PCZD-R + PCZD-C/R (Residential Area Only)
Gross Area: 11.228 Acres
Minimum Area Required: 1.8± Acres
Dedicated Land Required: 1.8± Acres
PCZD-C/R (Commercial Area Only)
Gross Area: 1.478 Acres
Minimum Area Required: 1.2± Acres
Dedicated Land Required: 0.18 Acres
TOTAL DEDICATED PUBLIC LAND REQUIRED 1.98 Acres

Takoda

General Development Plan - 5th Amendment

Southeast 1/4 of Section 5, Township 1 South, Range 69 West of the 6th P.M.



Bulk & Dimension Standards				
	Planning Area A ^a	Planning Area B ^a	Planning Area C ^a	Planning Area D ^a
Min. Lot Area	7,000 sf	7,000 sf	7,000 sf	7,000 sf
Min. Lot Width	60'	60'	60'	60'
Max. Lot Coverage	40%	40%	40%	40%
Building Setbacks				
Min. Front Yard Setback (Principle Uses)	See ROW Setbacks	See ROW Setbacks	See ROW Setbacks	See ROW Setbacks
Min. Side Yard Setback (Principle Uses)	3'	3'	3'	3'
Min. Side Yard Setback (Accessory Uses)	3'	3'	3'	3'
Min. Rear Yard Setback (Principle Uses)	Parking: 5' Building: 10'	Parking: 5' Building: 10'	Parking: 5' Building: 10'	Parking: 5' Building: 10'
Min. Rear Yard Setback (Accessory Uses)	Parking: 5' Building: 10'	Parking: 5' Building: 10'	Parking: 5' Building: 10'	Parking: 5' Building: 10'
Setback from Hwy 42 ROW	Parking: 40' min from PL (10' from ROW Easement) ^b Building: 40' min from PL (10' from ROW Easement) ^b	N/A	Parking: 40' min from PL (10' from ROW Easement) ^b Building: 45' min from PL (15' from ROW Easement) ^b	N/A
Setback from Collector Street ROW	Parking: 10' Building: 5' typical, 0' for 33% of facade up to 12' max. width ^{c, d}	Parking: 10' Building: 5' typical, 2' for 33% of facade up to 12' max. width ^{c, d}	Parking: 10' Building: 5' typical, 2' for 33% of facade up to 12' max. width ^{c, d}	Parking: 10' Building: 5' typical, 2' for 33% of facade up to 12' max. width ^{c, d}
Setback from Local Street ROW	Parking: 10' Building: 5'	Parking: 10' Building: 5'	Parking: 10' Building: 5'	Parking: 10' Building: 5'
Setback From Parks and Open Space	0'	0'	0'	0'
Min. Building Separation	6'	6'	6'	6'
Max. Building Height				
Principle Uses	2-3 stories ^{e, f}	2-3 stories / 50' max. height ^{h, i}	2-3 stories ^{e, f}	2-3 stories ^{e, f}
Accessory Uses	30'	30'	30'	30'

^a The 50' max building height accommodates the specific instance in Planning Area B where a two to three story residential building with basement level garage parking access is proposed in a location where the height is compatible with building height precedents on the adjacent property.
^b The 33% portion of the multi-family building facade with 2' setback shall be angled and have a maximum width of 12' to maintain pedestrian mass and scale along the street front.
^c Stairs, steps, covered porch, awning, or sunshading elements are permitted within the 5' setback.
^d Third floors of multifamily buildings shall step back a minimum of 5' for a minimum of 50% of any given facade.
^e Roof forms shall have a max of pitched, sloped, or flat roof types that vary in orientation for a dynamic skyline.
^f Boulder County Housing Authority shall work with the Goodhue Ditch Company to finalize the necessary easement and setback agreements.

Vicinity Map



Notes

- Survey by Scott, Cox & Associates, dated December 12, 2014.
- The property is not located in the flood plain per FEMA map number 0801300582J panel 852 of 615 revised December 18, 2012.
- Timing and phasing of this development will be dependent on tax credit funding and other funding sources.
- Proposed vehicular connections from internal collector and local streets may be refined.
- No less than eighty percent (80%) of the total count of all residential units on the property shall be developed as affordable units at or below sixty percent (60%) of the area median income (AMI), and at least sixty (60) of the affordable units shall be age restricted for occupancy by persons fifty-five (55) years of age, or older, as provided in the Annexation Agreement.
- Use Group #12 in Section 17.72.090(b) (Automobile service stations) is prohibited in Planning Areas A & C.
- The Owner shall pay for 50% of the cost of a traffic signal installation at the intersection of West Hecla Drive and Highway 42 per the Annexation Agreement.

City Council

APPROVED THIS 15 DAY OF December, 2015, BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, CO. ORDINANCE NO. 210 SERIES 2015

[Signature]
MAYOR
[Signature]
CITY CLERK

Planning Commission Certification

APPROVED THIS 12 DAY OF November, 2015, BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, CO. RESOLUTION NO. 36 SERIES 2015

Boulder County Clerk & Recorder Certificate

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT O'CLOCK PM THIS 24 DAY OF February, 2016 AND IS RECORDED IN PLAN FILE 25194068 FEE: PAID FILE NO. RECEPTION

Clerk

Recorder

Ownership Signature Block

BY SIGNING THIS GDP, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH BY THIS POPUPD, WITNESS OUR HANDS AND SEALS THIS 21 DAY OF January, 2016

[Signature]
BOD BARNER, Chair, Boulder County Housing Authority
[Signature]
ELISE JONES

245 North 96th Street
Boulder County Housing Authority
245 North 96th Street, Louisville, CO

PROJECT TEAM:

Owner's Representative
Boulder County Housing Authority
2525 13th Street, 2nd Floor
Boulder CO 80306
(303) 441-1606
contact: Norrie Boyd

Civil Engineer
Olson Associates
5285 McWherry Blvd, Ste160
Loveland, CO 80538
(970) 461-7733
contact: Josh Eramouspe

Master Planner
Barnett Studio Architect
1944 20th Street
Boulder, CO 80302
(303) 448-1141
contact: Nicole Delange

General Development Plan

Drawing Number

A0.0

ITEM: Case No. PUD-000518-2024

PLANNER: Emily Cline-Gibson, Planner II

APPLICANT: Mark Blaser, Boulder Associates Inc.

OWNER: Advent Health Rocky Mountain Region

LOCATION: 100 Health Park Drive

REQUEST: Approval of Resolution 7, Series 2025, recommending approval of request for a Planned Unit Development (PUD) Amendment to replace existing freestanding signs and add a new wall sign on the hospital campus.

VICINITY MAP:



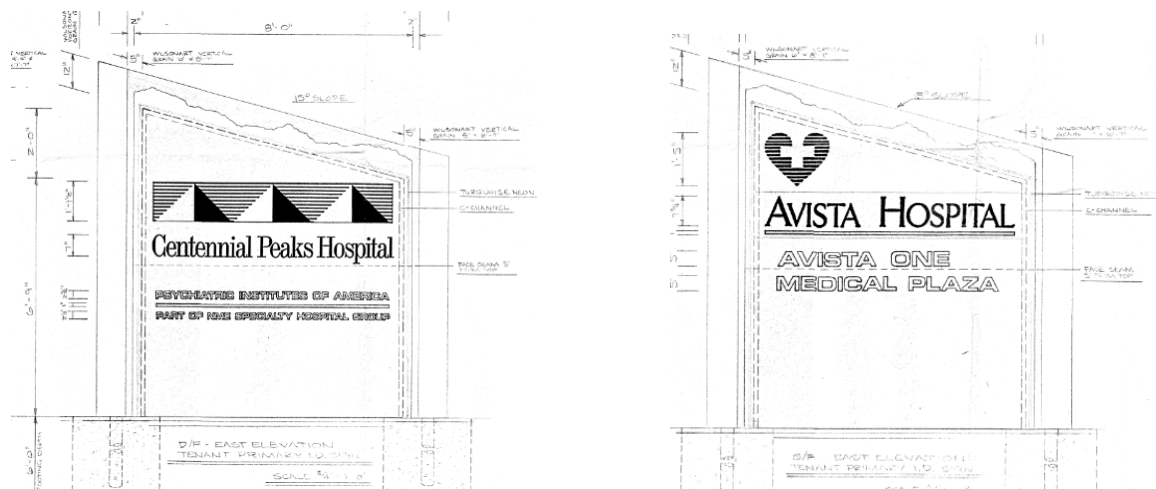
SUMMARY:

The applicant, Mark Blaser, Boulder Associates Inc., is requesting approval of a Planned Unit Development (PUD) Amendment to allow for an updated sign package on Lots 2-4 of the Advent Health Hospital property. The proposed sign package includes the replacement of nine existing freestanding signs, the removal of one freestanding sign, the relocation of one freestanding sign, and the addition of one wall sign. Four wall signs are proposed to remain unchanged. The applicant is also requesting five waivers for the signage.

BACKGROUND:

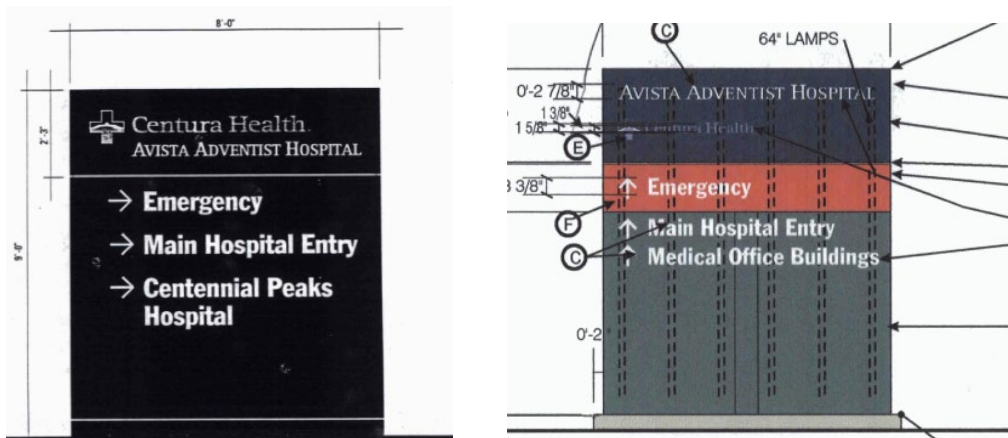
The property is zoned Planned Community Commercial (P-C) and is subject to the [Avista Adventist Hospital General Development Plan](#) (GDP), which outlines specific use patterns. Signage is evaluated against the [City of Louisville Sign Code](#) ("Sign Code") and all other site design elements are subject to the [Commercial Development Design Standards and Guidelines](#) (CDDSG).

The Centennial Park Hospital PUD was approved in 1989 and established the development patterns for Lot 2 of the subject property. The PUD has undergone multiple amendments, including a master sign plan that was established in 1990. The master sign plan consisted of thirteen total freestanding and wall signs, including a freestanding sign facing US Highway 36 ("US 36") that was approved for installation on City property. The PUD and master sign plan included signage for Centennial Peaks Hospital, now located at 2255 S 88th Street, and Avista Hospital, which is located on the subject property.



Renderings from the 1990 master sign plan.

The Avista Adventist Hospital (Formerly Centennial Health Park) PUD was approved in 1998 and established development patterns for Lots 3-4 of the subject property. In alignment with the anticipated new PUD and hospital rebranding efforts, a new sign package was administratively approved as a PUD Amendment in late 1997. The current signage located on the subject property was approved in 2002 as a permit set. Most existing freestanding signs have not moved from their originally approved location.

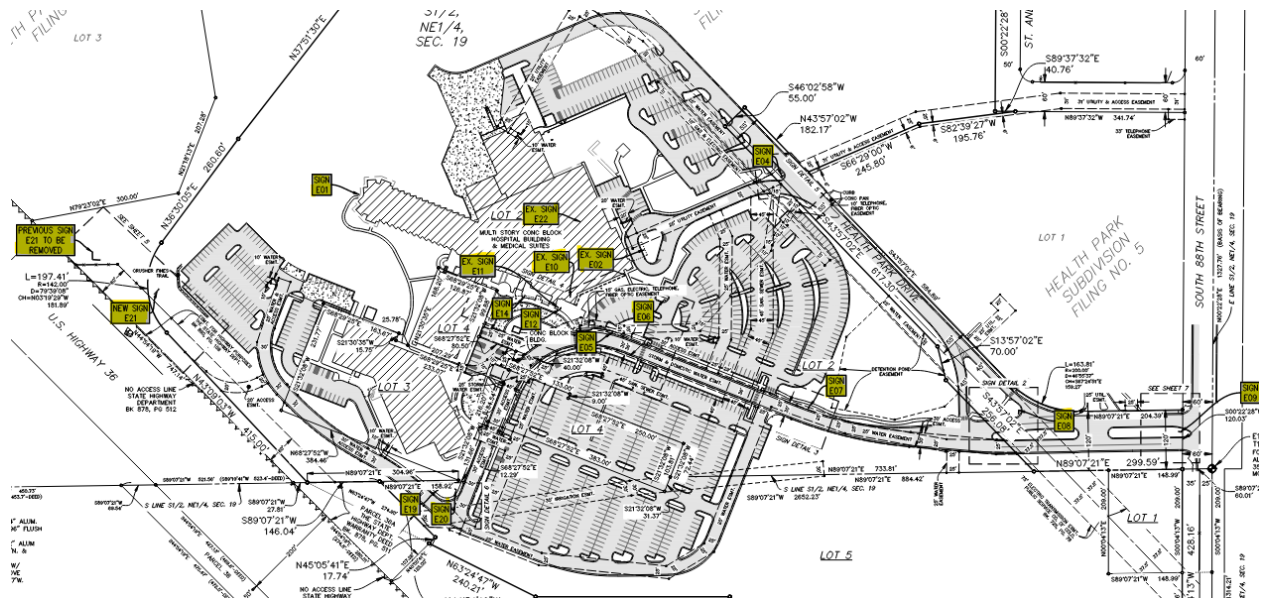


Sign renderings from the 1997 administrative PUD Amendment (left) and 2002 approved permits (right).

Ordinance No. 715, Series 1981 established sign regulations for the City of Louisville, including sign height and size requirements and total number of signs permitted on a property. Notable amendments to the sign regulations include minor changes in 1992-1994 and a major code amendment in 2006. In 2019, the City of Louisville repealed all previous sign regulations and adopted a city-wide Sign Code through Ordinance No. 1779, Series 2019. While the original hospital master sign plan and amendments provided guidance for uniform sign design and placement on the hospital campus, any new sign proposals must comply with the 2019 adopted Sign Code.

PROPOSAL:

The applicant is proposing to install one new wall sign, replace nine freestanding signs with new signs of similar size, and relocate one freestanding sign that is currently located on City property. Four existing wall signs are proposed to remain unchanged.



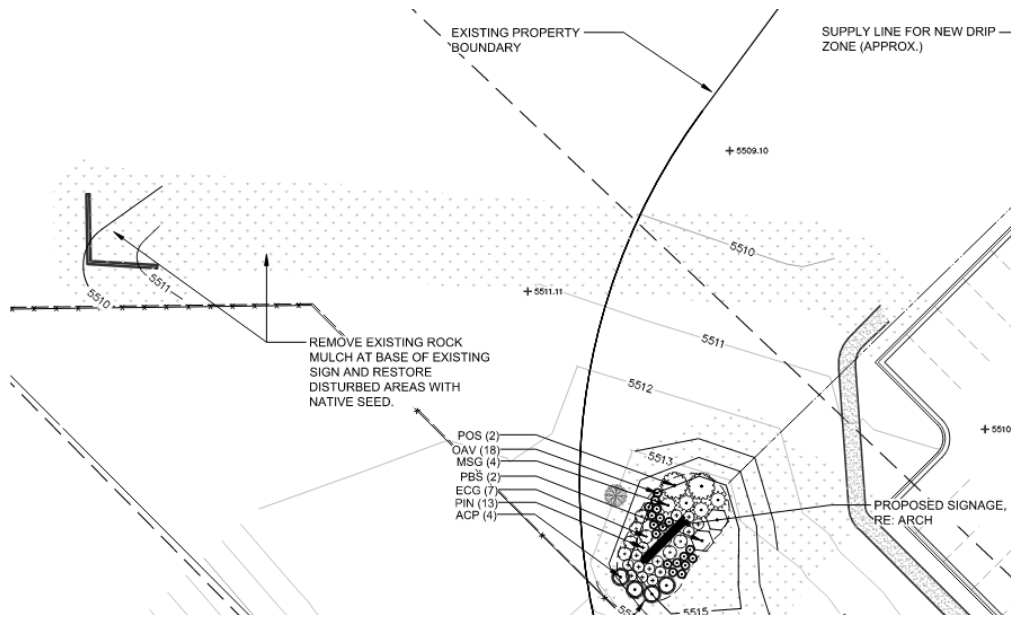
Site plan of the subject property. Highlighted areas indicate proposed and existing signs.

The nine directional freestanding signs are intended to improve wayfinding for the Advent Health Avista Hospital campus and are proposed to be in similar size and location as the existing signs. One directional sign, labeled as E06, is proposed to be removed from the parking lot area and not replaced.

The following table compares the size of the proposed and existing freestanding signs:

<i>Table 1. Proposed and Existing Sign Sizes</i>				
Sign Number	Existing Height (feet)	Proposed Height (feet)	Existing Area (square feet)	Proposed Area (square feet)
E04	4.1	4	20.6	16.5
E05	4.1	4	12.4	16.5
E07	5.7	6	27.5	24.8
E08	10	12	80	63.4
E09	14	12	112.3	63.4
E12	4.1	4	20.6	21.9
E14	4.1	4	20.6	16.5
E19	4.1	4	12.4	16.5
E20	4.1	4	12.4	16.5

One existing freestanding sign faces US 36 and is located on City property. This sign, labeled as E21, is proposed to be removed and a new sign will be placed within the subject property boundaries. The proposed sign will still be visible from US 36 at its new location. Rock and mulch landscaping that is currently located at the base of the existing sign will be removed and a native seed mix will be planted in the disturbed area. The proposed sign will include a landscape base with a mix of shrubs, perennials, and ornamental grass.



Proposed relocation of existing freestanding sign.

Additionally, a new wall sign is proposed on the patient wing and will face northwest towards the Coal Creek Golf Course and Avista Open Space. The proposed sign will be 4.4 feet tall and approximately 131.7 square feet.



Proposed wall sign.

ANALYSIS:

Section 2.3 of the Sign Code states that any increase in the maximum number of signs for a property shall follow the PUD approval process. In addition, the applicant is requesting five Sign Code waivers to maintain uniformity with the previously approved master sign package. Staff analysis includes a review of the Sign Code followed by the waiver criteria. The PUD review criteria are included as an appendix.

Freestanding Signs

Directional signs are exempt from permit requirements if they do not exceed five square feet, as outlined in Section 2.2. of the Sign Code. Since all proposed directional signs are larger than five square feet, they must be considered freestanding signs. Signs E8 and E9 are located at primary frontages and are primary signs. The remaining freestanding signs are secondary signs.

Aside from the requested waivers, which include relief from the maximum allowed number of freestanding signs and deviation from base and border requirements, all proposed signs meet the commercial criteria for freestanding signs.

4.10.b FREESTANDING SIGNS in COMMERCIAL AREAS, cont.

Standard	Commercial Single Tenant Site	Commercial Multi-Tenant Site*	Office Single Tenant Site	Office Multi-Tenant Site
Permitted	Yes	Yes	Yes	Yes
Permit Req'd	Yes	Yes	Yes	Yes
Max. Number	1 per primary frontage, 1 per secondary frontage, not to exceed 2 signs	1 per primary frontage, 1 per secondary frontage, not to exceed 4 signs	1 per primary frontage, 1 per secondary frontage, not to exceed 2 signs	1 per primary frontage, 1 per secondary frontage, not to exceed 3 signs
Max. Area, Primary	48 sf	60 sf - less than 60,000 sf of floor area 96 sf - more than 60,000 sf of floor area	40 sf	48 sf - less than 60,000 sf of floor area 60 sf - more than 60,000 sf of floor area
Max. Area, Secondary	24 sf	32 sf	16 sf	24 sf
Max. Height, Primary	8 ft	12 ft	6 ft	8 ft
Max. Height, Secondary	5 ft	6 ft	5 ft	6 ft
Illumination	Externally, internally or halo lit	Externally, internally or halo lit	Externally, internally or halo lit	Externally, internally or halo lit
Min. Setback	10 ft	10 ft	10 ft	10 ft

Freestanding sign requirements from the Sign Code.

Wall Sign

Section 4.11.b of the Sign Code outlines criteria for wall signs in commercial areas. Included in this section is an allowance for properties adjacent to US 36 to have additional wall signs beyond the maximum number permitted. The additional wall signs may be up to 50% larger in area and up to 100% taller than the maximum permitted.

One waiver request seeks to apply the size allowances granted to signs facing US 36 to the proposed wall sign. Although the sign will not directly face US 36, it may be visible

from the highway at a distance. The proposed sign exceeds the standard height and area limits established by the Sign Code but would conform to the maximum allowances permitted for signage oriented towards US 36.

Relocated Sign

The relocated sign, labeled as E21, is proposed to be set back approximately 12 feet from the property line. A 446-square-foot landscaped area will be installed at the sign base, satisfying the criteria in Section 4.10.b. of the Sign Code which requires a minimum of three square feet of landscaping for every one square foot of sign area. The freestanding sign is proposed to be 10 feet tall and 139.2 square feet. Oriented towards US 36, the sign meets the size and height allowances applicable to signs visible from the highway.

Sign Waiver Compliance

Section 17.28.110 of the Louisville Municipal Code sets forth the PUD waiver process and criteria. The application includes the following waiver requests:

1. Allow the quantity of freestanding signs to exceed the number permitted in Section 4.10.b.
2. Waive the requirement of an architectural base and border from the proposed freestanding signs.
3. Waive the landscaping requirement at the base of freestanding signs.
4. Allow translucent red illuminated letters on five freestanding signs.
5. Allow the area of the wall sign to exceed the maximum area permitted.

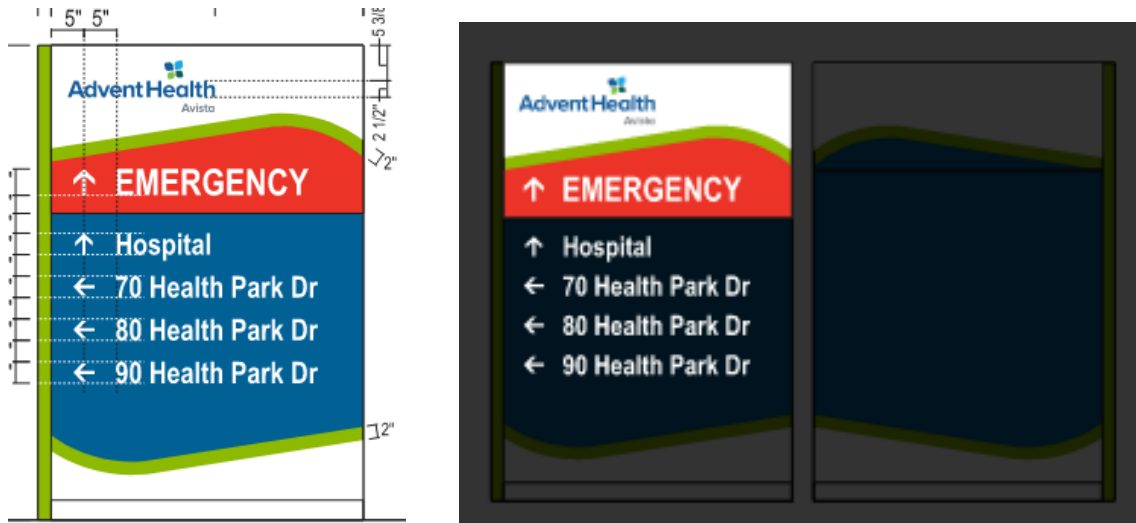
Sign waiver requests shall be reviewed against the criteria provided in Section 2.3 of the Sign Code. Staff analysis of the sign waiver request is provided below:

- a. The proposed sign(s) shall encourage excellence in design, exhibit improved creativity, promote community aesthetics, and be appropriate with the character of the area.

*The proposed freestanding signs provide clear wayfinding throughout the hospital campus. The number of freestanding signs, design, and size align closely with what has previously been approved for the property. The proposed wall sign aligns with the proposed sign package in design and placement. **Staff find the proposal meets this criterion.***

- b. The proposed sign(s) shall be compatible with the color, materials, and design of the on-site building(s).

*The proposed signs are compatible in design, color, and materials, and align with the design of the Advent Health logo. The proposed signs provide complimentary design to the hospital buildings. **Staff finds the proposal meets this criterion.***



Example of proposed colors and night illumination for freestanding signs.

- c. The proposed signs(s) shall be scaled and located in a manner that is compatible with the scale of the lot and the massing of the building(s), with consideration of legibility of copy area.

*The proposed freestanding signs are scaled in a similar manner to the existing freestanding signs which received previous approvals. The subject property is approximately 15.5 acres in size, and the number of proposed signs is distributed adequately compared to the lot size. **Staff find the proposal meets this criterion.***

- d. The proposed sign(s) are otherwise in conformance with the regulations of this chapter and applicable design guidelines respecting the size, height, location, design, and appearance of the sign(s) involved.

*The proposed signs align with all relevant design standards and are aligned with previous sign amendments for the hospital campus. **Staff find the proposal meets this criterion.***

PUBLIC COMMENTS:

No public comments have been received as of the date of this report.

STAFF RECOMMENDATION:

Staff recommend approval of Resolution 7, Series 2025, recommending approval of request for a Planned Unit Development (PUD) Amendment to replace existing freestanding signs and add a new wall sign on the hospital campus.

ATTACHMENTS:

1. Resolution 7 Series 2025
2. Application Materials
3. PUD Amendment plan sheets

APPENDIX: PUD Criteria Analysis

Criteria 17.28.120 (A)	Finding	Narrative
1. An appropriate relationship to the surrounding area;	Compliant	The proposed signs are appropriate with the surrounding area and will continue to provide clear direction to different wings of the hospital.
2. Circulation in terms of the internal street circulation system, designed for the type of traffic generated, safety, separation from living areas, convenience, access, and noise and exhaust control. Proper circulation in parking areas in terms of safety, convenience, separation and screening;	Not Applicable	The proposal does not include alterations to the existing traffic and pedestrian circulation.
3. Consideration and provision for low and moderate-income housing;	Not Applicable	The proposal does not include housing.
4. Functional open space in terms of optimum preservation of natural features, including trees and drainage areas, recreation, views, density relief and convenience of function;	Not Applicable	The proposal does not include building development or other elements that will impact the existing dedicated open space.
5. Variety in terms of housing types, densities, facilities and open space;	Not Applicable	The proposal does not include housing.
6. Privacy in terms of the needs of individuals, families and neighbors;	Not Applicable	The proposal does not include housing.
7. Pedestrian and bicycle traffic in terms of safety, separation, convenience, access points of destination and attractiveness;	Compliant	The propped signs will be located off sidewalks and outside of vision clearance areas to allow safe pedestrian access.
8. Building types in terms of appropriateness to density, site relationship and bulk;	Not Applicable	The proposal does not include new buildings.
9. Building design in terms of orientation, spacing, materials, color, texture, storage, signs and lighting;	Not Applicable	The proposal does not include new buildings.

10. Landscaping of total site in terms of purpose, such as screening, ornamental types used, and materials used, if any; and maintenance, suitability and effect on the neighborhood;	Compliant	One freestanding sign is proposed to include a landscaped base and will have a variety of shrubs and ornamental grasses. The proposed landscaping will add to overall hospital campus beautification.
11. Compliance with all applicable development design standards and guidelines and all applicable regulations pertaining to matters of state interest, as specified in <u>chapter 17.32</u> ;	Compliant	Aside from the requested waivers, the proposed PUD Amendment complies with all applicable design standards and guidelines.
12. None of the standards for annexation specified in <u>chapter 16.32</u> have been violated;	Not Applicable	No annexation is proposed.
13. Services including utilities, fire and police protection, and other such services are available or can be made available to adequately serve the development specified in the final development plan.	Compliant	Most proposed freestanding signs will be in locations where existing utility hookups are available. Sign E09 has been slightly moved from its original location to provide better utility access.

Criteria 17.28.120 (B)	Finding	Narrative
1. Development shall be in accordance with the adopted elements of the comprehensive development plan of the city, and in accordance with any adopted development design standards and guidelines.	Compliant	Aside from the requested waivers, the proposed PUD Amendment complies with all applicable design standards and guidelines.
2. No structures in a planned unit development shall encroach upon the floodplain. Existing bodies of water and existing stream courses shall not be channelized or altered in a planned unit development plan.	Compliant	The subject property is not located in a floodplain, nor are there existing bodies of water in the area.
3. No occupied structure shall be located on ground showing severe subsidence potential without adequate design and study approved specifically by the city.	Compliant	There is no signs of subsidence on the subject property.

4. The proposal should utilize and preserve existing vegetation, land forms, waterways, and historical or archeological sites in the best manner possible. Steep slopes and important natural drainage systems shall not be disrupted. How the proposal meets this provision, including an inventory of how existing vegetation is included in the proposal, shall be set forth on the landscape plan submitted to the city.	Compliant	All but one of the freestanding signs are proposed to be in the same location as existing signage. The freestanding sign that will be in a new location will not interfere with existing vegetation and natural features.
5. Visual relief and variety of visual sitings shall be located within a development in the overall site plan. Such relief shall be accomplished by building placements, shortened or interrupted street vistas, visual access to open space and other methods of design.	Not applicable	No new buildings or arrangement of major structures are proposed with this PUD Amendment.
6. Open space within the project shall be located in such a manner as to facilitate pedestrian use and to create an area that is usable and accessible to residents of surrounding developments.	Not applicable	No changes to existing open space dedications are proposed with the PUD Amendment.
7. Street design should minimize through traffic passing residential units. Suggested standards with respect to paving widths, housing setbacks and landscaping are set forth in public works standards of the city and applicable development design standards and guidelines. The system of streets, including parking lots, shall aid the order and aesthetic quality of the development.	Compliant	No changes to the existing street design is proposed. All signage will be located outside of vision clearance areas to maintain existing vehicle circulation.
8. There shall exist an internal pedestrian circulation system separate from the vehicular system such that allows access to adjacent parcels as well as to parks, open space or recreation facilities within the development. Pedestrian links to trail systems of the city shall be provided.	Compliant	No changes to the existing pedestrian circulation are proposed. All signage will be located off of sidewalks and outside of vision clearance areas to maintain existing pedestrian patterns.

9. The project and development should attempt to incorporate features which reduce the demand for water usage.	Compliant	The proposed signs will not consume more water than the existing signage.
10. Landscape plans shall attempt to reduce heating and cooling demands of buildings through the selection and placement of landscape materials, paving, vegetation, earth forms, walls, fences, or other materials.	Not applicable	The proposal does not include new buildings.
11. Proposed developments shall be buffered from collector and arterial streets. Such buffering may be accomplished by earthen berms, landscaping, leafing patterns, and other materials. Entrance islands defining traffic patterns along with landscaping shall be incorporated into entrances to developments.	Not applicable	The proposal does not include new buildings.
12. There shall be encouraged the siting of lot arrangement, building orientation and roof orientation in developments so as to obtain the maximum use of solar energy for heating.	Not applicable	The proposal does not include housing.
13. The overall PUD shall provide a variety of housing types.	Not applicable	The proposal does not include housing.
14. Neighborhoods within a PUD shall provide a range of housing size.	Not applicable	The proposal does not include housing.
15. Architectural design of buildings shall be compatible in design with the contours of the site, compatible with surrounding designs and neighborhoods, shall promote harmonious transitions and scale in character in areas of different planned uses, and shall contribute to a mix of styles within the city.	Not applicable	The proposal does not include new buildings.

**RESOLUTION NO. 7
SERIES 2025**

**A RESOLUTION RECOMMENDING APPROVAL OF A PLANNED UNIT
DEVELOPMENT AMENDMENT TO REPLACE EXISTING FREESTANDING SIGNS
AND ADD A NEW WALL SIGN TO THE HOSPITAL PROPERTY AT 100 HEALTH
PARK DRIVE.**

WHEREAS, there has been submitted to the Louisville Planning Commission an application for a planned unit development amendment to allow the replacement of existing directional signage and the installation of a new wall sign located at 100 Health Park Drive; and

WHEREAS, City staff have reviewed the information submitted and found that, with the five requested waivers, the application complies with the Louisville zoning regulations and other applicable sections of the Louisville Municipal Code; and

WHEREAS, the Planning Commission has considered the application at a duly noticed public hearing on May 8, 2025 where evidence and testimony were entered into the record.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of a planned unit development amendment to allow the replacement of existing freestanding signs and the addition of a new wall sign on the hospital campus at 100 Health Park Drive.

PASSED AND ADOPTED this 8th day of May, 2025.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission

Development Review Application Form

Please complete this form and include it with the submittal documents for your development review application. Applications will not be processed until all required information is provided to the satisfaction of the City of Louisville Planning Department.

Property Information

Common Address(es): 70, 80, 90, 100 Health Park Drive

Legal Description:

Lot 2, 3, and 4 Block _____ Subdivision Avista Adventist Hospital

Lot Area: _____ Sq. Ft. or 36.111 Acres

LAND USE PROCESS (check all that apply)

- ☐ Annexation
- ☐ Concept Plan
- ☐ Easement Vacation
- ☐ Oil and Gas
- ☐ General Development Plan (GDP)
 - ☐ Amendment
 - ☐ New GDP
- ☒ Planned Unit Development (PUD)
 - ☒ Amendment
 - ☐ Preliminary
 - ☐ New PUD
- ☐ Rezoning
- ☐ Special Review Use (SRU)
 - ☐ Amendment
 - ☐ New SRU
- ☐ Subdivision
 - ☐ Final or Replat
 - ☐ Preliminary Plat
- ☐ Temporary Use Permit
- ☐ Variance
- ☐ Vested Property Right
- ☐ Wireless Facility
- ☐ Other: _____

PROJECT DESCRIPTION:

This amendment to the approved PUD is to replace the existing freestanding signs with new Advent Health signage. The purpose of these signs is to direct visitors and patients to the various hospital department entrances on Lot 2 and Medical Office Buildings on Lots 3 and 4. These are existing signs that have been located for clear, concise direction, especially to the Emergency entrance. There are eleven existing freestanding signs currently installed. This is more than is allowed for commercial multi-tenant sites per current signage code. This amendment is to request waivers to replace the existing freestanding signs with new signs of similar type and size that have a unified appearance. Also the existing U.S. 36 sign will be removed and a new freestanding sign will be added within the Lot 2 property lines.

Property Owner Information

Name: Brett Spenst Entity (if applicable) AdventHealth Rocky Mountain Region

Address: 6061 S Willow Dr, Suite 210, Greenwood Village, CO 80111

Phone: 720-330-6969

Email: brett.spenst@adventhealth.com

Application Representative Information

Name: Mark Blaser Entity (if applicable) Boulder Associates, Inc.

Address: 1426 Pearl Street, Suite 300, Boulder CO 80302

Phone: 720.304.4167

Email: mblaser@boulderassociates.com

Certification/Signature

I certify that the information I have submitted is true and correct to the best of my knowledge and in filing the application and submittal documents, I am acting as and/or with the knowledge and consent of those persons who are owners of the subject property or are parties to this application.



Signature*

Brett Spenst

Print Name

06/19/2024

Date

*If acting as a representative/agent of the owner, include written authorization from the owner that certifies the agent's right to submit this application

June 14, 2024



Narrative: PUD Amendment for AdventHealth Avista Hospital Signage

AdventHealth Avista Hospital is updating the signage on their campus with their updated name and branding. Many of the existing signs on the hospital campus are nonconforming with the current sign code requirements. This PUD amendment is to request waivers for the number of freestanding signs permitted and design of the replacement signs. The waiver requests are noted on the cover sheet.

The existing freestanding signs provide clear wayfinding for patients and visitors from 88th Street and Health Park Drive to the various hospital departments and two medical office buildings on the campus. They are located to provide direction near site entrances and key parts of the internal automobile circulation. The hospital and two medical office buildings are approximately 325,000 square feet of building area. The AdventHealth Avista Hospital campus is around 48 acres.

The number of existing freestanding signs exceeds the quantity permitted per the current signage code. A waiver is requested to replace majority of the existing freestanding signs in their current location with new signs that are the same or slightly smaller in size. One existing freestanding sign is no longer required and will be removed. The existing US 36 freestanding sign is currently not located within the property lines of the hospital and a new freestanding sign will be constructed on Lot 2 of the Health Park Subdivision. The PUD amendment drawings show the existing locations of freestanding signs to be replaced, removed, and the new location for new US 36 freestanding sign location. Revised grading and landscaping around the new US 36 sign are provided. The new proposed signage design is included show the existing and new signage size and design.

1426 Pearl Street, Suite 300, Boulder, Colorado 80302
O: 303.499.7795

BA
BOULDER ASSOCIATES

PROJECT	P246572.00
---------	------------

DATE 6/14/24

REVISIONS

SHEET TITLE

SHEET NUMBER

ET 1 OF 20

1. THE CITY OF LOUISVILLE IS NOT RESPONSIBLE FOR DAMAGE TO, OR REPAIR OF, MONUMENT SIGNS, PAVEMENT SURFACES, OR LANDSCAPING CAUSED DURING REPAIR OR MAINTENANCE OF UTILITIES LOCATED WITHIN PUBLIC UTILITY EASEMENTS.
2. ALL DAMAGES AND REPLACEMENT COSTS FOR THE MEDIAN AND SIGN E09 AS A RESULT OF MAINTENANCE AND/OR REPLACEMENT OF THE STORM SEWER SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER

00-PUD AMENDMENT	
1	COVER SHEET
2	OVERALL SITE PLAN
3	ENLARGED SITE PLANS
4	SIGNAGE SITE PLANS
5	GRADING PLAN SIGN E21
6	LANDSCAPE PLAN SIGN E21
7	SITE PLAN E09
8	SIGN E01
9	SIGN E04
10	SIGN E05
11	SIGN E06
12	SIGN E07
13	SIGN E08
14	SIGN E09
15	SIGN E12
16	SIGN E14
17	SIGN E19
18	SIGN E20
19	SIGN E21
20	ADDITIONAL SIGNS LEAVE AS-IS

CITY COUNCIL CERTIFICATE

APPROVED THIS ____ DAY OF _____, 20__ BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE,
COLORADO.

RESOLUTION NO. _____ SERIES _____

MAYOR

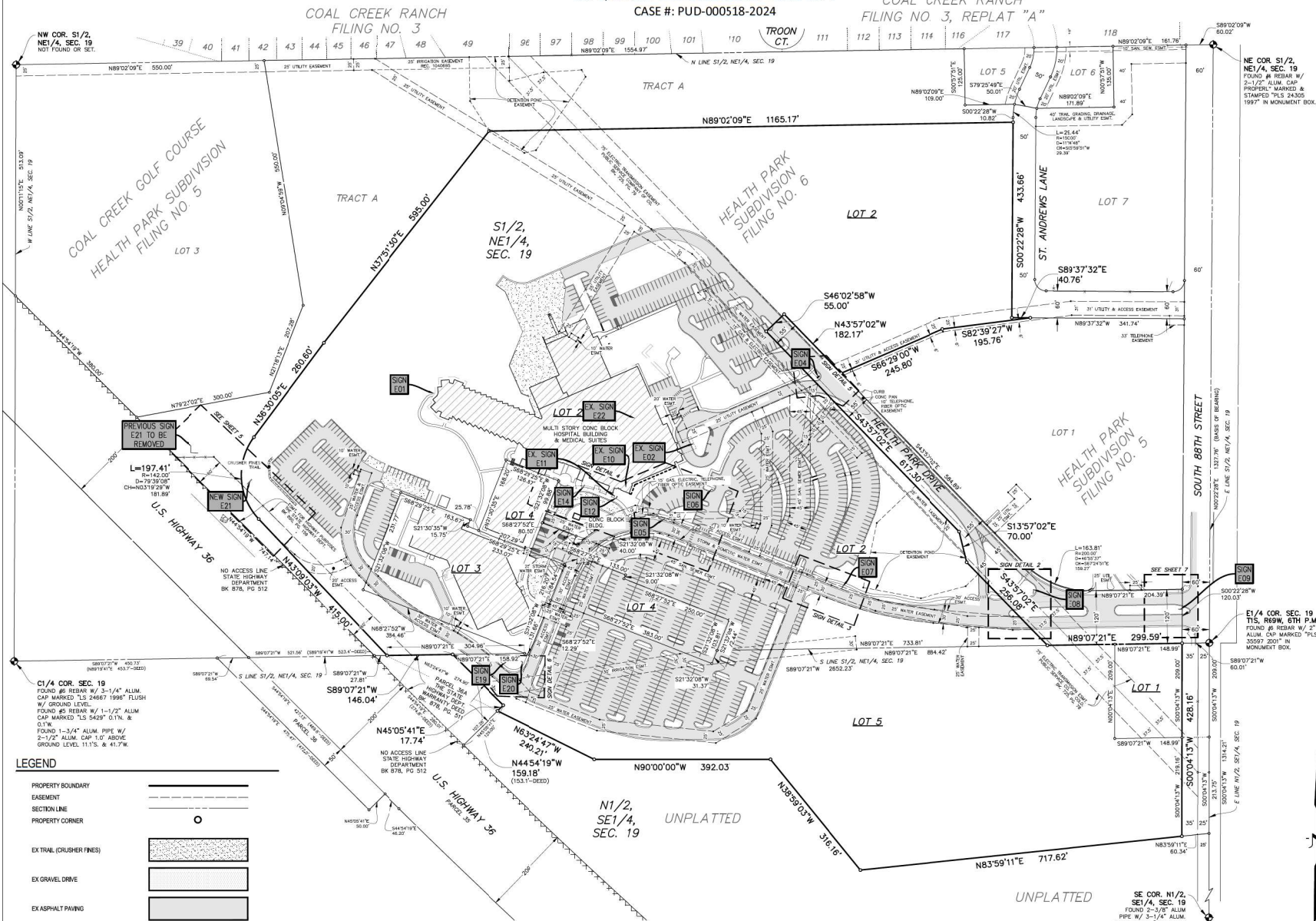
CITY CLERK

SEAL

LEGEND	
UTILITIES	SANITARY SEWER CLEANOUT
CO	ELECTRIC BOX
EW	ELECTRIC METER
EV	ELECTRIC VALVE
FX	FIBER OPTIC/TELECOM VAULT
FL	FIRE HYDRANT
GL	GROUND LIGHT
GM	GAS METER
IR	IRRIGATION
LI	LIGHT POLE
SM	SANITARY, SANITARY SEWER
SMH	SANITARY SEWER MANHOLE
STBN	STORM SEWER INLET
STBN	STORM SEWER MANHOLE
TEB	TELEPHONE/TELECOM BOX
TMH	TELEPHONE MANHOLE
TS	TRAFFIC SIGNAL POLE
TT	TELEPHONE TRANSMISSION TOWER
TVT	TRUNK VALVE
WM	WATER METER
WMH	WATER MANHOLE
WV	WATER VALVE
WVP	WATER VENT PIPE
POSTS	
ST	GUARD POST
STVL	STREET POST
MISC.	
AC	ACRES
ALUM	ALUMINUM
ASPH	ASPHALT
BLDG	BUILDING
BOOK	BOOK
COLOR	COLORADO
CONC	CONCRETE
EASEMT	EASEMENT
FM	FILM
MKD	MARKEED
MTL	METAL
PAGE	PAGE
PV	PHOTOVOLTAIC PANEL
N	NONE OR LESS
REC	RECEPTION NO.
ROW	RIGHT-OF-WAY
SF	SQUARE FEET
TYPE	TYPICAL
SCS	
CS	CAUTION SIGN
NPS	NO PARKING SIGN
RS	ROAD SIGN
SLS	SPEED LIMIT SIGN
SS	STOP SIGN
FEATURES	
	FENCE
	DITCH OR DRAINAGE
	DIRT OR GRAVEL ROAD
	ASPHALT ROAD
	CONCRETE
	DIRT, GRAVEL
	PROPERTY CORNER
	ACCESS RESTRICTION
	CONTOUR
	SPOT ELEVATION
UTILITY LINE	
	OVERHEAD ELECTRIC LINE
VEGETATION	
	DECIDUOUS TREE 1/2" 6" CALIPER
	CONIFER TREE 1/2" 6" CALIPER
	BUSH 1/2" 3" CALIPER

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

COAL CREEK RANCH
FILING NO. 3, REPLAT "A"



LEGEND

PROPERTY BOUNDARY	---
EASEMENT	---
SECTION LINE	---
PROPERTY CORNER	○
EX TRAIL (CRUSHER FINES)	▨
EX GRAVEL DRIVE	▨
EX ASPHALT PAVING	▨



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THREE (3) BUSINESS DAYS
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OF COLORADO (UNCC)
www.uncc.org



SCALE: 1"=100'



BOULDER ASSOCIATES

1426 PEARL STREET, SUITE 300
BOULDER, COLORADO 80302
303.499.7795

CIVIL ARTS

ENGINEERING 1500 Kansas Ave., Suite 240
Longmont, CO 80501
PLANNING 1500 Kansas Ave., Suite 240
SURVEYING 1500 Kansas Ave., Suite 240
F 303.682.1131
F 303.682.1149

PROJECT P246572.00

**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE 6/14/24

REVISIONS	DESCRIPTION	DATE
1	COMMENT RESPONSE	01/16/25
2	COMMENT RESPONSE	4/15/25

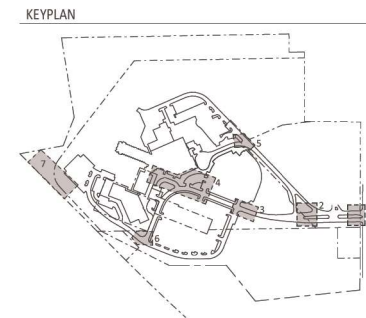
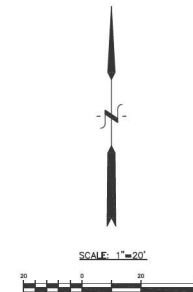
SHEET TITLE
**OVERALL SITE
PLAN**

SHEET NUMBER
2
SHEET 2 OF 20

[illegible][illegible][illegible]

3
HEET 3 OF 20

4/7/2025
K:\ACCOUNTS\ALADVENT HEALTH\LOCATIONS\2023\COI\COI_000_Louisville_200_Antistat_Permit_PUD_Ground & Building Signs_R2



**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

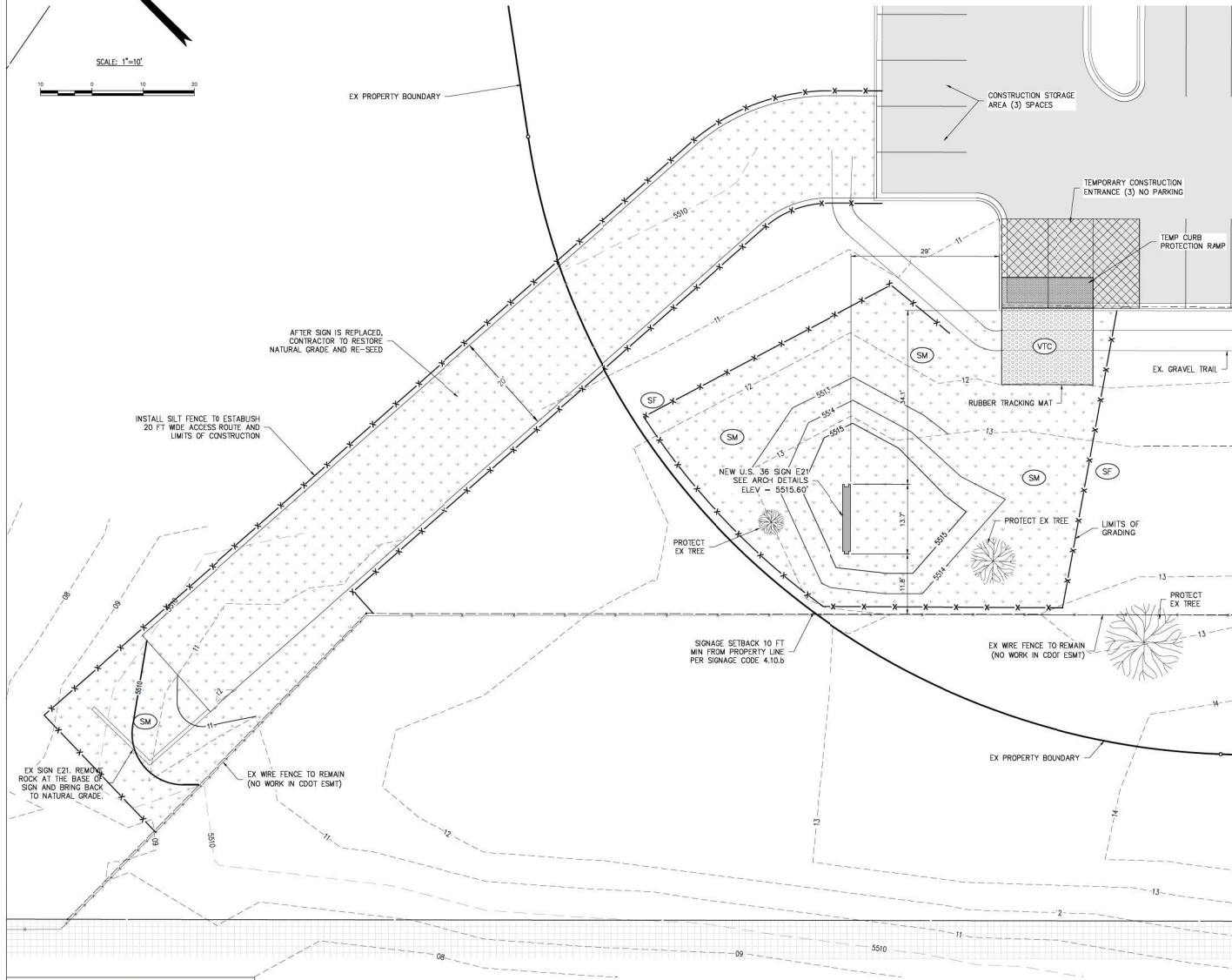
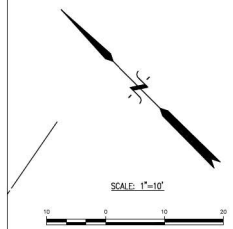
REVISIONS

SHEET TITLE

SHEET NUMBER

4
SHEET 4 OF 20

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024



ABBREVIATIONS

BLDG	BUILDING
BTM	BOTTOM
CL	CENTERLINE
ESMT	EASEMENT
EX	EXISTING
FG	FINISHED GRADE
HP	HIGH POINT
INV	INVERT
LP	LOW POINT
PP	POWER POLE
RCP	REINFORCED CONCRETE PIPE
SMH	SANITARY MANHOLE
SW	SWALE
TC	TOP OF CONCRETE
TYP	TYPICAL
WP	WOOD POST

EROSION CONTROL LEGEND

	SF	SILT FENCE (INITIAL, INTERIM)
	SM	OPEN SPACE SEED MULCH (FINAL)
	VTC	VEHICLE TRACKING CONTROL MAT (INTERIM)

EROSION CONTROL NOTES

- FINAL STABILIZATION BY SEEDING AND MULCHING OR PERMANENT LANDSCAPING. USE APPROVED OPEN SPACE SEED MIX, REF LANDSCAPE PLANS.
- ANY CONSTRUCTION FENCING SHALL BE REMOVED BY THE CONTRACTOR ONCE CONSTRUCTION IS COMPLETE.
- ALL EROSION CONTROL BMP'S SHALL BE PER URBAN DRAINAGE AND FLOOD CONTROL DISTRICT, UNLESS OTHERWISE STATED.
- ALL CONSTRUCTION ACTIVITIES AND ACCESS TO THE SITE SHALL OCCUR DURING GOOD WEATHER/DRY CONDITIONS TO MINIMIZE DAMAGE TO THE AREA.

LEGEND

PROPERTY BOUNDARY	
EXISTING MAJOR CONTOUR	
EXISTING MINOR CONTOUR	
PROPOSED MAJOR CONTOUR	
PROPOSED MINOR CONTOUR	
EXISTING SPOT ELEVATION	
EXISTING PROPERTY PIN	
EX TRAIL (CRUSHER FINES)	
EX GRAVEL DRIVE	
EX ASPHALT PAVING	

LEGAL DESCRIPTION

ALL OF LOTS 1, 2, 3, 4, & 5, HEALTH PARK SUBDIVISION FILING NO. 8 LOCATED IN THE S1/2 OF THE NE1/4 AND THE N1/2 OF THE SE1/4 OF SECTION 19, T15, R99W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF.

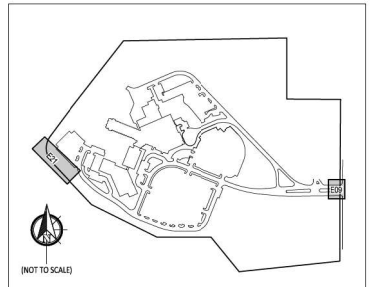
BASIS OF BEARINGS

BEARINGS SHOWN ON THE ACCOMPANYING PLAT ARE BASED ON THE ASSUMPTION THAT THE EAST LINE OF THE S1/2 OF THE NE1/4 OF SECTION 19, T15, R99W OF THE 6TH P.M., BEARS N69°22'28"E AS MONUMENTED.

BENCHMARK

THE PRIMARY BENCH MARK USED TO DETERMINE THE BASIS OF ELEVATIONS FOR THIS MAP IS CITY OF LOUISVILLE BENCHMARK LP 15, THE E1/4 CORNER OF SECTION 19, A 4" REBAR W/ 2" ALUM. CAP MARKED "PLS 35897.2001" IN MONUMENT BOX. NAVD 1988 ELEVATION = 5490.00 FEET.

KEY MAP



1426 PEARL STREET, SUITE 300
BOULDER, COLORADO 80302
303.499.7795



ENGINEERING: 1500 Kansas Ave., Suite 24E
Longmont, CO 80501
PLANNING: P. 303.682.1131
SURVEYING: F. 303.682.1149

PROJECT: P246572.00

PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE

DATE: 6/14/24

REVISIONS	DESCRIPTION	DATE
	COMMENT RESPONSE	01/16/25
	COMMENT RESPONSE	4/15/25

SHEET TITLE
**GRADING PLAN
SIGN E21**

SHEET NUMBER
5
SHEET 5 OF 20

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CALL 811 (911-888-8221-987)
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UTILITY NOTIFICATION CENTER
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6/12/2024 4:39:36 AM
Avista Hospital PUD 000518-2024, PUD Amendment 000518-2024

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

LANDSCAPE NOTES

- ALL LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC IRRIGATION SYSTEM WITH CODE COMPLIANT BACK FLOW PREVENTION MEASURES. BEDS WILL BE WATERED VIA DRIP IRRIGATION BELOW THE MULCH SURFACE. NATIVE SEED AREAS WILL BE WATERED VIA OVERLAPPING, HEAD TO HEAD SPRAY COVERAGE. OWNER TO BE RESPONSIBLE FOR IRRIGATION MAINTENANCE.
- THIS PLAN DESCRIBES THE LANDSCAPE PORTION OF THE PROJECT ONLY. SEE OTHER SHEETS FOR SITE IMPROVEMENT INFORMATION.
- CONTRACTOR TO FIELD VERIFY ALL UTILITY LOCATIONS AND DIMENSIONS. MINOR ADJUSTMENTS TO AVOID UTILITY AND SITE CONFLICTS ARE ALLOWED. LANDSCAPE ARCHITECT SHALL BE NOTIFIED OF ANY NOTABLE CONFLICTS AND PROPOSED SOLUTIONS.
- EXISTING BUILDINGS, GRADING, EASEMENTS, AND UTILITIES ARE BASED ON SURVEY INFORMATION PROVIDED BY OTHERS.
- VERIFY ALL CONDITIONS AT JOB SITE AND NOTIFY LANDSCAPE ARCHITECT OF DIMENSIONAL ERRORS, OMISSIONS, OR DISCREPANCIES BEFORE BEGINNING WORK.
- CONTOUR LINES ARE SHOWN ON LANDSCAPE PLANS FOR REFERENCE ONLY. REFERENCE CIVIL DRAWING FOR ACTUAL INFORMATION.
- OWNER TO PERFORM ONGOING MAINTENANCE CONSISTENT WITH CITY OF LOUISVILLE STANDARDS.
- PLANTING AREAS SHALL RECEIVE 4 CY SOIL AMENDMENT PER 1,000 SF. AND DECORATIVE ROCK MULCH AT 3" DEPTH OVER LANDSCAPE FABRIC. ROCK MULCH TO BE 1 1/2" MINUS BUTTER ROCK, LIGHT TAN IN COLOR.
- ALL PLANTING BEDS ADJACENT TO NATIVE SEED SHALL HAVE STEEL EDGING AS INDICATED ON PLANS.

LEGEND

- UPLAND SEED
- EXISTING TREE TO REMAIN
- STEEL EDGER
- EXISTING COUNTER
- PROPOSED COUNTER
- PROPOSED MONUMENT SIGNAGE

UPLAND SEED MIX

% OR PLS/AC	DESCRIPTION	MANUFACTURED BY
2.0 PLS/AC	SIDEPOATS GRAMA VAUGHN	ARKANSAS VALLEY SEED
3.3 PLS/AC	BUFFALOGRASS, CDDY	ARKANSAS VALLEY SEED
1.0 PLS/AC	SANDBERG BLUEGRASS, CANBAR	ARKANSAS VALLEY SEED
0.7 PLS/AC	PRAIRIE JUNGLEGRASS	ARKANSAS VALLEY SEED
3.3 PLS/AC	BLUE GRAMA, NATIVE	ARKANSAS VALLEY SEED

PLANT MATERIAL SCHEDULE

SYMBOLS	ABBREV	COMMON NAME	BOTANICAL NAME	QTY	SIZE GALLONS	MATURE HEIGHT/WIDTH	TOTAL 3-YEAR COVERAGE SF (ASSUMES 90% MATURITY)
SHRUBS							
•	ACP	PANCHITO MANZANITA	ARCTOSTAPHYLOS X COLORADENSIS 'PANCHITO'	4	5 GAL	2' X 5'	70.70
		TOTAL		4			70.70 SF
DECIDUOUS							
•	POS	PHYSOCARPUS OPUFOLIUS 'SEWARD' TM	SUMMER WINE NINEBARK	2	5 GAL	4' X 6'	50.89
•	PBS	PRUNUS BESSEYI 'P0115' TM	PAWNEE BUTTES SAND CHERRY	2	5 GAL	2' X 6'	50.89
		TOTAL		4			101.77 SF
PERENNIALS							
•	ECG	EPILOBUM CANUM GARRETTI 'PWGGO15'	ORANGE CARPET HUMMINGBIRD TRUMPET	7	1 GAL	0.5' X 2'	19.78
•	OAV	OSTEOSPERMUM X AVALANCHE'	AVALANCHE WHITE SUN DAISY	18	1 GAL	1' X 2'	50.87
•	PIN	PENSTEMON PINFOLIUS 'P0195'	STEPPE SUNSET GLOW PENSTEMON	14	1 GAL	1.5' X 2'	35.56
		TOTAL		39			110.21 SF
ORNAMENTAL GRASSES							
•	MSG	MISCANTHUS SINENSIS 'ORACILLIMUS'	MAIDEN GRASS	4	5 GAL	4' X 5'	70.70
		TOTAL		4			70.70 SF
SEED MIX							
		UP AND SEED MIX		6.8408F			
ROCK MULCH							
		1-1/2" MINUS ANGULAR BUTTER ROCK, TAN COLOR		446 SF / 3" DEPTH			

TOTAL PLANTING AREA = 446 SF
TOTAL PLANT COVERAGE (3-YRS) = 353 SF
353 SF / 446 SF = 79.10% COVERAGE

- NOTES:
- EVERGREEN SHRUBS SHALL BE PLANTED NO CLOSER THAN 3' TO CLOSEST PAVEMENT.
 - ALL PLANT CONTAINERS TO BE REMOVED PRIOR TO PLANTING.
 - BACKFILL AND WATER IN THOROUGHLY.
 - BROKEN ROOT BALLS WILL BE REJECTED.

NOTE:
PROPOSED MONUMENT SIGNAGE ± 137 FF
TOTAL LANDSCAPE AREA REQUIRED: 411 SF / PROVIDED: 446 SF

1 SHRUB PLANTING
3/4" = 1'-0"

P-2022-BEL-03

1 LANDSCAPE PLAN
SCALE: 1"=20'-0"



0 10 20

AVRES
3665 JFK Parkway, Building 2, Suite 100
Fort Collins, CO 80525
PROJECT P246572.00

**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

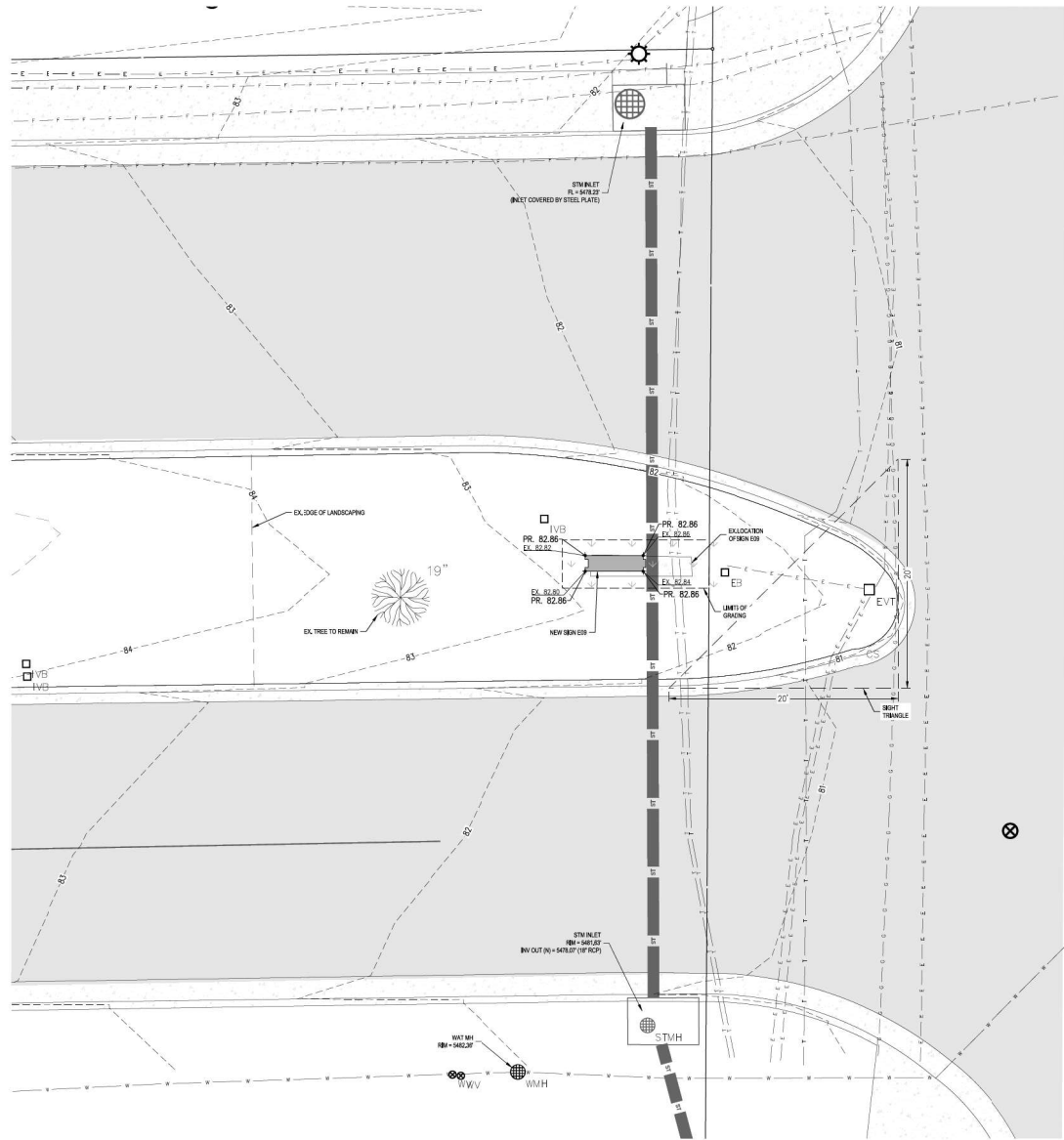
DATE 6/14/24

REVISIONS
DESCRIPTION DATE
1 COMMENT RESPONSE 01/16/25
2 COMMENT RESPONSE 4/15/25

SHEET TITLE
**LANDSCAPE PLAN
SIGN E21**

SHEET NUMBER
6
SHEET 6 OF 20

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024



ABBREVIATIONS

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RCP	REINFORCED CONCRETE PIPE
SMH	SANITARY MANHOLE
SW	SWALE
TC	TOP OF CONCRETE
TYP	TYPICAL
WP	WOOD POST

EROSION CONTROL LEGEND

—X—	SILT FENCE (INITIAL, INTERIM)
□	OPEN SPACE SEED MIX, MULCH (FINAL)
□	VEHICLE TRACKING CONTROL MAT (INTERIM)

EROSION CONTROL NOTES

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4. ALL CONSTRUCTION ACTIVITIES AND ACCESS TO THE SITE SHALL OCCUR DURING GOOD WEATHER/DRY CONDITIONS TO MINIMIZE DAMAGE IN THE AREA.

LEGEND

PROPERTY BOUNDARY	—
EXISTING MAJOR CONTOUR	—5000—
EXISTING MINOR CONTOUR	—5007—
PROPOSED MAJOR CONTOUR	—5000—
PROPOSED MINOR CONTOUR	—5007—
EXISTING SPOT ELEVATION	5359.77
EXISTING PROPERTY PIN	○
EX. TRAIL (CRUISER FINES)	▨
EX. GRAVEL DRIVE	▨
EX. ASPHALT PAVING	▨

LEGAL DESCRIPTION

ALL OF LOTS 1, 2, 3, 4, 5, HEALTH PARK SUBDIVISION FILING NO. 6, LOCATED IN THE S1/2 OF THE NE1/4 AND THE N1/2 OF THE SE1/4 OF SECTION 19, T15, R99W OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO, ACCORDING TO THE RECORDED PLAT THEREOF.

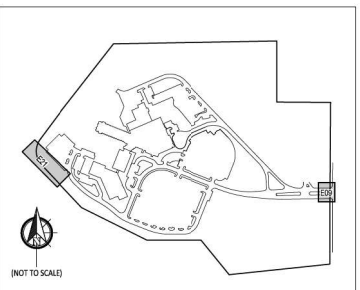
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BENCHMARK

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KEY MAP



1426 PEARL STREET, SUITE 300
BOULDER, COLORADO 80302
303.499.7795

CIVILARTS
ENGINEERING 1500 Kansas Ave., Suite 240
PLANNING Longmont, CO 80501
SURVEYING P.303.682.1131
F.303.682.1149

PROJECT P246572.00

PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE

DATE 6/14/24

REVISIONS	DESCRIPTION	DATE
1	COMMENT RESPONSE	01/16/25
2	COMMENT RESPONSE	4/15/25

SHEET TITLE
GRADING PLAN
SIGN E09

SHEET NUMBER
7
SHEET 5 OF 20

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OF COLORADO (UNCC)
www.uncc.org

6/12/2024 4:39:36 AM
Avista_Hospital_PUD_000518-2024.dwg
Avista_Hospital_PUD_000518-2024.dwg

E01 CHANNEL LETTERS on RACEWAY LIF-42-HOR-W

Scale: 1/4"=1'-0"

131.7 square feet total
(Measured boxed as shown)

refer to
MONICLE
CONTROL DOCUMENTS
for manufacturing details



- LOGO FACES:** .177 Clear acrylic w/ surface applied translucent vinyl to match and second surface applied diffuser film
- LETTER FACES:** .177 #2447 white acrylic w/ surface applied dual color blue film
- TRIMCAP:** 1" Jewellite - White
- RETURNS:** 5" Deep .063 aluminum coil painted blue SG finish
Interior painted with light enhancement paint
Logo sections to be created separately as single pieces and pop-riveted together using cross section as joining piece
- BACKS:** .090 Alum inside painted with light enhancement paint
- ILLUMINATION:** Agilight 6500K White LED's as required by manufacturer
Remote Power Supplies
- RACEWAY:** 8"h x 5"d Extruded .125" Alum. Raceway for letters;
Symbol raceway will be fabricated .125" Alum.;
Painted to match existing wall surface. Additional bracing as required.
- INSTALL:** Thru bolted using all thread into blocking as required
12" standard length of threaded rod will be supplied unless otherwise noted
3/8" threaded rod into blocking or Stratus approved equivalent
- QUANTITY:** (1) ONE LETTERSET REQUIRED
- JOB NOTE:** No existing power at sign location;
new electric circuit to be routed by facilities prior to installation.



Large Logo
Isometric View
(w/ Trimcap)
Scale: NTS



Logo
Side View



Letter
Side View

JOB NOTE: No existing power at sign location;
new electric circuit to be routed
by facilities prior to installation.

COLOR PALETTE
RACEWAY:
TO BE VERIFIED

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

EXISTING SIGN SF:	N/A
PROPOSED SIGN SF:	131.7

EXISTING

EXISTING CONDITIONS

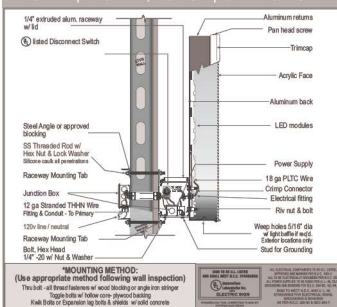


NONE EXISTING.
NEW SIGN TO BE INSTALLED ON EMPTY ELEVATION
ACROSS COURTYARD FROM EXISTING SIGN E01

SIMULATED NIGHT VIEW

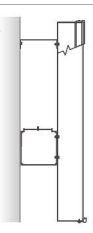


FACE LIT | RACEWAY, BOTTOM | GENERIC INSTALL



Bracing Detail

Additional bracing may
be required from letter
back to raceway for
increased support
for letters & logos
over 36"



Scale: $\pm 1/8" = 1'-0"$ (Warped due to angle of photo)

NOTE: Max area 1 sf/lf = 88.5 sf plus 50% increase for US36 = 132.75 sf allowable.

PROPOSED SIGNAGE



Scaled Proportionately

PROPOSED SIGNAGE - LONG DISTANCE VIEW

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BOULDER, COLORADO 80302
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Stratus

PROJECT P246572.00

**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE 6/14/24
REVISIONS
1 DESCRIPTION DATE
2 COMMENT RESPONSE 03/16/25
CONDENSED PAGES 4/15/25

SHEET TITLE

SIGN E01

SHEET NUMBER

8
SHEET 8 OF 20

E04 ILLUMINATED DIRECTIONAL CUSTOM DB-48-IL

Scale: 1"=1'-0"

16.5 square feet

refer to
PRODUCTION SHOP DRAWING
AD11117A
for manufacturing details

refer to
MONICLE
CONTROL DOCUMENTS
for manufacturing details

EXISTING SIGN SF:	20.6
PROPOSED SIGN SF:	16.5

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

SIMULATED NIGHT VIEW



EXISTING CONDITIONS



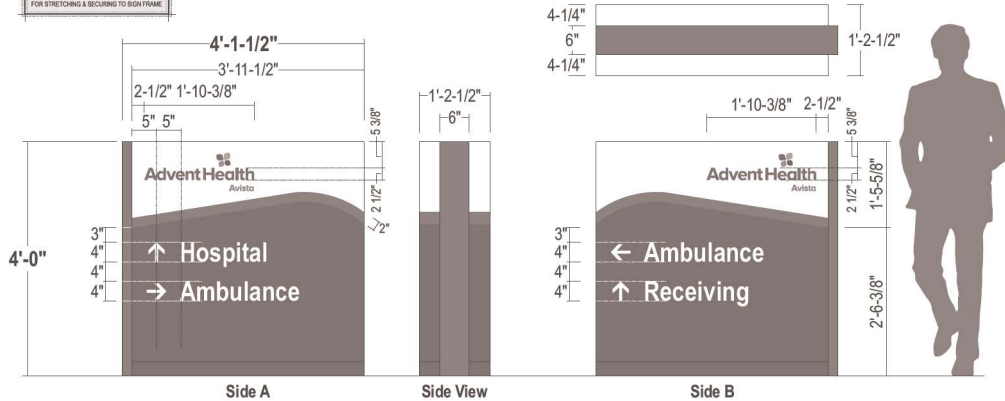
REMOVE EXISTING 4'-1-1/2" h x 5'-0" w ILLUM.
DIRECTIONAL & REPLACE. BACKFILL LANDSCAPING.
CONNECT TO EXISTING POWER.

PROPOSED SIDE A

Scaled Proportionately



PANAFLEX FACE
MATERIAL MUST HAVE 6" BLEED ALL SIDES
FOR STRETCHING & SECURING TO SIGN FRAME



- CABINET:** Sign comp extrusion - Depth as shown
Returns painted to match face
- CENTER CLADDING:** .125 formed alum. cladding painted Green SG finish
- FACES:** 3M Panagraphics III Flexible substrate
- GRAPHICS:** All graphics to be digitally printed by Miratec; All background & logo sections to be opaque;
Directional copy to be reverse weeded from face to fully illuminate
- ILLUM.** Agilight White LED's as required by manufacturer
Power supplies housed within cabinet
- BASE:** 3" h .125 Break formed alum. base extrusion cover painted white SG finish
- INSTALL:** Cabinet to have new internal steel and will be installed using base plates, anchor bolts and concrete foundation
to meet engineering requirements and city code.
- QUANTITY:** (1) ONE D/F Illuminated directional required
- NOTE:** Connect to existing power

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**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE 6/14/24

REVISIONS	DESCRIPTION	DATE
1	COMMENT RESPONSE	01/16/25
2	CONDENSED PAGES	4/15/25

SHEET TITLE
SIGN E04

SHEET NUMBER
9
SHEET 9 OF 20

E05

ILLUMINATED DIRECTIONAL CUSTOM DB-48-IL

Scale: 1"=1'-0"

16.5 square feet

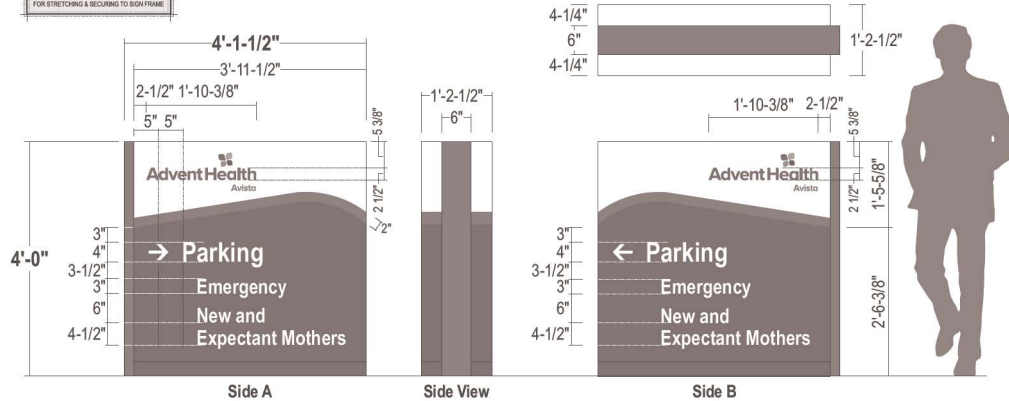
refer to
PRODUCTION SHOP DRAWING
AD11117A
for manufacturing details

refer to
MONICLE
CONTROL DOCUMENTS
for manufacturing details

EXISTING SIGN SF:	12.4
PROPOSED SIGN SF:	16.5

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

PANAFLEX FACE
MATERIAL MUST HAVE 6" BLEED ALL SIDES
FOR STRETCHING & SECURING TO SIGN FRAME



- CABINET:** Sign comp extrusion - Depth as shown
Returns painted to match face
- CENTER CLADDING:** .125 formed alum. cladding painted Green SG finish
- FACES:** 3M Panagraphics III Flexible substrate
- GRAPHICS:** All graphics to be digitally printed by Miratec; All background & logo sections to be opaque;
Directional copy to be reverse weeded from face to fully illuminate
- ILLUM.** Agilight White LED's as required by manufacturer
Power supplies housed within cabinet
- BASE:** 3"h .125 Break formed alum. base extrusion cover painted white SG finish
- INSTALL:** Cabinet to have new internal steel and will be installed using base plates, anchor bolts and concrete foundation
to meet engineering requirements and city code.
- QUANTITY:** (1) ONE D/F Illuminated directional required
- NOTE:** Connect to existing power

SIMULATED NIGHT VIEW



EXISTING CONDITIONS



PROPOSED SIDE A



Scaled Proportionately

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**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE 6/14/24

REVISIONS	DESCRIPTION	DATE
1	COMMENT RESPONSE	01/16/25
2	CONDENSED PAGES	4/15/25

SHEET TITLE
SIGN E05

SHEET NUMBER
10
SHEET 10 OF 20

E06

ILLUMINATED DIRECTIONAL REMOVE EXISTING

Scale: NTS

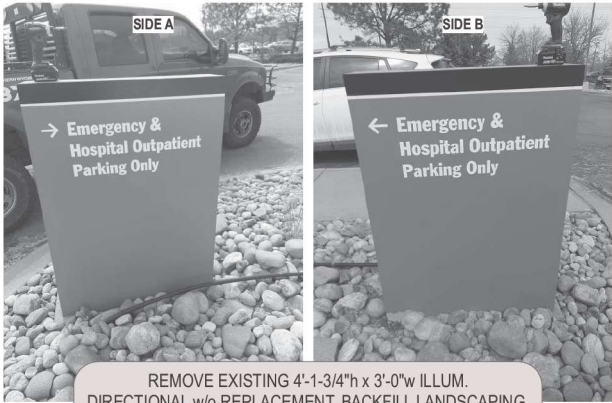
EXISTING SIGN SF:	12.4
PROPOSED SIGN SF:	-

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

PROPOSED



EXISTING CONDITIONS



REMOVE EXISTING 4'-1-3/4"h x 3'-0"w ILLUM.
DIRECTIONAL w/o REPLACEMENT. BACKFILL LANDSCAPING.
CAP EXISTING POWER.

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**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE 6/14/24

REVISIONS	DESCRIPTION	DATE
1	COMMENT RESPONSE	01/16/25
2	CONDENSED PAGES	4/15/25

SHEET TITLE
SIGN E06

SHEET NUMBER
11
SHEET 11 OF 20

E09

ILLUMINATED PYLON

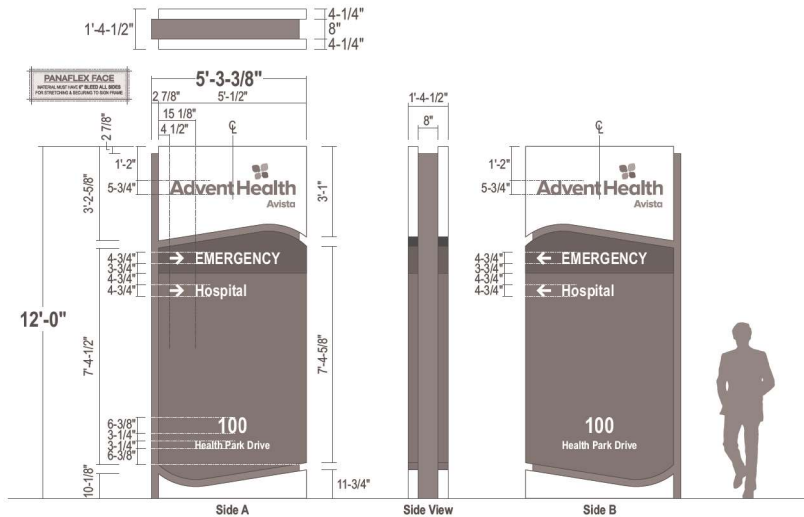
CUSTOM PE-12-IL

Scale: 1/2"=1'-0"

63.4 square feet

Header was changed to
Aluminum w/ Routed GraphicsSHOP DRAWING
NEEDS REVISION
ADH1120A
for manufacturing detailsrefer to
MONICLE
CONTROL DOCUMENTS
for manufacturing details

EXISTING SIGN SF:	112.3
PROPOSED SIGN SF:	63.4

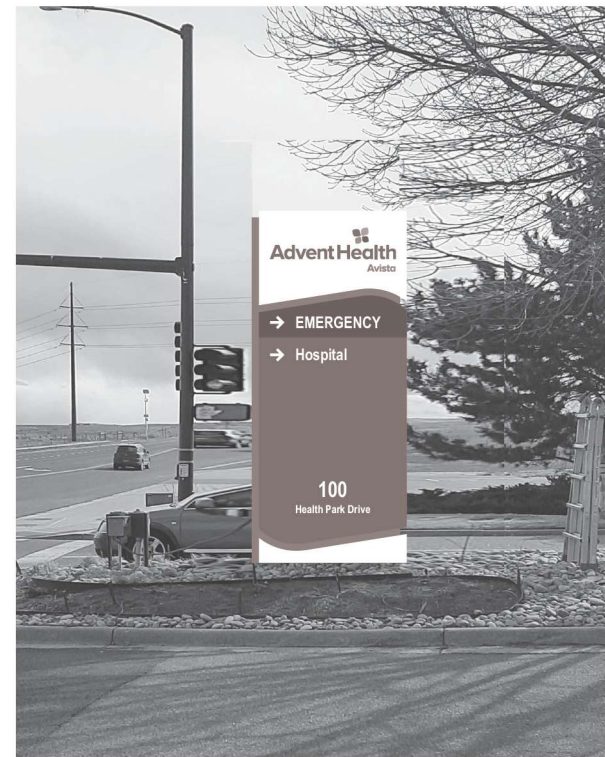


- CABINET:** Sign comp extrusion - Depth as shown - painted White SG finish
- CENTER CLADDING:** .125 formed alum. cladding painted Green SG finish
- REVEALS:** .125 alum. reveal painted Green SG
- HEADER & DIRECTIONAL FACES:** .125 routed alum. face; chemically welded to frame with vertical piano hinge; Painted white, blue & red
- HEADER & DIRECTIONAL COPY:** Routed graphics w/ flushed-in acrylic copy
Header Logo: #7328 White flushed in acrylic w/ surface applied day/night vinyl on logo copy
White Directional Copy: #7328 White flushed in acrylic bonded to 1/4" clear acrylic
Second surface applied diffuser film on all copy
- EMERGENCY FACE:** Alum extrusion w/ 3M panagraphics III faces and surface applied trans. red vinyl with reverse weeded copy & arrow
- TYPEFACE:** Arial Narrow Bold
- ILLUM.** Agilight Retro Rays 700 (6500K White) LED's as required by manufacturer
Power supplies housed within cabinet
- BASE:** Fabricated .125 alum base painted White SG
- INSTALL:** Cabinet to have new internal steel and will be installed using base plates, anchor bolts and concrete foundation to meet engineering requirements and city code.
- QUANTITY:** (1) ONE D/F Illuminated pylon required
- NOTE:** Connect to existing power

SIMULATED NIGHT VIEW:



EXISTING CONDITIONS

REMOVE EXISTING 14'-0" h x 8'-1/4" w ILLUM.
DIRECTIONAL & REPLACE. BACKFILL LANDSCAPING.
CONNECT TO EXISTING POWER.

Scale: 1/2"=1'-0"

PROPOSED SIGNAGE

BA

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PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE

DATE 6/14/24

REVISIONS

REVISION	DESCRIPTION	DATE
1	COMMENT RESPONSE	01/16/25
2	CONDENSED PAGES	4/15/25

SHEET TITLE

SIGN E09

SHEET NUMBER

14

SHEET 14 OF 20

E12

D/F ILLUM. MONUMENT

CUSTOM ME-4-IL

Scale: 3/4"=1'-0"

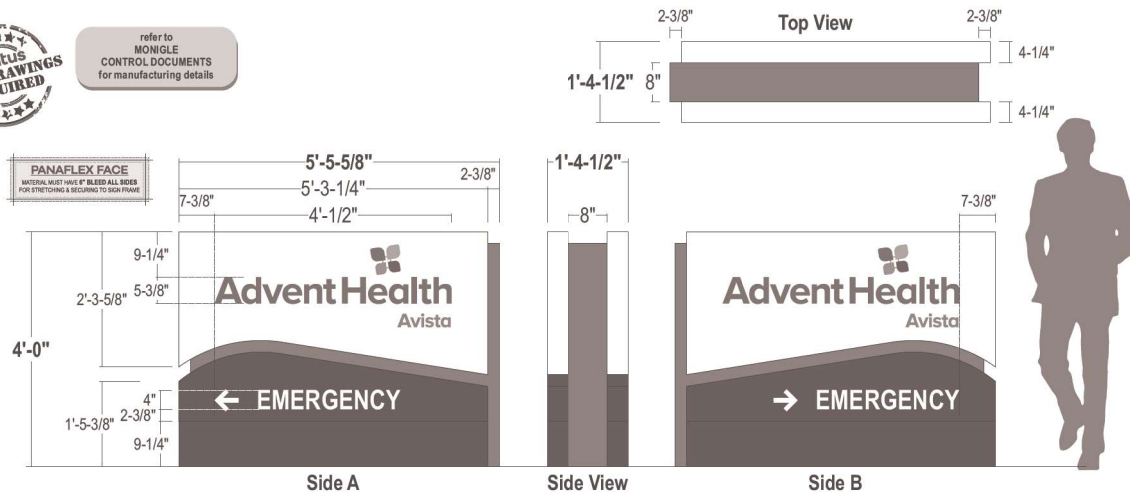
21.9 square feet

EXISTING SIGN SF:	20.6
PROPOSED SIGN SF:	21.9

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024



refer to
MONIGLE
CONTROL DOCUMENTS
for manufacturing details



SIMULATED NIGHT VIEW



EXISTING CONDITIONS



- CABINET:** Sign comp extrusion - Depth as shown - painted White SG finish
- CENTER CLADDING:** .125 formed alum. cladding painted Green SG finish
- REVEAL:** .125 alum. reveal painted Green SG
- HEADER FACE:** .125 routed alum. face; chemically welded to frame with vertical piano hinge; Painted white
- HEADER GRAPHICS:** #7328 White flushed in acrylic w/ surface applied day/night vinyl on logo copy
- EMERGENCY FACE:** Alum extrusion w/ 3M panagraphics III faces and surface applied trans. red vinyl with reverse weeded copy & arrow
- TYPEFACE:** Arial Narrow Bold
- ILLUM.:** Agilight Retro Rays 700 (6500K White) LED's as required by manufacturer
Power supplies housed within cabinet
NOTE: WILL CONNECT TO EXISTING POWER
- BASE:** 9-1/4"h .125 Break formed alum. base extrusion cover painted red SG finish
- INSTALL:** Cabinet to have new internal steel and will be installed using base plates, anchor bolts and concrete foundation to meet engineering requirements and city code.
- QUANTITY:** (1) ONE D/F Illuminated monument required

PROPOSED SIDE B

Scaled Proportionately



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**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE 6/14/24
REVISIONS
1 DESCRIPTION DATE
2 COMMENT RESPONSE 01/16/25
CONDENSED PAGES 4/15/25

SHEET TITLE
SIGN E12

SHEET NUMBER
15
SHEET 15 OF 20

E14

ILLUMINATED DIRECTIONAL CUSTOM DE-48-IL

Scale: 1"=1'-0"

16.5 square feet

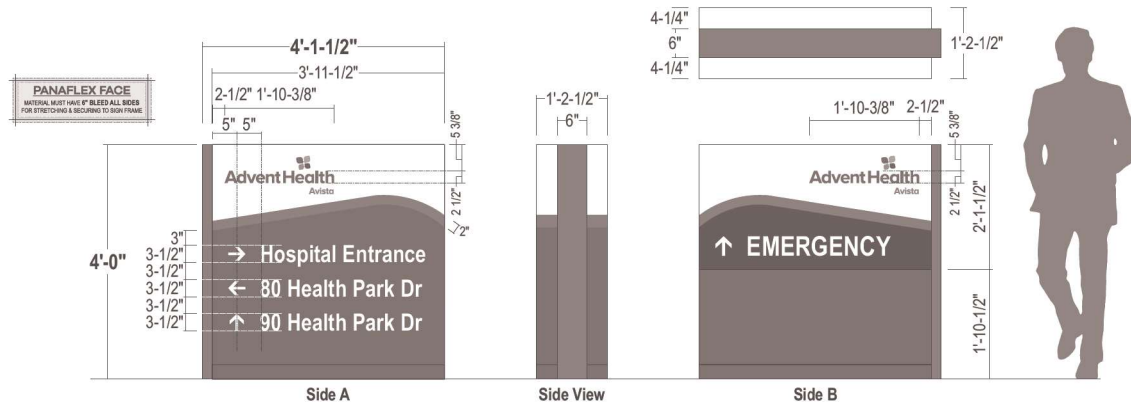
refer to
PRODUCTION SHOP DRAWING
AVN1118A
for manufacturing details

refer to
MONICLE
CONTROL DOCUMENTS
for manufacturing details

EXISTING SIGN SF:	20.6
PROPOSED SIGN SF:	16.5

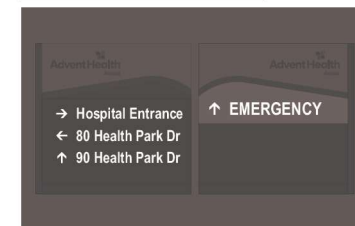
AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

NOTE: TYPICAL COPY SIZE HAS BEEN REDUCED
ON THIS DIRECTIONAL IN ORDER TO ACCOMMODATE
LENGTH OF OVERALL READING



- CABINET:** Sign comp extrusion - Depth as shown
Returns painted to match face
- CENTER CLADDING:** .125 formed alum. cladding painted Green SG finish
- FACES:** 3M Panagraphics III Flexible substrate
- GRAPHICS:** All graphics to be digitally printed by Miratec; Background for ER Portion **ONLY** will illuminate (waiver required from city)
All other background & logo sections to be opaque;
Directional copy to be reverse weeded from face to fully illuminate
- ILLUM.** Agilight White LED's as required by manufacturer
Power supplies housed within cabinet
- BASE:** 3"h .125 Break formed alum. base extrusion cover painted white SG finish
- INSTALL:** Cabinet to have new internal steel and will be installed using base plates, anchor bolts and concrete foundation to meet engineering requirements and city code.
- QUANTITY:** (1) ONE D/F Illuminated directional required
- NOTE:** Connect to existing power

SIMULATED NIGHT VIEW



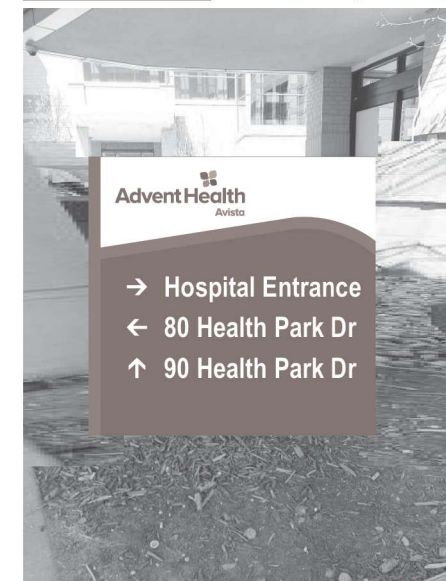
EXISTING CONDITIONS



REMOVE EXISTING 4'-1-1/2"h x 5'-0"w ILLUM.
DIRECTIONAL & REPLACE. BACKFILL LANDSCAPING.
CONNECT TO EXISTING POWER.

PROPOSED SIDE A

Scaled Proportionately



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**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE 6/14/24
REVISIONS
1 DESCRIPTION DATE
2 COMMENT RESPONSE 01/16/25
CONDENSED PAGES 4/15/25

SHEET TITLE
SIGN E14

SHEET NUMBER

16

SHEET 16 OF 20

E19 ILLUMINATED DIRECTIONAL CUSTOM DB-48-IL

Scale: 1"=1'-0"

16.5 square feet

refer to
PRODUCTION SHOP DRAWING
AD11117A
for manufacturing details

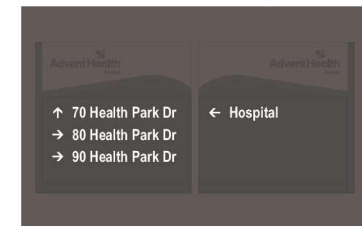
refer to
MONICLE
CONTROL DOCUMENTS
for manufacturing details

EXISTING SIGN SF:	20.6
PROPOSED SIGN SF:	16.5

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

NOTE: TYPICAL COPY SIZE HAS BEEN REDUCED
ON THIS DIRECTIONAL IN ORDER TO ACCOMMODATE
LENGTH OF OVERALL READING

SIMULATED NIGHT VIEW



EXISTING CONDITIONS



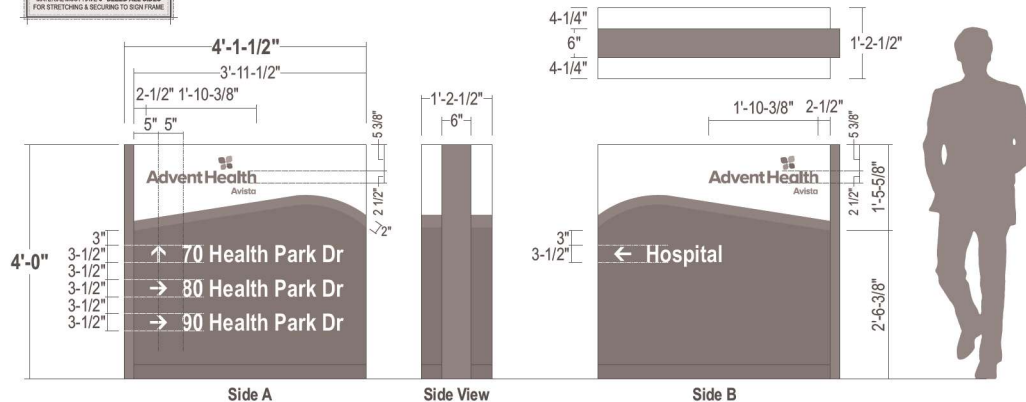
REMOVE EXISTING 4'-1-1/2" h x 3'-0" w ILLUM.
DIRECTIONAL & REPLACE. BACKFILL LANDSCAPING.
CONNECT TO EXISTING POWER.

PROPOSED SIDE A

Scaled Proportionately



PANAFLEX FACE
MATERIAL MUST HAVE 6" BLEED ALL SIDES
FOR STRETCHING & SECURING TO SIGN FRAME



- CABINET:** Sign comp extrusion - Depth as shown
Returns painted to match face
- CENTER CLADDING:** .125 formed alum. cladding painted Green SG finish
- FACES:** 3M Panagraphics III Flexible substrate
- GRAPHICS:** All graphics to be digitally printed by Miratec; All background & logo sections to be opaque;
Directional copy to be reverse weeded from face to fully illuminate
- ILLUM.** Agilight White LED's as required by manufacturer
Power supplies housed within cabinet
- BASE:** 3" h .125 Break formed alum. base extrusion cover painted white SG finish
- INSTALL:** Cabinet to have new internal steel and will be installed using base plates, anchor bolts and concrete foundation
to meet engineering requirements and city code.
- QUANTITY:** (1) ONE D/F Illuminated directional required
- NOTE:** Connect to existing power

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**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE 6/14/24
REVISIONS
1 DESCRIPTION DATE
2 COMMENT RESPONSE 01/16/25
CONDENSED PAGES 4/15/25

SHEET TITLE
SIGN E19

SHEET NUMBER
17
SHEET 17 OF 20

E20

ILLUMINATED DIRECTIONAL CUSTOM DB-48-IL

Scale: 1"=1'-0"

16.5 square feet

refer to
PRODUCTION SHOP DRAWING
AD11117A
for manufacturing details

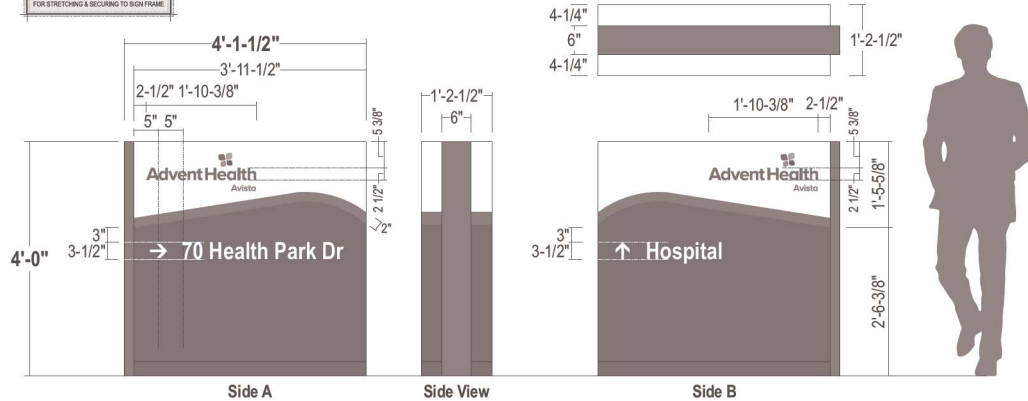
refer to
MONICLE
CONTROL DOCUMENTS
for manufacturing details

EXISTING SIGN SF:	20.6
PROPOSED SIGN SF:	16.5

AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

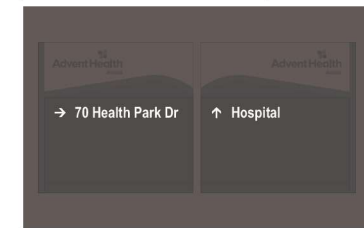
NOTE: TYPICAL COPY SIZE HAS BEEN REDUCED
ON THIS DIRECTIONAL IN ORDER TO ACCOMMODATE
LENGTH OF OVERALL READING

PANAFLEX FACE
MATERIAL MUST HAVE 6" BLEED ALL SIDES
FOR STRETCHING & SECURING TO SIGN FRAME



- CABINET:** Sign comp extrusion - Depth as shown
Returns painted to match face
- CENTER CLADDING:** .125 formed alum. cladding painted Green SG finish
- FACES:** 3M Panagraphics III Flexible substrate
- GRAPHICS:** All graphics to be digitally printed by Miratec; All background & logo sections to be opaque;
Directional copy to be reverse weeded from face to fully illuminate
- ILLUM.** Agilight White LED's as required by manufacturer
Power supplies housed within cabinet
- BASE:** 3"h .125 Break formed alum. base extrusion cover painted white SG finish
- INSTALL:** Cabinet to have new internal steel and will be installed using base plates, anchor bolts and concrete foundation
to meet engineering requirements and city code.
- QUANTITY:** (1) ONE D/F Illuminated directional required
- NOTE:** Connect to existing power

SIMULATED NIGHT VIEW

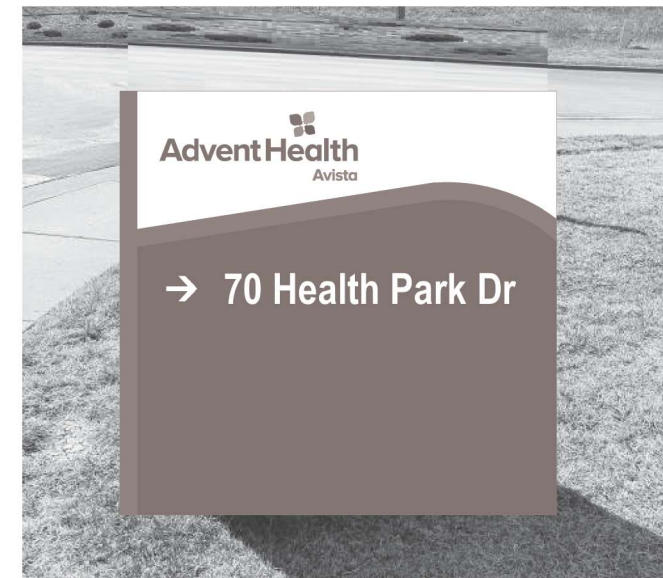


EXISTING CONDITIONS



PROPOSED SIDE A

Scaled Proportionately



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**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE 6/14/24

REVISIONS
1 DESCRIPTION DATE
2 COMMENT RESPONSE 01/16/25
CONDENSED PAGES 4/15/25

SHEET TITLE
SIGN E20

SHEET NUMBER
18
SHEET 18 OF 20

E21

D/F ILLUM. MONUMENT

CUSTOM

Scale: 3/8"=1'-0"

139.2 square feet

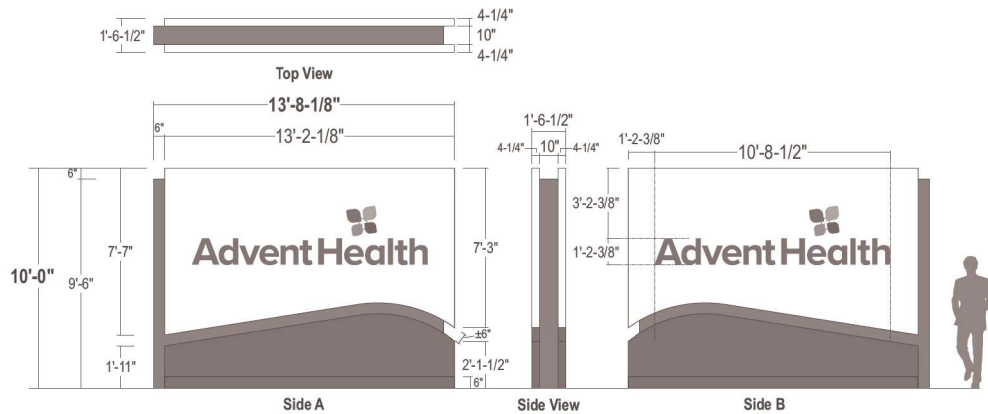
AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

Primary; Max area 96 sf plus
50% increase oriented to US36 = 144 sf allowable.

SHOP DRAWING
NEEDS REVISION
FOR MANUFACTURING DETAILS
refer to
MONIGLE
CONTROL DOCUMENTS
for manufacturing details

Header was changed to
Aluminum w/ Routed Graphics

EXISTING SIGN SF:	34
PROPOSED SIGN SF:	139.2



- CABINET:** Sign comp extrusion - Depth as shown - painted White SG finish
- CENTER CLADDING:** .125 formed alum. cladding painted Green SG finish
- REVEAL:** .125 alum. reveal painted Green SG
- HEADER FACE:** .125 routed alum. face; chemically welded to frame with vertical piano hinge; Painted white
- REVEAL:** #7328 White flushed in acrylic w/ surface applied day/night vinyl on logo copy
- LOWER BLANK FACES:** .125 alum. face; chemically welded to frame with vertical piano hinge ; Paint Blue SG Finish
- ILLUM.:** Agilight Retro Rays 700 (6500K White) LED's as required by manufacturer
Power supplies housed within cabinet
- BASE:** Fabricated .125 alum removable base cladding painted blue SG finish
- INSTALL:** Cabinet to have new internal steel and will be installed using base plates, anchor bolts and concrete foundation to meet engineering requirements and city code.
- QUANTITY:** (1) ONE D/F Illuminated monument required
- JOB NOTE:** No existing power at sign location - Route electrical circuit to new sign surface prior to install. By facilities.

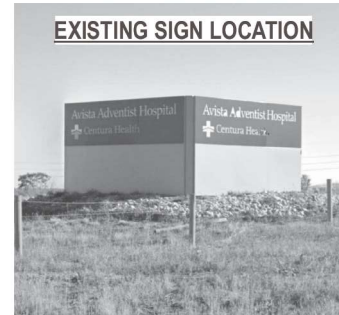
SIMULATED NIGHT VIEW



EXISTING CONDITIONS

NEW SIGN TO BE INSTALLED IN
DIFFERENT LOCATION - SEE NEXT PHOTO (RIGHT)
EXISTING TO BE REMOVED AFTER
PERMITS APPROVED FOR NEW SIGN.

EXISTING SIGN LOCATION



REMOVE EXISTING 4'-0" h x 8'-6" w MONUMENT.
DO NOT REPLACE. BACK FILL LANDSCAPING
& CAP EXISTING ELECTRICAL.

NEW SIGN LOCATION



NONE EXISTING.
NEW MONUMENT TO BE INSTALLED ON
2'-0" LANDSCAPING BERM TO ACHIEVE 12'-0" OAH

FINISHED LANDSCAPING TO BE COMPLETED
BY FACILITIES

NOT TO SCALE

PROPOSED



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**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE 6/14/24
REVISIONS
1 DESCRIPTION DATE
2 COMMENT RESPONSE 01/16/25
CONDENSED PAGES 4/15/25

SHEET TITLE
SIGN E21

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19
SHEET 19 OF 20

MISC. EXISTING SIGNAGE

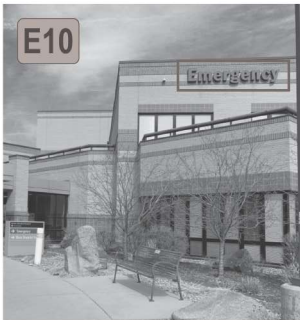
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AVISTA ADVENTIST HOSPITAL PUD, 6TH AMENDMENT
LOT 2, HEALTH PARK SUBDIVISION FILING NO. 6
CASE #: PUD-000518-2024

Scale: NTS



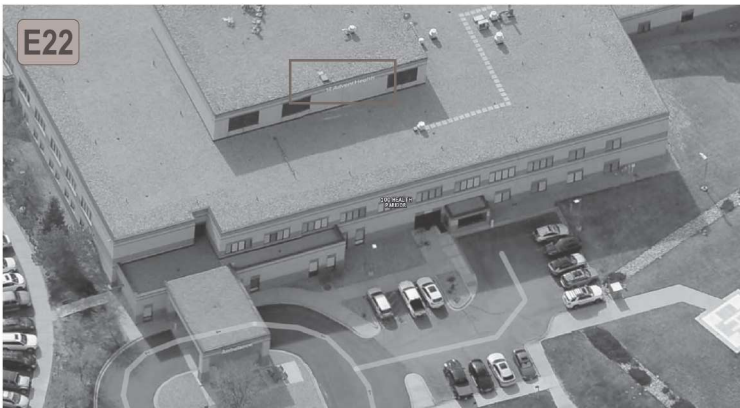
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BOULDER ASSOCIATES
1426 PEARL STREET, SUITE 300
BOULDER, COLORADO 80302
303.499.7795



PROJECT P246572.00

**PUD
AMENDMENT -
ADVENTHEALTH
AVISTA
HOSPITAL
SIGNAGE**

DATE	6/14/24
REVISIONS	
1	DESCRIPTION DATE
2	COMMENT RESPONSE 01/16/25
	CONDENSED PAGES 4/15/25

SHEET TITLE
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ITEM: LMCA-000551-2025 – Amendment to the Zoning Ordinance to comply with House Bill HB24-1304

PLANNER: Matt Post, Senior Planner

REQUEST: Approval of Resolution 8, Series 2025 recommending to the City Council approval of an ordinance amending Title 17 of the Louisville Municipal Code (LMC) concerning parking minimums for multifamily and adaptive reuse development.

SUMMARY:

In 2024, the Colorado General Assembly adopted House Bill 24-1304 requiring local governments within Metropolitan Planning Organizations (MPOs) to eliminate minimum parking requirements for new multifamily and residential adaptive reuse developments within designated Applicable Transit Service Areas (ATSAs).

The City of Louisville is located within a Denver Regional Council of Governments MPO, and a total of 44 transit stops that qualify as ATSAs have been identified within the City's jurisdiction.

HB24-1304 prohibits local governments within MPOs from enacting or enforcing these minimum parking requirements on or after June 30, 2025. The law was adopted with the intent of reducing the overall cost of housing, increasing development feasibility, and promoting a shift toward multi-modal transportation options. To comply with the law, staff are proposing amendments to Title 17 of the Louisville Municipal Code (LMC), which will remove minimum parking requirements for the specified land uses located within identified ATSAs.

BACKGROUND

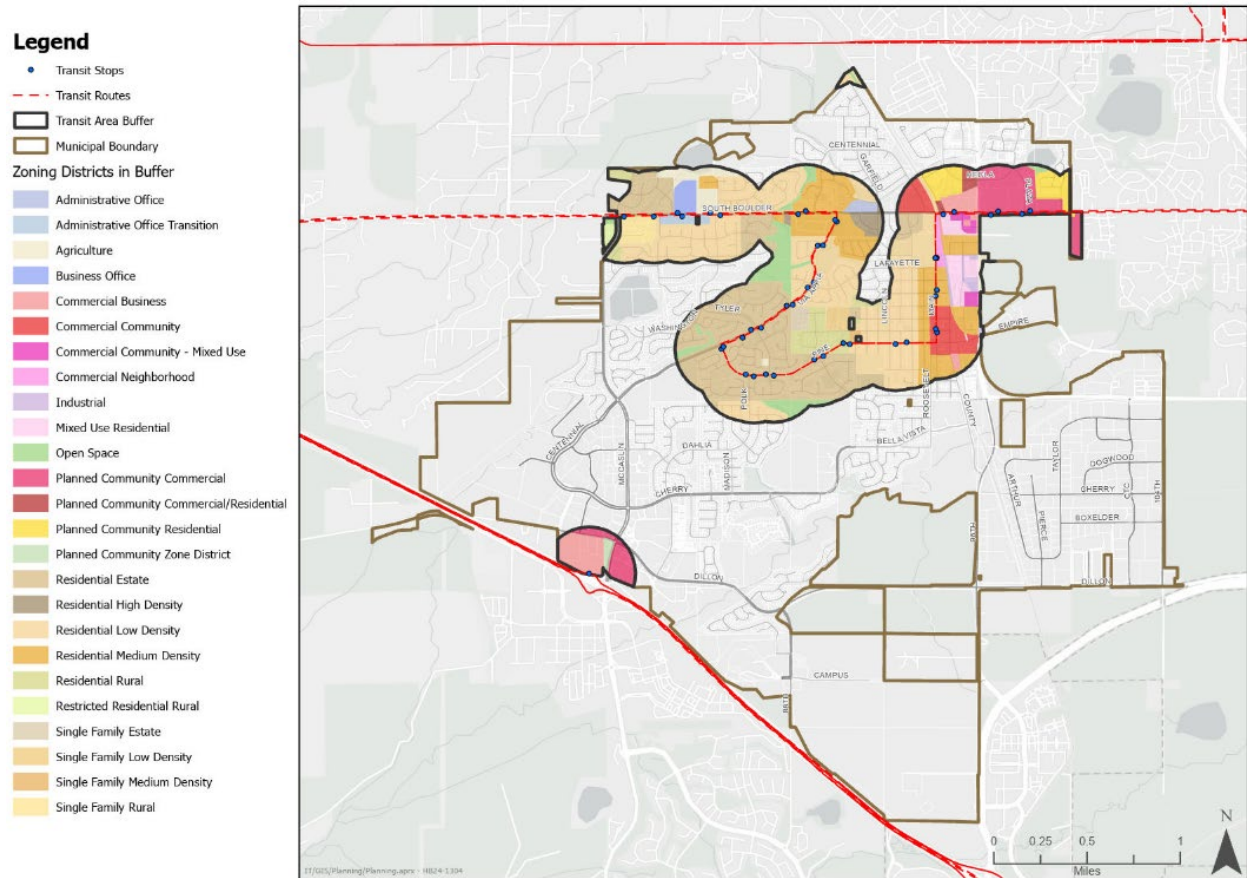
HB24-1304 applies to properties within the city that at least partially intersect with areas identified as having Applicable Transit Service, which are defined as areas that are within one-quarter mile of a transit stop that provides service at intervals of 30 minutes or less during peak hours. In Louisville, this means areas within one-quarter mile of bus stations for the DASH route and the US 36 and McCaslin bus station serviced by the Flatiron Flyer.

For properties within these ATSAs, the bill **prohibits** local governments from enforcing or requiring minimum off-street parking for:

- New multifamily residential and new mixed-use residential developments; and
- Adaptive reuse projects converting buildings for residential use; and
- Adaptive reuse projects that are at least 50% residential in use.

Applicable Transit Service Areas were developed and determined by the Colorado Department of Local Affairs, in collaboration with CDOT, the Colorado Energy Office, and RTD. Transit service areas include locations within one-quarter mile of:

- Existing commuter bus rapid transit stations, such as those served by RTD's Flatiron Flyer routes; and
- Bus stops on routes with weekday service every 30 minutes or more for at least four hours, either already operating or planned for implementation by 2030, such as those served RTD's Dash route.



Applicable Transit Service Areas in Louisville

Although the law prohibits a local jurisdiction from enforcing minimum parking requirements on multifamily and adaptive reuse development projects within an ATSA, **a developer may voluntarily provide off-street parking for such developments.** The law further clarifies that nothing prevents a local jurisdiction from:

- Parking compliance with affordable housing funding conditions.
 - If the City or a developer has obtained funding for affordable housing development which requires a minimum number of parking spaces, the

City may enforce parking requirements necessary to comply with funding conditions.

- Requiring bicycle parking.
- Requiring accessible (ADA) parking spaces and electric vehicle charging stations when a developer voluntarily provides on-site parking.

Definition of Multifamily and Alignment with HB24-1304

HB24-1304 does not include a specific definition of multifamily housing. However, guidance from the Colorado Department of Local Affairs (DOLA) indicates that local jurisdictions may apply their own definition of multifamily (or similar) provided that the definition does not differ substantially from the State's definition. Under C.R.S. § 38-45-101, the State of Colorado defines multifamily as *“any improved real property used or intended to be used as a residence and that contains more than one dwelling unit. Multifamily dwelling includes a condominium or cooperative”*.

The Louisville Municipal Code currently defines a “multi-unit or multifamily dwelling” as a *“building used by two or more families living independently of each other in separate dwelling units, but does not include hotels, motels or resorts”*. This definition closely aligns with the State's definition of multifamily housing under C.R.S. § 38-45-101. As such, staff do not recommend any changes to the City's existing definition for the purposes of complying with HB24-1304. The term “multi-unit” will be used throughout this report, and for review and use determination purposes, as it is the general use term that aligns with the definition referenced throughout multiple sections of the LMC.

For new mixed-use buildings, HB24-1304 applies only to the multi-unit residential portion, allowing the City to continue enforcing minimum parking requirements for the nonresidential components of such developments. However, in the case of adaptive reuse projects, where at least 50% of the existing building is converted to residential use, the law prohibits the City from imposing minimum parking requirements for any portion of the building, including the nonresidential uses.

The law defines “adaptive reuse” as the *“conversion of an existing structure from the use for which it was constructed to a new use by maintaining elements of the structure and adapting such elements to a new use”*. Staff do not recommend adopting a separate definition at this time, as the term is generally self-explanatory and clearly implies the repurposing of an existing building for a different land use.

Zoning and Review

Depending on the zoning district, multi-unit or mixed-use buildings that include residential uses may be permitted either by right or through a Special Review Use (SRU) process.

In districts where SRU approval is required, proposals are subject to the review criteria set forth in LMC Sec. 17.40. These criteria are designed to ensure compatibility with the

surrounding development context by considering the location and nature of the proposed use, the character of adjacent development, and any potential adverse impacts. The SRU process allows for additional review and consideration in established or transitional neighborhoods, helping to ensure that new development aligns with the intent and character of each zoning district. While staff will continue to apply these criteria as part of the SRU review, it is important to note that, in accordance with HB24-1304, parking may not be imposed as a condition of approval for any multi-unit or mixed-use residential development located within an Applicable Transit Service Area (ATSA).

In addition to SRU review, applicable zoning districts include density limitations aligned with the intent of each district, as outlined in LMC Sec. 17.12.010 – District Categories. Zoning districts where multi-unit dwellings are permitted as a Special Review Use include:

- Residential Estate (R-E)
- Residential Low Density (R-L)
- Residential Rural (R-R)
- Business Office (B-O)
- Commercial Business (C-B)
- Commercial Community (C-C)
- Commercial Neighborhood (C-N)

The following zoning districts permit multifamily dwellings as a by-right use. While these districts also include density limitations consistent with the intent of each district, they are generally considered appropriate for higher-density residential development.

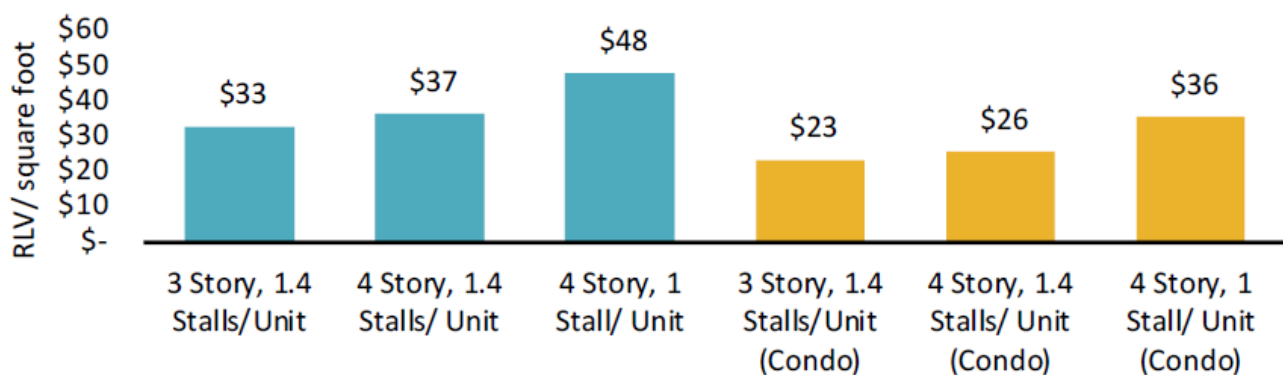
- Residential Medium Density (R-M)
- Residential High Density (R-H)
- Mixed Use Residential (MU-R)
- Planned Community Commercial/Residential (PCZD)

While the City will continue to apply established zoning and SRU criteria to ensure context-sensitive development, HB24-1304 limits the ability to require off-street parking for qualifying projects within ATSAs.

ANALYSIS:

The Louisville Housing Plan identifies several regulatory and economic barriers that limit the City's ability to meet current and future housing needs. Among these, minimum parking requirements are recognized as a constraint to residential development. The Housing Plan notes that existing minimum parking standards increase development costs, reduce buildable area on constrained sites, and negatively impact the financial feasibility of projects, especially in areas near transit where parking demand may be lower (p. 32, 50).

Modeling conducted as part of the Housing Plan’s feasibility analysis demonstrated that reducing parking requirements had a greater positive impact on project viability than increasing building height. Specifically, scenarios that reduced parking from 1.4 to 1 space per unit yielded higher residual land values for both rental and for-sale multifamily projects, thereby improving the financial feasibility of development and increasing the likelihood that such projects will move forward. The Plan further recommends reduced parking ratios and parking-related incentives in targeted areas such as transit corridors and Downtown Louisville, where walkability and access to multimodal transportation options can support lower vehicle dependence. These areas directly coincide with the ATSAs identified in HB24-1304 where enforcement of parking minimums is not prohibited.



Feasibility Results for Three- and Four-Story Multifamily Prototypes with Parking Reduction

The Housing Plan emphasizes the importance of revisiting parking requirements as part of a broader strategy to modernize the City’s zoning and land use regulations, and community engagement responses highlighted a desire for more flexible parking standards, especially near transit, as a way to support more affordable and diverse housing types.

While HB24-1304 prohibits the City from enforcing minimum off-street parking requirements for multi-unit developments within ATSAs, staff anticipate that most eligible projects will continue to include off-street parking on a voluntary basis. This expectation is supported by several industry-standard development considerations. First, market feasibility analyses routinely identify parking availability as a critical factor in project leasing and long-term occupancy, particularly in suburban communities such as the City of Louisville. Second, private financing entities, including construction lenders and long-term investors, often require some level of on-site parking as a condition of funding. These parties typically view the inclusion of parking as essential to maintaining the competitiveness and financial viability of a development. As such, while the City must comply with the prohibition on mandatory parking minimums, the practical realities of the development process are likely to result in the continued inclusion of off-street parking in most development projects.

Staff recognize that the elimination of parking minimums may result in unintended consequences, including the potential for spillover parking in adjacent neighborhoods or commercial areas. However, the extent of any such impacts remains unknown at this time and will likely depend on the location, scale, and design of future development proposals as well as ongoing market behavior. Staff will continue to monitor conditions to consider policy responses in the future.

PROPOSAL:

Under this draft ordinance, Chapter 17 of the LMC will be updated to align with HB24-1304 to include a provision that minimum parking requirements do not apply to new multi-unit and multifamily and adaptive reuse projects containing at least 50% residential use within ATSAs. New language to be added is underlined while words to removed are ~~stricken~~.

Parking Requirements

A new subsection will be added to LMC Sec. 17.20.010 – Parking Requirements, which will include the following language:

- F. Notwithstanding any parking requirements contained in the City's adopted design standards and guidelines or previously approved development plans, including Planned Unit Developments ("PUDs") and General Development Plans ("GDPs"), off-street parking shall not be required for new multi-unit or multifamily residential developments or for adaptive reuse developments in which residential dwelling units occupy fifty percent (50%) or more of the total floor area, provided such developments are located within an Applicable Transit Service Area, as defined in Section 29-36-102(3) of the Colorado Revised Statutes and identified on the official map maintained by the Colorado Department of Local Affairs.*

Parking Standards Designated for Each Use

New language will be added to LMC Subsection 17.20.020.A.2 to address parking requirements for multifamily residential uses on a per-unit basis:

The parking requirements for each use shall be as follows:

A. Residential Uses:

- 1. ~~For~~ Except as set forth in Section 17.20.010.F of this Code, one-family dwellings and two-family dwellings with separate driveways, two spaces per dwelling unit (driveway and garage or carport areas defined as off-street parking space);*
- 2. ~~For~~ Except as set forth in Section 17.20.010.F of this Code, multifamily dwellings containing three or more dwelling units, two spaces per unit.*

A new subsection will be added to LMC Sec. 17.20.020 – Parking Standards Designated for Each Use, which will include the following language:

- I. *This section shall not apply to land uses for which off-street parking requirements are otherwise not required pursuant to subsection 17.20.010.F of this Chapter.*

Parking Standards Designated for Downtown Louisville

New language will be added to LMC Sec. 17.20.025.A – Parking Standards Designated for Downtown Louisville, which will include the following language:

- I. *Off-street parking shall not be required for the following land uses in Downtown Louisville, provided they are located within an Applicable Transit Service Area, as defined in Section 29-36-102(3) of the Colorado Revised Statutes and identified on the official map maintained by the Colorado Department of Local Affairs:*
 - a. *New multi-unit and multifamily developments; and*
 - b. *Adaptive reuse developments in which residential dwelling units occupy fifty percent (50%) or more of the total floor area.*

PUBLIC COMMENTS:

No public comments have been submitted as of the publish date of this report.

STAFF RECOMMENDATION:

Staff recommend approval of Resolution 8, Series 2025 recommending to the City Council approval of an ordinance amending Title 17 of the Louisville Municipal Code concerning parking minimums for multifamily and adaptive reuse development.

ATTACHMENTS:

- A. Resolution 8, Series 2025
- B. Draft Parking Minimums Ordinance
- C. House Bill 24-1304
- D. House Bill 24-1304 DOLA Guidance
- E. ASTA Map

**RESOLUTION NO. 8
SERIES 2025**

**A RESOLUTION RECOMMENDING APPROVAL OF AN ORDINANCE AMENDING
TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE CONCERNING PARKING
MINIMUMS FOR MULTIFAMILY AND ADAPTIVE REUSE DEVELOPMENT**

WHEREAS, the City of Louisville (the “City”), is a Colorado home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City of Louisville Home Rule Charter (the “City Charter”);

WHEREAS, the Colorado General Assembly enacted House Bill 24-1304, codified in Section 29-20-115, Colorado Revised Statutes, concerning parking requirements within Metropolitan Planning Organizations; and

WHEREAS, House Bill 24-1304 requires local governments within Metropolitan Planning Organization areas, including the City, to eliminate minimum parking requirements for certain new multifamily residential developments and adaptive reuse projects within designated transit areas; and

WHEREAS, the City recognizes that reducing or eliminating parking minimums in strategic locations supports goals of increasing housing affordability, encouraging transit-oriented development, promoting environmental sustainability, and complying with state law; and

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of an ordinance amending Louisville Municipal Code to prohibit the enforcement of parking minimums for multifamily and adaptive reuse development.

PASSED AND ADOPTED this 8th day of May, 2025.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission

**ORDINANCE NO. XXXX
SERIES 2025**

**AN ORDINANCE AMENDING TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE
CONCERNING PARKING MINIMUMS FOR MULTIFAMILY AND ADAPTIVE REUSE
DEVELOPMENT**

WHEREAS, the City of Louisville (the “City”), is a Colorado home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City of Louisville Home Rule Charter (the “City Charter”); and

WHEREAS, the Colorado General Assembly enacted House Bill 24-1304, codified in Section 29-20-115, Colorado Revised Statutes, concerning parking requirements within Metropolitan Planning Organizations; and

WHEREAS, House Bill 24-1304 requires local governments within Metropolitan Planning Organization areas, including the City, to eliminate minimum parking requirements for certain new multifamily residential developments and adaptive reuse projects within designated transit areas; and

WHEREAS, the City recognizes that reducing or eliminating parking minimums in strategic locations supports goals of increasing housing affordability, encouraging transit-oriented development, promoting environmental sustainability, and complying with state law; and

WHEREAS, after a duly noticed public hearing held _____, where evidence and testimony were entered into the record, including the Louisville Planning Commission Staff Report dated _____, the Louisville Planning Commission has recommended the City Council adopt the amendments to the Louisville Municipal Code set forth in this ordinance; and

WHEREAS, City Council has provided notice of a public hearing on said ordinance by publication as provided by law and held a public hearing as provided in said notice; and

WHEREAS, the City Council finds it necessary and appropriate to amend Title 17 of the Louisville Municipal Code to conform with the requirements of House Bill 24-1304 and to support broader community goals for mobility, housing, and sustainability.

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

Section 1. Section 17.20.010 of the Louisville Municipal Code is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 17.20.010 Parking requirements

- A. At the time of the erection of a new structure or at the time of enlargement or change in use of an existing structure within any district in the city, off-street parking spaces shall be as provided in this section and in section 17.20.020.
- B. If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if elimination would result in less space than is required by section 17.20.020.
- C. Where square feet are specified, the area measured shall be the floor area primary to the functioning of the particular use of property and shall exclude stairwells; elevator shafts; hallways; ornamental balconies; space occupied by heating, air conditioning or other utility equipment; space devoted exclusively to storage; and space devoted to off-street parking or loading. This subsection C shall not apply to development subject to the City of Louisville Commercial Development Design Standards and Guidelines.
- D. The number of employees of a new or expanding business shall be estimated in a manner approved by the planning commission, and the number of employees of an established business shall be determined from an examination of employment information presented by applicants.
- E. Uses in the area designated as Downtown Louisville shall be exempt from the requirements of this Section and Section 17.20.020.
- F. Notwithstanding any parking requirements contained in the City's adopted design standards and guidelines or previously approved development plans, including Planned Unit Developments ("PUDs") and General Development Plans ("GDPs"), off-street parking shall not be required for new multi-unit or multifamily residential developments or for adaptive reuse developments in which residential dwelling units occupy fifty percent (50%) or more of the total floor area, provided such developments are located within an Applicable Transit Service Area, as defined in Section 29-36-102(3) of the Colorado Revised Statutes and identified on the official map maintained by the Colorado Department of Local Affairs.

Section 2. Section 17.20.020 of the Louisville Municipal Code is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 17.20.020. Parking standards designated for each use

The parking requirements for each use shall be as follows:

A. Residential uses:

1. ~~For~~ Except as set forth in Section 17.20.010.F of this Code, one-family dwellings and two-family dwellings with separate driveways, two spaces per dwelling unit (driveway and garage or carport areas defined as off-street parking space);
2. ~~For~~ Except as set forth in Section 17.20.010.F of this Code, multifamily dwellings containing three or more dwelling units, two spaces per dwelling unit;
3. For a residential hotel, roominghouse or boardinghouse, one space per guest accommodation;
4. For housing restricted to the aged, disabled, etc., one-half space per unit;
5. For dormitories and other lodging facilities and rooms for unmarried students, three spaces per four occupants;

B. Commercial residential uses:

1. For hotels and motels, one space per guest room plus one space per two employees;
2. For a club or lodge, spaces to meet the combined requirements of the uses being conducted, such as hotel, restaurant, auditorium, etc.;

C. Institutions:

1. For a nursing home, rest home or home for the aged, one space per three beds;
2. For a hospital, three spaces per two beds;

D. Places of public assembly:

1. For a church, one space per three seats;
2. For a library or reading room, one space per 400 feet of floor area plus one space per two employees;
3. For a preschool nursery, day care school, kindergarten, elementary school or intermediate school, $1\frac{1}{2}$ spaces per teacher plus one space per administrative employee, in addition to any areas for loading and unloading of pupils;
4. For a high school, one space per teacher, plus one space per administrative employee, plus one space for each three students or one space per three seats in the main auditorium;
5. For a vocational or commercial school, one space per teacher, plus one space per administrative employee, plus one space per two students;
6. For auditoriums and meeting rooms, one space per three seats;
7. Where there is no fixed seating, the standard shall be one space per 21 square feet of seating area;

E. Commercial amusements:

1. For a stadium, arena or theater, one space per two seats;
2. For a bowling alley, five spaces per alley plus one space per two employees;
3. For dance halls and skating rinks, one space per 50 feet of floor area plus one space per two employees;
4. For other commercial amusements where there is no fixed seating, the standard shall be one space per 21 square feet of seating area;

F. Commercial:

1. For a retail store, except as provided in subsection F.2 of this section, two spaces per 300 square feet of floor space;
2. For a service or repair shop, or a retail store handling exclusively bulky merchandise such as automobiles and furniture, 1½ spaces per 300 square feet of floor area;
3. For offices other than medical and dental, one space per 300 square feet of floor area;
4. For medical and dental clinics, two spaces per 300 square feet of floor area plus one space per two employees;
5. For an eating or drinking establishment, one space per three seats;
6. For mortuaries, one space per three seats;

G. Industrial:

1. For a storage warehouse, manufacturing establishment, or an air, rail or trucking freight terminal, two spaces per three employees,
2. For wholesale establishments, one space per employee plus one space per 500 square feet of patron serving area;

H. For uses not specified, the number of required parking spaces shall be specified by the director of planning of the city with consent of the planning commission, based upon usage, square footage and other criteria as set forth in this chapter.

I. This section shall not apply to land uses for which off-street parking requirements are not required pursuant to subsection 17.20.010.F of this Chapter.

Section 3. Section 17.20.025 of the Louisville Municipal Code is hereby amended to read as follows (words to be deleted ~~stricken~~; words to be added underlined):

Sec. 17.20.025. Parking standards designated for Downtown Louisville.

- A. Within Downtown Louisville, at the time of any building construction, expansion or modification that creates additional floor area, off-street parking spaces shall be provided at a ratio of one parking space per 500 square feet of all nonresidential new floor area rounded to nearest 500 square feet. Where residential square footage is proposed, the parking requirements in the following table will be used:

All Residential Uses [Note 1]:	
1-bedroom unit	Minimum: 1 space per unit Maximum: 1.25 spaces per unit
2-bedroom unit	Minimum: 2 spaces per unit
3-or-more-bedroom unit	Minimum: 2.0 spaces per unit
Additional guest parking [Note 2]	1 space per dwelling unit in addition to the minimum off-street parking spaces

Notes to Table 1:

1. Off-street parking spaces located in an enclosed parking garage, including those in an accessory residential garage shall not be counted toward the maximum amount of spaces permitted.
2. On-street parking spaces abutting the property line(s) of the primary building housing the use may be counted toward the required number of residential guest parking spaces.
3. Off-street parking shall not be required for the following land uses, provided they are located within an Applicable Transit Service Area, as defined in Section 29-36-102(3) of the Colorado Revised Statutes and identified on the official map maintained by the Colorado Department of Local Affairs:
 - a. New multifamily developments; and
 - b. Adaptive reuse developments in which residential dwelling units occupy fifty percent (50%) or more of the total floor area.

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 that it would have passed 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 ___ day of _____, 2025.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

APPROVED AS TO FORM:

Kelly PC

Kathleen Kelly, City Attorney

**PUBLIC HEARING AND SECOND READING WILL BE THE ____ DAY OF
_____, 2025, AT 6:00 P.M. AT LOUISVILLE CITY HALL, 749 MAIN STREET,
LOUISVILLE, CO 80027.**

PASSED AND ADOPTED ON SECOND AND FINAL READING, this ____ day of _____,
2025.

Christopher M. Leh, Mayor

ATTEST:

Genny Kline, Interim City Clerk

HB24-1304 Guidance

Concerning Parking Requirements within Metropolitan Planning Organizations.

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Section 1: Background

The Legislative Declaration of HB24-1304 emphasizes that requirements for minimum amounts of off-street parking limit the amount of housing that can be built on many sites, and that many parking spaces provided for residential developments remain unused. One recent study of multifamily housing near RTD stations found that approximately 40 percent of parking spaces for market rate housing and 50 percent of parking spaces for income-restricted housing are unused by residents at peak times.¹ Minimum parking requirements that exceed what is necessary for the residents and visitors not only increase the cost of housing but also lower development density, which is associated with higher vehicle ownership, more vehicle miles traveled, more greenhouse gas emissions, and reduced walking and bicycling.² Lowering residential development density also increases the costs of building and maintaining infrastructure needed to serve residential projects.³

Section 2: Summary of Law

In general, communities subject to the law are prohibited from enacting or enforcing minimum off-street parking requirements on multifamily housing developments and some mixed-use developments in specific locations. The law contains some exceptions to its basic requirements, and addresses additional issues not covered in this summary. This section summarizes the key requirements of HB24-1304 but does not substitute for a close reading of the law itself.

This document explains how DOLA will determine local government compliance. It does not constitute legal advice, and local governments are encouraged to consult with their municipal or county attorney for that purpose.

The law's provisions take effect on June 30, 2025. All capitalized terms in this guidance are defined in the law.

Section 2.1: Applicability

C.R.S. 29-36-103(1) and (2)

[HB24-1304](#) applies to:

- Those portions of Colorado Home Rule or statutory cities and towns, Territorial Charter cities and towns, and consolidated cities and counties, that are located

¹ [Residential Parking in Stations Areas: A Study of Metro Denver](#)

² What do residential lotteries show us about transportation choices? - Adam Millard-Ball, Jeremy West, Nazanin Rezaei, Garima Desai, 2022

Effects of Parking Provision on Automobile Use in Cities: Inferring Causality - Christopher T. McCahill, Norman Garrick, Carol Atkinson-Palombo, Adam Polinski, 2016

Households with constrained off-street parking drive fewer miles | Transportation

³ [Relationships between Density and per Capita Municipal Spending in the United States](#)

in a Metropolitan Planning Organization (MPO) and in an Applicable Transit Service Area, as shown on the maps produced by the Department of Local Affairs (hosted on the [DOLA website](#)), regardless of the population of those areas; and

- Those portions of Colorado counties, including Home Rule counties, that are located in a Metropolitan Planning Organization (MPO) and in Applicable Transit Service Area, as shown on the map produced by the Department of Local Affairs, regardless of the populations of those areas.

A list of communities that contain an Applicable Transit Service Area subject to the new law as of the publication of this guidance can be found at the end of this document.

Section 2.2: Key Terms Used in the Law

Summarized from C.R.S. 29-36-102

This section lists several key terms defined in the law. Please note that the law contains numerous additional definitions that may be important in specific contexts.

"Adaptive Reuse" means the conversion of an existing structure from the use for which it was constructed to a new use by maintaining elements of the structure and adapting such elements to a new use.

"Applicable Transit Plan" means a plan of a transit agency whose service territory is within a metropolitan planning organization, including a system optimization plan or a transit master plan that: (a) has been approved by the governing body of a transit agency on or after January 1, 2019, and on or before January 1, 2024; (b) identifies the planned frequency and span of service for transit service or specific transit routes; and (c) identifies specific transit routes for short-term implementation according to that plan, or implementation before January 1, 2027.

"Applicable Transit Service Area" means an area designated by the map created in Section 29-36-106. (see below for more detail on this process and criteria)

"Commuter Bus Rapid Transit Service" means a bus rapid transit service that operates for a majority of its route on a freeway with access that is limited to grade-separated interchanges.

"Land Use Approval" means any final action of a local government that has the effect of authorizing the use or development of a particular parcel of real property.

"Loading Space" means an off-street space or berth that: (a) is on the same site with a building or contiguous to a group of buildings; (b) is designated for the temporary parking of either: (I) a commercial vehicle while materials are loaded in or unloaded

from the vehicle; or (II) a vehicle while passengers board or disembark from the vehicle; and (c) abuts upon a street, alley, or other means of access.

"Maximum Parking Requirement" means a requirement established in local law that limits the number of parking spaces that may be made available in connection with a real property.

"Minimum Parking Requirement" means a requirement established in local law that a number of parking spaces be made available in connection with a real property.

"Parking Space" means an off-street space designated for motor vehicle parking. A parking space does not include a loading space.

"Regulated Affordable Housing" means affordable housing that: (a) has received loans, grants, equity, bonds, or tax credits from any source to support the creation, preservation, or rehabilitation of affordable housing that, as a condition of funding, encumbers the property with a restricted use covenant or similar recorded agreement to ensure affordability, or has been income-restricted under a local inclusionary zoning ordinance or other regulation or program; (b) restricts or limits maximum rental or sale price for households of a given size at a given area median income, as established annually by the United States Department of Housing and Urban Development; and (c) ensures occupancy by low- to moderate-income households for a specified period detailed in a restrictive use covenant or similar recorded agreement.

NOTE: This statute does not define multifamily housing. C.R.S. 38-45-101 offers a reasonable definition of multifamily, which reads ““Multi-family dwelling” means any improved real property used or intended to be used as a residence and that contains more than one dwelling unit. Multi-family dwelling includes a condominium or cooperative.” Another common definition of multifamily housing is any building with three or more residential units, which is how building codes typically delineate residential building types. If your jurisdiction’s definition of multifamily differs significantly from these common definitions, please reach out to DOLA early to discuss.

Section 2.3: What Does the Law Require Local Governments to do?

Summarized from C.R.S. 29-36-103(1) and (2) and 29-36-106

HB 24-1304 prohibits local governments that are subject to the law from enacting or enforcing Minimum Parking Requirements on multifamily housing developments located in Applicable Transit Service Areas on or after June 30, 2025. DOLA must produce an official map for use by subject jurisdictions of the Applicable Transit Service Areas by September 30, 2024. The prohibition applies to all new multifamily

residential development, regardless of whether it is a freestanding residential building or part of a mixed-use building or development that also contains some non-residential uses. In addition, the prohibition applies to Adaptive Reuse of an existing building for completely residential purposes, and to Adaptive Reuse of an existing building for a mix of uses in which at least 50 percent of the resulting use is residential. Importantly, the law does not prohibit residential or mixed-use developers from including off-street parking in the development; it simply prohibits the local government from requiring that parking as part of its zoning or land development regulations or procedures.

Section 2.4: What Types of Local Parking Regulations Are Still Allowed in Applicable Transit Service Areas?

Summarized from C.R.S. 29-36-103(3)

The law clarifies that nothing prevents local governments from addressing several parking-related issues in Applicable Transit Service Areas, including:

- **Residential parking voluntarily provided by the developer.** If the developer voluntarily includes off-street parking in a residential or mixed use development, the local government may:
 - Require that those parking spaces include the same number of spaces for persons with disabilities that would be required under the Americans with Disabilities Act.
 - Require that those spaces include the number and type of electric vehicle charging spaces required by the Colorado Model Electric Ready and Solar Ready Code developed pursuant to HB22-1362.
 - Impose maximum limits on the amount of off-street parking spaces voluntarily provided (i.e. Maximum Parking Requirements).
 - Require that the developer charge for the use of those parking spaces (i.e., not make them available free of charge to residents, businesses, or patrons of the development).
 - Require that the developer contribute to a parking enterprise, parking permitting system, or a shared parking plan.
- **Bicycle parking.** The local government may adopt or enforce minimum requirements for bicycle parking.
- **Compliance with affordable housing funding conditions.** If the local government has obtained funding to support affordable housing development, and that funding requires that a minimum number of parking spaces be

included in the development, the local government may accept the funding and may impose and enforce the parking requirements necessary to comply with those funding conditions. If the developer has obtained funding to support affordable housing development, and that funding requires that a minimum number of parking spaces be included in the development, the developer may voluntarily provide those parking spaces.

- **Parking agreements entered prior to the Effective Date.** If the local government has entered into agreements before July 1, 2025, to encourage the production of affordable housing by reducing otherwise-applicable Minimum Parking Requirements for one or more specific developments, the local government may continue to enforce those agreements after July 1, 2025.

Section 2.5: Is There an Exception Allowing Minimum Parking Standards?

Summarized from C.R.S. 29-36-104

Local governments subject to the law can impose a Minimum Parking Requirement of up to one space per dwelling unit in limited circumstances. Each exception is only available for a specific project (not an entire community) that (a) contains 20 or more housing units, or (b) is a Regulated Affordable Housing project. The process to obtain an exception is not simple, and use of the exception requires the local government to submit periodic reports to DOLA to ensure that use of the exception does not undermine the purpose of the law.

To impose this Minimum Parking Requirement, the local government must, within 90 days after receipt of a completed application for an eligible project, conduct (or have someone conduct) a project-specific analysis and publish specific findings. The findings must:

- (a) Be supported by substantial evidence that supports a finding of substantial negative impact on safe pedestrian, bicycle, or emergency access to the housing development project, or on existing on- or off-street parking spaces within one-eighth mile of the project;
- (b) Include parking utilization data collected from the area within one-eighth mile of the project;
- (c) Be reviewed and approved by a professional engineer; and
- (d) Demonstrate that the local government implementation of strategies to manage demand for on-street parking for the area within one eighth-mile of the project would not be effective to mitigate a substantial negative impact found pursuant to this section. Guidance for implementing strategies to

manage parking will be included in the parking management best practices resource that DOLA is required to publish by December 31, 2024.

If the required findings are published within 90 days and the local government imposes a minimum off-street parking requirement, then the local government will be required to submit information regarding the use of the exception to DOLA no later than December 31, 2026, and annually thereafter.

Section 2.6: Reporting Requirement

Summarized from C.R.S. 29-36-104(3)

If a local government uses the limited exception detailed in C.R.S. 29-36-104 and imposes a Minimum Parking Requirement of up to one parking space per unit on a multifamily residential development in an Applicable Transit Service Area, the local government must file information, in a form and manner that will be specified by DOLA at a later date, regarding the use of that exception with DOLA no later than December 31, 2026, and annually thereafter.

Section 2.7: What does the Law Require DOLA to do?

Summarized from C.R.S. 29-36-105 and 106

To assist local governments to comply with the requirements of HB24-1304, the law requires DOLA to prepare an official map of Applicable Transit Service Areas no later than September 30, 2024, for use by subject jurisdictions to identify the areas where the law applies. As indicated in the definition of this key term, the map includes areas within one-quarter mile of:

- Existing commuter and light rail stations with planned or scheduled service that has a frequency of every 30 minutes or more frequent between 7am and 10am, and 4pm and 7pm;
- Existing Commuter Bus Rapid Transit stations, such as those served by RTD's Flatiron Flyer routes; or
- Planned or existing stops served by public bus routes that have a planned or scheduled frequency of 30 minutes or more frequent on weekdays, excluding seasonal service.

In addition, the law requires DOLA to work with the Colorado Department of Transportation and the Colorado Energy Office to engage with stakeholders to develop and publish best practices and technical assistance materials to support local governments in optimizing parking supply and managing parking demand. The resources must focus on increasing affordable housing production and housing supply, and cover topics including Maximum Parking Requirements, transportation demand

management, parking benefit districts and on-street parking management, right-sizing parking, shared parking, and addressing parking needs for affordable housing. DOLA, CEO, and CDOT will be conducting stakeholder engagement in the fall and summer of 2024 to develop these resources, and the law requires that the results be published no later than December 31, 2024.

Section 3: Guidance

Colorado local governments subject to HB24-1304 who are reviewing current zoning laws and regulations for alignment with the law's requirements should focus on:

Section 3.1: Applicability statements for Minimum Parking Requirements

Many local zoning and development codes that impose Minimum Parking Requirements on new development or adaptive reuse projects begin with an applicability statement clarifying where those standards apply. Compliance with the law can be accomplished by modifying that statement to clarify that Minimum Parking Requirements for multifamily residential development and the types of Adaptive Reuse projects covered by the law do not apply to the areas shown on the Applicable Transit Service Area map published by the Colorado Department of Local Affairs (DOLA) by September 30, 2024. To increase transparency and user-friendliness, a map of those areas, or a cross-reference to the DOLA map, can be included in the zoning and development code.

If the local government wants to take advantage of the limited exceptions allowing imposition of a one-space-per-unit Minimum Parking Requirements in certain cases, that exception should be included in the applicability statement. For example, the applicability statement could be modified to state that minimum parking standards shall not apply in the areas shown on the DOLA map except as permitted by C.R.S. Section 29-36-104.

NOTE: A growing number of communities around the country are removing Minimum Parking Requirements altogether. Despite the limited scope of HB24-1304, Colorado communities subject to the law may want to consider removing Minimum Parking Requirements for all uses within their Applicable Transit Service Areas, or for multi-family housing developments in each of the zoning districts that have any overlap with their Applicable Transit Service Areas, or from the entire community, in order to simplify implementation, avoid potential overregulation of parking, and further reduce housing costs.

Section 3.2: Parking standards in zoning districts or a parking table

Many zoning and development codes include a Minimum Parking Requirement in one or more zoning districts and some codes consolidate that information into a parking table. These sections of the zoning and development code should be revised to eliminate the Minimum Parking Requirement for types of multifamily and Adaptive Reuse mixed use development covered by the law. If the local government wants to take advantage of the limited exceptions allowing imposition of up to one space per unit Minimum Parking Requirements in certain cases, that exception should be noted or cross-referenced in this section. The example in Section 4 below illustrates one way to do so.

Section 3.3: Criteria or standards for approving multifamily housing developments

If the local government wants to take advantage of the limited exceptions allowing imposition of up to a one space per unit Minimum Parking Requirement in certain cases, it should also revise the criteria used to review and approve multifamily residential development and Adaptive Reuse projects covered by the law to state that a Minimum Parking Requirement of up to one space per unit may only be imposed if the local government publishes the findings required by the law within 90 days after receiving a completed application for the project. These revisions can be incorporated into use-specific standards, or into the criteria applicable to approval of conditional use or site plan approvals for multifamily residential developments or Adaptive Reuse projects covered by the law.

Section 3.4: Demonstrating Compliance

The simplest method by which Subject Jurisdictions may comply with the requirements of HB24-1304 is by revising local zoning and land use regulations so that any revisions necessary to comply with the law be completed by June 30, 2025. If a Subject Jurisdiction is uncertain about their ability to revise their regulations prior to the compliance deadline, they are urged to contact DOLA as soon as possible.

Section 4: Examples

The following two examples are from zoning ordinances currently in use in Colorado, with ~~red-strikeout-text~~ used to show text that could be deleted and red underlined text that could be added to comply with the law. These examples are presented not as recommended approaches, but to illustrate examples of the minimum changes necessary to comply with the requirements of HB 24-1304.

Example 1

In this example, we assume that the community does not want to implement the exceptions that would allow it to require one parking space per dwelling unit in those circumstances allowed by the law.

Sec. [1] General provisions.

- a) Off-street parking is an accessory use in all districts and is subject to [Section X], except for the area limitations. Off-street parking in the Transit Oriented Development District can be considered either a main use or an accessory use. An SUP is required for off-street parking as a main use in the TOD district.
- b) The off-street parking requirements for each use are listed in [Section 2 below]. However, no off-street parking shall be required for new multiple dwelling development or in any adaptive reuse development in which more than 50 percent of the gross floor area of the development is in residential dwelling use, within those areas designated by statute and identified by a map maintained by the Colorado Department of Local Affairs as Applicable Transit Service Areas.

[. . .]

- h) In all districts, required off-street parking shall be available as free parking, except up to one-half of the required parking may be contract parking on other than an hourly or daily fee basis.
- i) Except as specifically permitted in this article, all off-street parking shall be provided on the lot occupied by the main use. When adequate cross-access agreements are in place, off-street parking for a main use may be permitted on an adjacent lot.

Sec. [2] Off-street parking and loading requirements chart.

Off-Street Parking and Loading Requirements		
Use	Required Off-Street Parking	Required Off-Street Loading
Part VIII. Residential Uses		
Multiple dwellings <u>[A]</u>	a) One space for each 500 square feet of floor area, up to a maximum of three for each dwelling unit.	None.
	b) One guest space shall be provided for each five dwelling units and shall be distributed throughout the site.	

Off-Street Parking and Loading Requirements		
Use	Required Off-Street Parking	Required Off-Street Loading
Retirement housing [A]	Seven-tenths of a space for each dwelling unit or suite, plus one space for each 300 square feet of floor area not in a dwelling unit or suite.	None
<u>A. No off-street parking shall be required for new multiple dwelling development or for adaptive reuse development in which more than 50 percent of the gross floor area of the development is in residential use, within those areas designated by the statute and identified in a map maintained by the Colorado Department of Local Affairs as Applicable Transit Service Areas.</u>		

Example 2

In this example, we assume that the community wants to implement the exceptions that would allow it to require one parking space per dwelling unit in those circumstances allowed by the law.

ARTICLE X. - PARKING AND LOADING

DIVISION X-1. - PURPOSE AND APPLICATION OF ARTICLE

X-1-1. - Purpose of article. The purpose of this Article is to specify minimum requirements for the provision and design of off-street parking and loading areas, in proportion to the parking, loading, and transportation demands of different land uses throughout the City. The standards in this Article are intended to provide for adequate off-street parking and loading while supporting walkable urbanism in appropriate locations, and allowing the flexibility needed to accommodate alternative parking solutions. Off-street parking requirements in this Article shall apply to automobile, motorized vehicle, and bicycle parking.

X-1-2. - Application of article. The divisions within this Article are applied as follows:

- A. Division X-2. Parking and Loading Calculations, sets out standards for calculating the number of required parking and loading spaces based on the anticipated demand for parking and loading generated by the use of the subject property. The Division also provides for certain exemptions from parking requirements, as well as methodologies for reducing the amount of required parking. Notwithstanding other provisions of Division X-2, no off-street parking shall be required for new multifamily development or for

adaptive reuse development in which more than 50 percent of the gross floor area of the development is in residential use, within those areas designated by the statute and identified in a map maintained by Colorado Department of Local Affairs as Applicable Transit Service Areas, unless the provisions of Section Y-3-2D apply, in which case a minimum parking requirement of 1 space per dwelling unit shall apply.

- B. Division X-3, Parking and Loading Design, sets out standards for the design of parking and loading areas.
- C. Division X-4, Use and Maintenance of Parking Areas, sets out standards for how parking areas may be used, as well as minimum standards for their ongoing maintenance.

DIVISION X-2. - PARKING AND LOADING CALCULATIONS

X-2-1. - Calculation of required parking spaces.

- A. Generally. Section X-2-2, Parking Requirements Tables, sets out the number of parking spaces that are required for additions, significant redevelopment, and new developments for each land use that is listed in [Division A] Land Use by Zoning District.

...

X-2-2. - Parking requirements tables.

- A. Residential Land Uses. The required off-street parking for residential land uses is set out in Table X-2-2A, Residential Land Use Parking Standards.

Table X-2-2A: Residential Land Use Parking Standards	
Land Use	Minimum Required Parking
Standard Housing Types	
Multifamily and Multiplex ¹	efficiency units: 1.4 sp./du
	1 BR units: 1.6 sp./du
	2 BR units: 2.1 sp./du
	3+ BR units: 2.5 sp./du
Multifamily, Affordable ^{2,1}	efficiency units/ 1 BR units: 1.4 sp./du
	2 + BR units: 2.0 sp./du
Multifamily, Senior ^{3, 1}	1 sp./du
TABLE NOTES:	
<u>¹ No off-street parking shall be required for new multifamily development or for adaptive reuse development in which more than 50 percent of the gross</u>	

Table X-2-2A: Residential Land Use Parking Standards	
Land Use	Minimum Required Parking
<u>floor area of the development is in residential use, within those areas designated by the statute and identified in a map maintained by Colorado Department of Local Affairs as Applicable Transit Service Areas, unless the requirements of Section Y-3-2.D have been met, in which case the provision of 1 space per dwelling unit applies.</u> ² Projects that receive Low Income Housing Tax Credits. ³ Age restricted projects for residents 62 years and older.	

Y-3-2. - Residential standards.

A. Single-Family Detached.

1. In the MX-S and MX-U zoning districts, in order to buffer existing single-family detached dwellings, the single-family detached lot shall only adjoin or be located across a local street from an existing or approved single-family residential subdivision. The lot width that is used for the housing type shall be within 25 percent of the average lot width of the adjoining lots or the lots that are directly across the local street (as applicable) that are developed with single-family detached dwelling units.
2. In the MX-N district, single-family detached units shall not be adjacent to arterial streets.

B. Duplex.

1. Each individual duplex dwelling unit shall have a separate exterior entrance and separate utility meters.

C. Townhome.

1. Each individual townhome dwelling unit shall have direct access to a street, alley, or shared open space.

D. Multifamily.

1. No off-street parking shall be required for new multifamily development or for adaptive reuse development in which more than 50 percent of the gross floor area of the development is in multifamily use, within those areas designated by the statute and identified in a map maintained by Colorado Department of Local Affairs as Applicable Transit Service Areas, unless the provisions of Subsection D.2 below apply, in which case one space per dwelling unit shall be provided.

2. The City may require that up to one off-street parking space be provided for each dwelling unit if all of the following requirements are met:
 - (a) The multifamily project is a new development project containing 20 or more dwelling units, or contains regulated affordable housing as defined in C.R.S. 29-36-102;
 - (b) Within 90 days after receipt of a complete application for the proposed multifamily development, the City has published written findings that not imposing or enforcing a minimum parking standard in connection with the proposed multifamily development would have a substantial negative impact on:
 - (i) Safe pedestrian, bicycle, or emergency access to the multifamily development, or;
 - (ii) Existing on- or off-street parking spaces within one-eighth mile of the multifamily development;
 - (c) The findings required in Subsection D.2 must:
 - (i) Be supported by substantial evidence in support of such findings;
 - (ii) Include parking utilization data collected from the area within one-eighth mile of the multifamily development;
 - (iii) Demonstrate that the City's implementation of strategies to manage demand for on-street parking in the area within one-eighth mile of the multifamily development would not be effective to mitigate the substantial negative impacts contained in such findings; and
 - (iii) Have been reviewed and approved by a professional engineer, as defined in C.R.S. 12-120-202(7).

Section 5: List of jurisdictions with areas subject to HB24-1304

This law applies to Applicable Transit Service Areas in each of the following communities. Please refer to the Applicable Transit Service Areas map on the [DOLA website](#) to see areas in each community subject to the new law.

- | | |
|----------------------------|--|
| 1. Arvada | 34. Northglenn |
| 2. Aurora | 35. Pueblo |
| 3. Boulder | 36. Sheridan |
| 4. Broomfield | 37. Superior |
| 5. Centennial | 38. Thornton |
| 6. Cherry Hills
Village | 39. Unincorporated
Adams County |
| 7. Colorado Springs | 40. Unincorporated
Arapahoe County |
| 8. Columbine Valley | 41. Unincorporated
Boulder County |
| 9. Commerce City | 42. Unincorporated
Douglas County |
| 10. Denver | 43. Unincorporated
El Paso County |
| 11. Edgewater | 44. Unincorporated
Jefferson County |
| 12. Englewood | 45. Unincorporated
Larimer County |
| 13. Erie | 46. Unincorporated
Pueblo County |
| 14. Evans | 47. Unincorporated
Weld County |
| 15. Federal Heights | 48. Westminster |
| 16. Fort Collins | 49. Wheat Ridge |
| 17. Fountain | |
| 18. Foxfield | |
| 19. Garden City | |
| 20. Glendale | |
| 21. Golden | |
| 22. Greeley | |
| 23. Greenwood
Village | |
| 24. Lafayette | |
| 25. Lakeside | |
| 26. Lakewood | |
| 27. Littleton | |
| 28. Lone Tree | |
| 29. Longmont | |
| 30. Louisville | |
| 31. Loveland | |
| 32. Manitou Springs | |
| 33. Mountain View | |

An Act

HOUSE BILL 24-1304

BY REPRESENTATIVE(S) Vigil and Woodrow, Bacon, Boesenecker, deGruy Kennedy, Epps, Froelich, Hernandez, Herod, Jodeh, Joseph, Kipp, Mabrey, Rutinel, Sirota, Lindsay, Mauro, Parenti, Weissman, Willford, McCluskie;
also SENATOR(S) Priola and Hinrichsen, Cutter, Gonzales, Jaquez Lewis.

CONCERNING PARKING REQUIREMENTS WITHIN METROPOLITAN PLANNING ORGANIZATIONS.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. In Colorado Revised Statutes, **add** article 36 to title 29 as follows:

ARTICLE 36 **Strategic Growth**

29-36-101. Legislative declaration. (1) THE GENERAL ASSEMBLY FINDS, DETERMINES, AND DECLARES THAT:

(a) THERE IS AN EXTRATERRITORIAL IMPACT WHEN LOCAL GOVERNMENTS ENACT LAND USE DECISIONS THAT REQUIRE A MINIMUM

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

AMOUNT OF PARKING SPACES;

(b) RESIDENTIAL DEVELOPMENTS FREQUENTLY HAVE MORE PARKING THAN IS UTILIZED, WHICH ADDS TO HOUSING COSTS AND ENCOURAGES ADDITIONAL VEHICLE OWNERSHIP AND VEHICLE MILES TRAVELED. ACCORDING TO THE REGIONAL TRANSPORTATION DISTRICT STUDY TITLED "RESIDENTIAL PARKING IN STATION AREAS: A STUDY OF METRO DENVER", UNSUBSIDIZED HOUSING DEVELOPMENTS NEAR REGIONAL TRANSPORTATION DISTRICT STATIONS PROVIDE FORTY PERCENT MORE PARKING THAN RESIDENTS UTILIZE AT PEAK TIMES, AND INCOME-RESTRICTED HOUSING DEVELOPMENTS PROVIDE FIFTY PERCENT MORE PARKING THAN IS USED.

(c) THE 2021 STUDY "PARKING & AFFORDABLE HOUSING" OF PARKING UTILIZATION AT AFFORDABLE HOUSING DEVELOPMENTS ALONG THE FRONT RANGE FOUND THAT HALF OF PARKING SPACES BUILT ON AVERAGE GO UNUSED, AND THAT REQUIREMENTS CAN BE UP TO FIVE TIMES THE NEED ESPECIALLY FOR BUILDINGS SERVING LOWER AREA MEDIAN INCOMES;

(d) LOCAL GOVERNMENT LAND USE DECISIONS THAT REQUIRE A MINIMUM AMOUNT OF PARKING SPACES BEYOND WHAT IS NECESSARY TO MEET MARKET DEMAND INCREASE VEHICLE MILES TRAVELED AND ASSOCIATED GREENHOUSE GAS EMISSIONS. ACCORDING TO A UNIVERSITY OF CALIFORNIA INSTITUTE OF TRANSPORTATION STUDIES ARTICLE TITLED "WHAT DO RESIDENTIAL LOTTERIES SHOW US ABOUT TRANSPORTATION CHOICES?", HIGHER AMOUNTS OF FREE PARKING PROVIDED IN RESIDENTIAL DEVELOPMENTS CAUSE HIGHER RATES OF VEHICLE OWNERSHIP, HIGHER RATES OF VEHICLE MILES TRAVELED, AND LESS FREQUENT TRANSIT USE.

(e) ACCORDING TO THE STUDY "EFFECTS OF PARKING PROVISION ON AUTOMOBILE USE IN U.S. CITIES: INFERRING CAUSALITY" IN THE JOURNAL TRANSPORTATION RESEARCH RECORD, AN INCREASE IN PARKING PROVISIONS FROM ONE-TENTH TO ONE-HALF PARKING SPACE PER PERSON IS ASSOCIATED WITH AN INCREASE IN AUTOMOBILE MODE SHARE OF ROUGHLY THIRTY PERCENT;

(f) ACCORDING TO THE ARTICLE "HOUSEHOLDS WITH CONSTRAINED OFF-STREET PARKING DRIVE FEWER MILES" IN THE JOURNAL TRANSPORTATION, VEHICLE OWNERSHIP RATES ARE FOURTEEN PERCENT HIGHER FOR HOUSEHOLDS WITH MORE THAN ONE AVAILABLE PARKING SPACE PER UNIT COMPARED TO THOSE WITH ONE OR FEWER, AND FOR EVERY

ADDITIONAL VEHICLE PER HOUSEHOLD, THE HOUSEHOLD TRAVELS ON AVERAGE SEVENTEEN MORE MILES OF TOTAL VEHICLE MILES TRAVELED PER DAY;

(g) COLORADANS DRIVE MORE MILES PER PERSON THAN THEY USED TO, WHICH PUTS STRESS ON TRANSPORTATION INFRASTRUCTURE AND INCREASING HOUSEHOLD COSTS. SINCE 1981, PER CAPITA VEHICLE MILES TRAVELED IN COLORADO HAVE RISEN BY OVER TWENTY PERCENT ACCORDING TO DATA FROM THE FEDERAL HIGHWAY ADMINISTRATION.

(h) INCREASED VEHICLE OWNERSHIP AND THE RESULTING VEHICLE MILES TRAVELED IMPACT NEIGHBORING JURISDICTIONS BY INCREASING CONGESTION, ROADWAY INFRASTRUCTURE MAINTENANCE COSTS, AIR POLLUTION, NOISE, AND GREENHOUSE GAS EMISSIONS;

(i) GIVEN THE CLOSE PROXIMITY AND INTERCONNECTED NATURE OF JURISDICTIONS WITHIN COLORADO'S METROPOLITAN REGIONS, MANY RESIDENTS TRAVEL FREQUENTLY BETWEEN JURISDICTIONS FOR WORK, SHOPPING, RECREATION, AND OTHER TRIPS;

(j) IN COLORADO'S MAJOR CITIES, A SIGNIFICANT SHARE OF EMPLOYEES COMMUTE TO JOBS IN THE CITY BUT LIVE ELSEWHERE, INCLUDING SEVENTY PERCENT OF EMPLOYEES IN DENVER, FORTY-FIVE PERCENT IN COLORADO SPRINGS, SIXTY PERCENT IN FORT COLLINS, FIFTY PERCENT IN PUEBLO, AND SIXTY-FIVE PERCENT IN GRAND JUNCTION, ACCORDING TO 2021 DATA FROM THE FEDERAL CENSUS;

(k) EXCESSIVE PARKING REQUIREMENTS LIMIT COMPACT, WALKABLE DEVELOPMENT BY MANDATING ADDITIONAL SPACE BETWEEN USES, WHICH THEN NECESSITATES DRIVING TO REACH MOST DESTINATIONS;

(l) LOWER DENSITY DEVELOPMENT HAS LOWERED REVENUE AND INCREASED CAPITAL AND MAINTENANCE COSTS COMPARED TO MORE COMPACT DEVELOPMENT. NATIONAL STUDIES, SUCH AS THE ARTICLE "RELATIONSHIPS BETWEEN DENSITY AND PER CAPITA MUNICIPAL SPENDING IN THE UNITED STATES", PUBLISHED IN URBAN SCIENCE, HAVE FOUND THAT LOWER DENSITY COMMUNITIES HAVE HIGHER GOVERNMENT CAPITAL AND MAINTENANCE COSTS FOR WATER, SEWER, AND TRANSPORTATION INFRASTRUCTURE AND LOWER PROPERTY AND SALES TAX REVENUE. THESE INCREASED COSTS ARE OFTEN BORNE BY BOTH STATE AND LOCAL

GOVERNMENTS.

(m) VEHICLE TRAFFIC, WHICH INCREASES WHEN LAND USE PATTERNS ARE MORE DISPERSED, CONTRIBUTES TWENTY PERCENT OF NITROGEN OXIDE EMISSIONS, A KEY OZONE PRECURSOR, ACCORDING TO THE EXECUTIVE SUMMARY OF THE MODERATE AREA OZONE STATE IMPLEMENTATION PLAN FOR THE 2015 OZONE NATIONAL AMBIENT AIR QUALITY STANDARDS BY THE REGIONAL AIR QUALITY COUNCIL;

(n) THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY HAS CLASSIFIED THE DENVER METRO AREA AND THE NORTH FRONT RANGE AREA AS BEING IN SEVERE NONATTAINMENT FOR OZONE AND GROUND LEVEL OZONE, WHICH HAS SERIOUS IMPACTS ON HUMAN HEALTH, PARTICULARLY FOR VULNERABLE POPULATIONS;

(o) ACCORDING TO THE GREENHOUSE GAS POLLUTION REDUCTION ROADMAP, PUBLISHED BY THE COLORADO ENERGY OFFICE AND DATED JANUARY 14, 2021, THE TRANSPORTATION SECTOR IS THE SINGLE LARGEST SOURCE OF GREENHOUSE GAS POLLUTION IN COLORADO;

(p) NEARLY SIXTY PERCENT OF THE GREENHOUSE GAS EMISSIONS FROM THE TRANSPORTATION SECTOR COME FROM LIGHT-DUTY VEHICLES, THE MAJORITY OF CARS AND TRUCKS THAT COLORADANS DRIVE EVERY DAY;

(q) SECTION 43-1-128 (3) DIRECTS THE DEPARTMENT OF TRANSPORTATION TO ESTABLISH GREENHOUSE GAS REDUCTION TARGETS, GUIDELINES, AND PROCEDURES FOR STATE AND REGIONAL TRANSPORTATION PLANS, AND THE RESULTING GREENHOUSE GAS PLANNING RULE AND ASSOCIATED MITIGATION POLICY DIRECTIVES INCLUDE A LIST OF GREENHOUSE GAS MITIGATION MEASURES TO ACHIEVE THOSE TARGETS, INCLUDING THE ELIMINATION OF MINIMUM PARKING REQUIREMENTS AND OTHER PARKING MANAGEMENT STRATEGIES;

(r) LOCAL GOVERNMENT LAND USE DECISIONS THAT REQUIRE A MINIMUM AMOUNT OF PARKING SPACES INCREASE THE COST OF NEW RESIDENTIAL PROJECTS, WHICH INCREASES HOUSING COSTS. ACCORDING TO THE REGIONAL TRANSPORTATION DISTRICT STUDY TITLED "RESIDENTIAL PARKING IN STATION AREAS: A STUDY OF METRO DENVER", STRUCTURED PARKING SPACES IN THE DENVER METROPOLITAN AREA COST TWENTY-FIVE THOUSAND DOLLARS EACH TO BUILD IN 2020 AND USE SPACE THAT WOULD

OTHERWISE BE USED FOR REVENUE GENERATING RESIDENTIAL UNITS, DECREASING THE PROFITABILITY OF RESIDENTIAL DEVELOPMENT. AS A RESULT, PARKING REQUIREMENTS THAT NECESSITATE THE CONSTRUCTION OF STRUCTURED PARKING SPACES MAY DISCOURAGE DEVELOPERS FROM BUILDING NEW RESIDENTIAL PROJECTS, OR, IF THEY DO MOVE FORWARD WITH PROJECTS, FORCE THEM TO RECOUP THE COSTS OF BUILDING EXCESSIVE PARKING BY INCREASING HOUSING PRICES.

(s) OFF-STREET SURFACE PARKING COSTS UP TO TEN THOUSAND DOLLARS PER SPACE, AND EACH SPACE REQUIRES UP TO TWO AND ONE-HALF TIMES ITS SQUARE FOOTAGE TO ACCOMMODATE. AS A RESULT, OFF-STREET SURFACE PARKING REQUIREMENTS ALSO MAY DISCOURAGE DEVELOPERS FROM BUILDING NEW RESIDENTIAL PROJECTS, OR, IF THEY DO MOVE FORWARD WITH PROJECTS, FORCE THEM TO BUILD FEWER UNITS THAN THEY OTHERWISE COULD AND RECOUP THE EXCESSIVE COST BY INCREASING HOME PRICES AND RENTS. AN ANALYSIS CONDUCTED BY THE PARKING REFORM NETWORK FOUND THAT AN OFF-STREET PARKING SPACE CAN ADD BETWEEN TWO HUNDRED AND FIVE HUNDRED DOLLARS PER MONTH IN RENT. WHETHER THESE COSTS ARE NECESSARY VARIES FROM ONE BUILDING PROJECT TO THE NEXT, AND THOSE VARIABLES ARE NOT ACCOUNTED FOR IN MANDATED PARKING MINIMUMS.

(t) MINIMUM PARKING REQUIREMENTS PUT SMALL BUSINESSES AT A DISADVANTAGE RELATIVE TO LARGE CORPORATIONS. LARGE CORPORATIONS HAVE MORE CAPITAL AT THEIR DISPOSAL TO FULFILL COSTLY PARKING REQUIREMENTS AND ARE LESS RELIANT ON FOOT TRAFFIC, HUMAN-SCALE VISIBILITY, AND A SENSE OF PLACE TO ATTRACT CUSTOMERS.

(u) IMPERVIOUS SURFACES SUCH AS THOSE BUILT FOR VEHICLE PARKING CREATE AN URBAN HEAT ISLAND EFFECT, CONTRIBUTING TO RISING TEMPERATURES, INCREASING ENERGY COSTS FOR AIR CONDITIONING, AND WORSENING GROUND LEVEL AIR QUALITY. EXCESSIVE LAND COVERAGE OF THIS KIND MAKES STORMWATER MANAGEMENT DIFFICULT AND EXPENSIVE, AND CONTRIBUTES TO FLASH FLOODING AND EROSION, CAUSING INTERJURISDICTIONAL CONFLICTS AND LEGAL DISPUTES.

(2) THEREFORE, THE GENERAL ASSEMBLY DECLARES THAT THE REQUIRED MINIMUM AMOUNT OF PARKING SPACES FOR A REAL PROPERTY IS A MATTER OF MIXED STATEWIDE AND LOCAL CONCERN.

29-36-102. Definitions. AS USED IN THIS ARTICLE 36, UNLESS THE CONTEXT OTHERWISE REQUIRES:

(1) "ADAPTIVE REUSE" MEANS THE CONVERSION OF AN EXISTING STRUCTURE FROM THE USE FOR WHICH IT WAS CONSTRUCTED TO A NEW USE BY MAINTAINING ELEMENTS OF THE STRUCTURE AND ADAPTING SUCH ELEMENTS TO A NEW USE.

(2) "APPLICABLE TRANSIT PLAN" MEANS A PLAN OF A TRANSIT AGENCY WHOSE SERVICE TERRITORY IS WITHIN A METROPOLITAN PLANNING ORGANIZATION, INCLUDING A SYSTEM OPTIMIZATION PLAN OR A TRANSIT MASTER PLAN THAT:

(a) HAS BEEN APPROVED BY THE GOVERNING BODY OF A TRANSIT AGENCY ON OR AFTER JANUARY 1, 2019, AND ON OR BEFORE JANUARY 1, 2024;

(b) IDENTIFIES THE PLANNED FREQUENCY AND SPAN OF SERVICE FOR TRANSIT SERVICE OR SPECIFIC TRANSIT ROUTES; AND

(c) IDENTIFIES SPECIFIC TRANSIT ROUTES FOR SHORT-TERM IMPLEMENTATION ACCORDING TO THAT PLAN, OR IMPLEMENTATION BEFORE JANUARY 1, 2027.

(3) "APPLICABLE TRANSIT SERVICE AREA" MEANS AN AREA DESIGNATED BY THE MAP CREATED IN SECTION 29-36-106.

(4) "BUS RAPID TRANSIT SERVICE" MEANS A TRANSIT SERVICE THAT:

(a) IS IDENTIFIED AS BUS RAPID TRANSIT BY A TRANSIT AGENCY, IN A METROPOLITAN PLANNING ORGANIZATION'S FISCALLY CONSTRAINED LONG RANGE TRANSPORTATION PLAN OR IN AN APPLICABLE TRANSIT PLAN; AND

(b) INCLUDES ANY NUMBER OF THE FOLLOWING:

(I) SERVICE THAT IS SCHEDULED TO RUN EVERY FIFTEEN MINUTES OR LESS FOR FOUR HOURS OR MORE ON WEEKDAYS, EXCLUDING SEASONAL SERVICE;

(II) DEDICATED LANES OR BUSWAYS;

(III) TRAFFIC SIGNAL PRIORITY;

(IV) OFF-BOARD FARE COLLECTION;

(V) ELEVATED PLATFORMS; OR

(VI) ENHANCED STATIONS.

(5) "COMMUNITY-BASED ORGANIZATION" MEANS A COLORADO-BASED NONPROFIT ENTITY THAT:

(a) HAS A MISSION TO IMPROVE THE ENVIRONMENTAL, ECONOMIC, SOCIAL, CULTURAL, OR QUALITY OF LIFE CONDITIONS OF A COMMON COMMUNITY OF INTEREST;

(b) IS ACCESSIBLE FOR RESIDENTS OF ALL AGES, INCOMES, LANGUAGES, AND ABILITIES; OR

(c) ADDRESSES THE NEEDS OF DISPROPORTIONATELY IMPACTED AND MARGINALIZED COMMUNITIES IN THE REGION AND CENTERS VOICES OF MARGINALIZED COMMUNITIES IN TRANSPORTATION PLANNING, BOTH IN THEIR COMMUNITY AND AROUND THE REGION.

(6) "COMMUTER BUS RAPID TRANSIT SERVICE" MEANS A BUS RAPID TRANSIT SERVICE THAT OPERATES FOR A MAJORITY OF ITS ROUTE ON A FREEWAY WITH ACCESS THAT IS LIMITED TO GRADE-SEPARATED INTERCHANGES.

(7) "COUNTY" MEANS A COUNTY, INCLUDING A HOME RULE COUNTY BUT EXCLUDING A CITY AND COUNTY.

(8) "LAND USE APPROVAL" MEANS ANY FINAL ACTION OF A LOCAL GOVERNMENT THAT HAS THE EFFECT OF AUTHORIZING THE USE OR DEVELOPMENT OF A PARTICULAR PARCEL OF REAL PROPERTY.

(9) "LOADING SPACE" MEANS AN OFF-STREET SPACE OR BERTH THAT:

(a) IS ON THE SAME SITE WITH A BUILDING OR CONTIGUOUS TO A GROUP OF BUILDINGS;

(b) IS DESIGNATED FOR THE TEMPORARY PARKING OF EITHER:

(I) A COMMERCIAL VEHICLE WHILE MATERIALS ARE LOADED IN OR UNLOADED FROM THE VEHICLE; OR

(II) A VEHICLE WHILE PASSENGERS BOARD OR DISEMBARK FROM THE VEHICLE; AND

(c) ABUTS UPON A STREET, ALLEY, OR OTHER MEANS OF ACCESS.

(10) "LOCAL GOVERNMENT" MEANS A MUNICIPALITY THAT IS WITHIN A METROPOLITAN PLANNING ORGANIZATION OR A COUNTY THAT HAS UNINCORPORATED AREAS WITHIN A METROPOLITAN PLANNING ORGANIZATION.

(11) "LOCAL LAW" MEANS ANY CODE, LAW, ORDINANCE, POLICY, REGULATION, OR RULE ENACTED BY A LOCAL GOVERNMENT THAT GOVERNS THE DEVELOPMENT AND USE OF LAND, INCLUDING LAND USE CODES, ZONING CODES, AND SUBDIVISION CODES.

(12) "MAXIMUM PARKING REQUIREMENT" MEANS A REQUIREMENT ESTABLISHED IN LOCAL LAW THAT LIMITS THE NUMBER OF PARKING SPACES THAT MAY BE MADE AVAILABLE IN CONNECTION WITH A REAL PROPERTY.

(13) "METROPOLITAN PLANNING ORGANIZATION" MEANS A METROPOLITAN PLANNING ORGANIZATION UNDER THE "FEDERAL TRANSIT ACT OF 1998", 49 U.S.C. SEC. 5301 ET SEQ., AS AMENDED.

(14) "MINIMUM PARKING REQUIREMENT" MEANS A REQUIREMENT ESTABLISHED IN LOCAL LAW THAT A NUMBER OF PARKING SPACES BE MADE AVAILABLE IN CONNECTION WITH A REAL PROPERTY.

(15) "MUNICIPALITY" MEANS A HOME RULE OR STATUTORY CITY OR TOWN, TERRITORIAL CHARTER CITY OR TOWN, OR CITY AND COUNTY.

(16) "PARKING SPACE" MEANS AN OFF-STREET SPACE DESIGNATED FOR MOTOR VEHICLE PARKING. A PARKING SPACE DOES NOT INCLUDE A LOADING SPACE.

(17) "REGULATED AFFORDABLE HOUSING" MEANS AFFORDABLE

HOUSING THAT:

(a) HAS RECEIVED LOANS, GRANTS, EQUITY, BONDS, OR TAX CREDITS FROM ANY SOURCE TO SUPPORT THE CREATION, PRESERVATION, OR REHABILITATION OF AFFORDABLE HOUSING THAT, AS A CONDITION OF FUNDING, ENCUMBERS THE PROPERTY WITH A RESTRICTED USE COVENANT OR SIMILAR RECORDED AGREEMENT TO ENSURE AFFORDABILITY, OR HAS BEEN INCOME-RESTRICTED UNDER A LOCAL INCLUSIONARY ZONING ORDINANCE OR OTHER REGULATION OR PROGRAM;

(b) RESTRICTS OR LIMITS MAXIMUM RENTAL OR SALE PRICE FOR HOUSEHOLDS OF A GIVEN SIZE AT A GIVEN AREA MEDIAN INCOME, AS ESTABLISHED ANNUALLY BY THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT; AND

(c) ENSURES OCCUPANCY BY LOW- TO MODERATE-INCOME HOUSEHOLDS FOR A SPECIFIED PERIOD DETAILED IN A RESTRICTIVE USE COVENANT OR SIMILAR RECORDED AGREEMENT.

29-36-103. Limitations on minimum parking requirements.

(1) ON OR AFTER JUNE 30, 2025, A MUNICIPALITY SHALL NEITHER ENACT NOR ENFORCE LOCAL LAWS THAT ESTABLISH A MINIMUM PARKING REQUIREMENT THAT APPLIES TO A LAND USE APPROVAL FOR A MULTIFAMILY RESIDENTIAL DEVELOPMENT, ADAPTIVE RE-USE FOR RESIDENTIAL PURPOSES, OR ADAPTIVE RE-USE MIXED-USE PURPOSES WHICH INCLUDE AT LEAST FIFTY PERCENT OF USE FOR RESIDENTIAL PURPOSES THAT IS WITHIN THE MUNICIPALITY, A METROPOLITAN PLANNING ORGANIZATION, AND AT LEAST PARTIALLY WITHIN AN APPLICABLE TRANSIT SERVICE AREA.

(2) ON OR AFTER JUNE 30, 2025, A COUNTY SHALL NEITHER ENACT NOR ENFORCE LOCAL LAWS THAT ESTABLISH A MINIMUM PARKING REQUIREMENT THAT APPLIES TO A LAND USE APPROVAL FOR A MULTIFAMILY RESIDENTIAL DEVELOPMENT, ADAPTIVE RE-USE FOR RESIDENTIAL PURPOSES, OR ADAPTIVE RE-USE MIXED-USE PURPOSES WHICH INCLUDE AT LEAST FIFTY PERCENT OF USE FOR RESIDENTIAL PURPOSES THAT IS WITHIN THE UNINCORPORATED AREA OF THE COUNTY, A METROPOLITAN PLANNING ORGANIZATION, AND AT LEAST PARTIALLY WITHIN AN APPLICABLE TRANSIT SERVICE AREA.

(3) NOTHING IN THIS SECTION:

(a) LOWERS THE PROTECTIONS PROVIDED FOR PERSONS WITH DISABILITIES, INCLUDING THE NUMBER OF PARKING SPACES FOR PERSONS WHO ARE MOBILITY IMPAIRED, UNDER THE FEDERAL "AMERICANS WITH DISABILITIES ACT OF 1990", 42 U.S.C. SEC. 12101 ET SEQ., AND PARTS 6 AND 8 OF ARTICLE 34 OF TITLE 24;

(b) PREVENTS A LOCAL GOVERNMENT FROM ENACTING OR ENFORCING LOCAL LAWS THAT ESTABLISH A MAXIMUM PARKING REQUIREMENT;

(c) PREVENTS A LOCAL GOVERNMENT OR A DEVELOPER FROM BEING AWARDED FUNDING FOR AFFORDABLE HOUSING THAT REQUIRES A RATIO OF A CERTAIN NUMBER OF PARKING SPACES;

(d) AFFECTS THE ABILITY OF A LOCAL GOVERNMENT TO ENFORCE ANY AGREEMENT MADE IN CONNECTION WITH A LAND USE APPROVAL PRIOR TO THE EFFECTIVE DATE OF HOUSE BILL 24-1304, ENACTED IN 2024, TO PROVIDE REGULATED AFFORDABLE HOUSING IN EXCHANGE FOR REDUCING MINIMUM PARKING REQUIREMENTS;

(e) PREVENTS A LOCAL GOVERNMENT FROM ENACTING OR ENFORCING LOCAL LAWS THAT ESTABLISH A MINIMUM REQUIREMENT FOR BICYCLE PARKING; OR

(f) PREVENTS A LOCAL GOVERNMENT FROM IMPOSING THE FOLLOWING REQUIREMENTS ON A PARKING SPACE THAT IS VOLUNTARILY PROVIDED IN CONNECTION WITH A LAND USE APPROVAL:

(I) THAT THE OWNERS OF SUCH A PARKING SPACE CHARGE FOR THE USE OF THE SPACE;

(II) THAT THE OWNER OF A SUCH A PARKING SPACE CONTRIBUTE TO A PARKING ENTERPRISE, PERMITTING SYSTEM, OR SHARED PARKING PLAN; AND

(III) THAT SUCH A PARKING SPACE ALLOWS FOR ELECTRIC VEHICLE CHARGING STATIONS IN ACCORDANCE WITH EXISTING LAW.

29-36-104. Limitations on minimum parking requirements.

(1) NOTWITHSTANDING SECTION 29-36-103, A LOCAL GOVERNMENT MAY

IMPOSE OR ENFORCE A MINIMUM PARKING REQUIREMENT IN CONNECTION WITH A HOUSING DEVELOPMENT PROJECT THAT IS INTENDED TO CONTAIN TWENTY UNITS OR MORE OR CONTAIN REGULATED AFFORDABLE HOUSING BY REQUIRING NO MORE THAN ONE PARKING SPACE PER DWELLING UNIT IN THE HOUSING DEVELOPMENT.

(2) (a) IN ORDER TO IMPOSE A MINIMUM PARKING REQUIREMENT PURSUANT TO SUBSECTION (1) OF THIS SECTION IN CONNECTION WITH A HOUSING DEVELOPMENT PROJECT, A LOCAL GOVERNMENT MUST, NO LATER THAN NINETY DAYS AFTER RECEIVING A COMPLETED APPLICATION FOR THE HOUSING DEVELOPMENT PROJECT, PUBLICLY PUBLISH WRITTEN FINDINGS THAT FIND THAT NOT IMPOSING OR ENFORCING A MINIMUM PARKING REQUIREMENT IN CONNECTION WITH THE HOUSING DEVELOPMENT PROJECT WOULD HAVE A SUBSTANTIAL NEGATIVE IMPACT.

(b) A LOCAL GOVERNMENT'S WRITTEN FINDINGS PUBLISHED PURSUANT TO SUBSECTION (2)(a) MUST:

(I) BE SUPPORTED BY SUBSTANTIAL EVIDENCE THAT SUPPORTS THE FINDING OF A SUBSTANTIAL NEGATIVE IMPACT ON:

(A) SAFE PEDESTRIAN, BICYCLE, OR EMERGENCY ACCESS TO THE HOUSING DEVELOPMENT PROJECT; OR

(B) EXISTING ON- OR OFF-STREET PARKING SPACES WITHIN ONE EIGHTH-MILE OF THE HOUSING DEVELOPMENT PROJECT;

(II) BE REVIEWED AND APPROVED BY A PROFESSIONAL ENGINEER, AS DEFINED IN SECTION 12-120-202 (7).

(III) INCLUDE PARKING UTILIZATION DATA COLLECTED FROM THE AREA WITHIN ONE EIGHTH-MILE OF THE HOUSING DEVELOPMENT PROJECT; AND

(IV) DEMONSTRATE THAT THE LOCAL GOVERNMENT IMPLEMENTATION OF STRATEGIES TO MANAGE DEMAND FOR ON-STREET PARKING FOR THE AREA WITHIN ONE EIGHTH-MILE OF THE HOUSING DEVELOPMENT PROJECT WOULD NOT BE EFFECTIVE TO MITIGATE A SUBSTANTIAL NEGATIVE IMPACT FOUND PURSUANT TO THIS SECTION.

(3) ON OR BEFORE DECEMBER 31, 2026, AND EVERY DECEMBER 31ST THEREAFTER, IF APPLICABLE, A LOCAL GOVERNMENT SHALL, IN A FORM AND MANNER DETERMINED BY THE DEPARTMENT OF LOCAL AFFAIRS, SUBMIT INFORMATION REGARDING A MINIMUM PARKING REQUIREMENT IMPOSED OR ENFORCED PURSUANT TO THIS SECTION TO THE DEPARTMENT OF LOCAL AFFAIRS.

(4) THE DEPARTMENT OF LOCAL AFFAIRS MAY ISSUE POLICIES AND PROCEDURES AS NECESSARY TO IMPLEMENT THIS SECTION.

29-36-105. Parking management technical assistance. (1)(a) ON OR BEFORE DECEMBER 31, 2024, THE DEPARTMENT OF LOCAL AFFAIRS, IN CONSULTATION WITH THE DEPARTMENT OF TRANSPORTATION, AND THE COLORADO ENERGY OFFICE, SHALL, WITHIN EXISTING RESOURCES, TO THE EXTENT FEASIBLE, DEVELOP AND PUBLISH BEST PRACTICES AND TECHNICAL ASSISTANCE MATERIALS CONCERNING OPTIMIZING PARKING SUPPLY AND MANAGING PARKING IN WAYS THAT INCREASE THE PRODUCTION OF AFFORDABLE HOUSING AND HOUSING SUPPLY. THESE BEST PRACTICES AND TECHNICAL ASSISTANCE MATERIALS MUST INCLUDE, BUT ARE NOT LIMITED TO, ELEMENTS RELATED TO:

(I) THE IMPLEMENTATION OF LOCAL PARKING MAXIMUMS;

(II) SAMPLE LANGUAGE TO REPLACE EXISTING LOCAL PARKING CODES WITH OTHER INCENTIVES FOR THE PRODUCTION OF AFFORDABLE HOUSING, TRANSPORTATION DEMAND MANAGEMENT STRATEGIES, AND OTHER DESIRED OUTCOMES;

(III) THE DESIGN AND IMPLEMENTATION OF PARKING BENEFIT DISTRICTS AND ON-STREET PARKING MANAGEMENT;

(IV) STRATEGIES FOR DEVELOPERS TO MANAGE THE SUPPLY AND PRICE OF PARKING SPACES TO MINIMIZE PARKING DEMAND BASED ON DIFFERENT LOCATION AND LAND USE CHARACTERISTICS AND TAKING INTO CONSIDERATION THE NUMBER OF RESIDENTS WHO NEED ACCESS TO PARKING AND ACCESS TO MASS TRANSIT;

(V) STRATEGIES THAT PRIORITIZE THE TRANSPORTATION NEEDS OF RESIDENTS OF REGULATED AFFORDABLE HOUSING, LOW-INCOME COMMUNITIES, AND COMMUNITIES WITH LOW RATES OF CAR OWNERSHIP;

(VI) STRATEGIES TO OPTIMIZE THE USE OF EXISTING PARKING THROUGH SHARED PARKING AGREEMENTS AND OTHER STRATEGIES; AND

(VII) INFORMATION FROM AFFORDABLE HOUSING PROVIDERS AND EXISTING STUDIES ON PARKING NEEDS FOR RESIDENTS OF REGULATED AFFORDABLE HOUSING BASED ON DIFFERENT LOCATION AND LAND USE CHARACTERISTICS.

(b) (I) IN DEVELOPING THE MATERIALS AND BEST PRACTICES DESCRIBED IN SUBSECTION (1)(a) OF THIS SECTION, THE DEPARTMENT OF LOCAL AFFAIRS SHALL CONSULT WITH VARIOUS STAKEHOLDERS, INCLUDING LOCAL GOVERNMENTS, METROPOLITAN PLANNING ORGANIZATIONS, DISPROPORTIONATELY IMPACTED COMMUNITIES, COMMUNITY-BASED ORGANIZATIONS, AFFORDABLE HOUSING PROVIDERS, TRANSIT AGENCIES, AND ACTIVE TRANSPORTATION ORGANIZATIONS. IN CONSULTING WITH THESE STAKEHOLDERS, THE DEPARTMENT OF LOCAL AFFAIRS MAY COLLECT THIS FEEDBACK THROUGH MULTIPLE MEANS, INCLUDING ONLINE OR IN-PERSON SURVEYS OR PUBLIC FEEDBACK SESSIONS.

(2) DURING THE FIRST REGULAR SESSION OF THE SEVENTY-FIFTH GENERAL ASSEMBLY, THE DEPARTMENT OF LOCAL AFFAIRS SHALL PRESENT THE MATERIALS AND BEST PRACTICES DESCRIBED IN SUBSECTION (1)(a) OF THIS SECTION TO THE LOCAL GOVERNMENT AND HOUSING COMMITTEE OF THE SENATE AND THE TRANSPORTATION, HOUSING AND LOCAL GOVERNMENT COMMITTEE OF THE HOUSE OF REPRESENTATIVES OR THEIR SUCCESSOR COMMITTEES.

29-36-106. Applicable transit service areas map. (1) ON OR BEFORE SEPTEMBER 30, 2024, THE DEPARTMENT OF LOCAL AFFAIRS, IN CONSULTATION WITH THE DEPARTMENT OF TRANSPORTATION, COLORADO ENERGY OFFICE, METROPOLITAN PLANNING ORGANIZATIONS, AND TRANSIT AGENCIES THAT OPERATE WITHIN METROPOLITAN PLANNING ORGANIZATIONS, SHALL PUBLISH A MAP THAT DESIGNATES APPLICABLE TRANSIT SERVICE AREAS TO BE USED BY LOCAL GOVERNMENTS IN COMPLYING WITH THIS PART 1.

(2) IN PUBLISHING THE MAP DESCRIBED IN SUBSECTION (1) OF THIS SECTION, THE DEPARTMENT OF LOCAL AFFAIRS SHALL DESIGNATE APPLICABLE TRANSIT SERVICE AREAS AS AREAS THAT ARE WITHIN:

(a) ONE-QUARTER MILE OF EXISTING STATIONS SERVED BY ROUTES IDENTIFIED IN AN APPLICABLE TRANSIT PLAN FOR:

(I) COMMUTER BUS RAPID TRANSIT;

(II) COMMUTER RAIL WITH PLANNED OR SCHEDULED SERVICE THAT IS SCHEDULED TO RUN EVERY THIRTY MINUTES OR MORE FREQUENT BETWEEN SEVEN A.M. AND TEN A.M. AND BETWEEN FOUR P.M. AND SEVEN P.M.;

(III) LIGHT RAIL WITH PLANNED OR SCHEDULED SERVICE THAT IS SCHEDULED TO RUN EVERY THIRTY MINUTES OR MORE FREQUENT BETWEEN SEVEN A.M. AND TEN A.M. AND BETWEEN FOUR P.M. AND SEVEN P.M.; AND

(IV) A PUBLIC BUS ROUTE THAT HAS A PLANNED OR SCHEDULED FREQUENCY OF EVERY THIRTY MINUTES OR MORE FREQUENT FOR FOUR HOURS OR MORE ON WEEKDAYS, EXCLUDING SEASONAL SERVICE;

(b) ONE-QUARTER MILE OF CURRENTLY PLANNED OR EXISTING STATIONS AND STOPS SERVED BY PUBLIC BUS ROUTES THAT:

(I) HAVE A PLANNED OR SCHEDULED FREQUENCY OF EVERY THIRTY MINUTES OR MORE FREQUENT FOR FOUR HOURS OR MORE ON WEEKDAYS, EXCLUDING SEASONAL SERVICE; AND

(II) ARE IDENTIFIED WITHIN AN APPLICABLE TRANSIT PLAN FOR SHORT-TERM IMPLEMENTATION OR IMPLEMENTATION BEFORE JANUARY 1, 2030, ACCORDING TO THAT PLAN; OR

(c) FOR TRANSIT AGENCIES WITHIN METROPOLITAN PLANNING ORGANIZATIONS THAT DO NOT HAVE APPLICABLE TRANSIT PLANS, ONE-QUARTER MILE OF PUBLIC BUS ROUTES WITH EXISTING TRANSIT SERVICE LEVELS AS OF JANUARY 1, 2024, WITH A SCHEDULED FREQUENCY OF EVERY THIRTY MINUTES OR MORE FREQUENT DURING THE FOUR HOURS OR MORE ON WEEKDAYS, EXCLUDING SEASONAL SERVICE.

SECTION 2. In Colorado Revised Statutes, 29-20-104, **amend** (1) introductory portion as follows:

29-20-104. Powers of local governments - definition. (1) Except

as expressly provided in section 29-20-104.2, or SECTION 29-20-104.5, AND ARTICLE 36 OF THIS TITLE 29, the power and authority granted by this section does not limit any power or authority presently exercised or previously granted. Except as provided in section 29-20-104.2, each local government within its respective jurisdiction has the authority to plan for and regulate the use of land by:

SECTION 3. In Colorado Revised Statutes, 30-15-401, **amend** (1)(h)(I)(B) as follows:

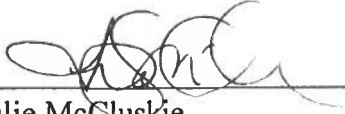
30-15-401. General regulations - definitions. (1) In addition to those powers granted by sections 30-11-101 and 30-11-107 and by parts 1, 2, and 3 of this article 15, the board of county commissioners may adopt ordinances for control or licensing of those matters of purely local concern that are described in the following enumerated powers:

(h) (I) To control and regulate the movement and parking of vehicles and motor vehicles on public property; except that:

(B) For the purposes of any minimum parking requirement a board of county commissioners imposes, the board of county commissioners is subject to ~~section 30-28-140~~ ARTICLE 36 OF TITLE 29 AND SECTION 30-28-140; and

SECTION 4. Act subject to petition - effective date. This act takes effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly; except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or part will not take effect unless approved by the people at the general election to be held in

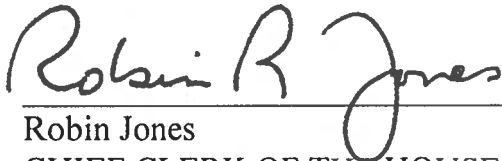
November 2024 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.



Julie McCluskie
SPEAKER OF THE HOUSE
OF REPRESENTATIVES



Steve Fenberg
PRESIDENT OF
THE SENATE

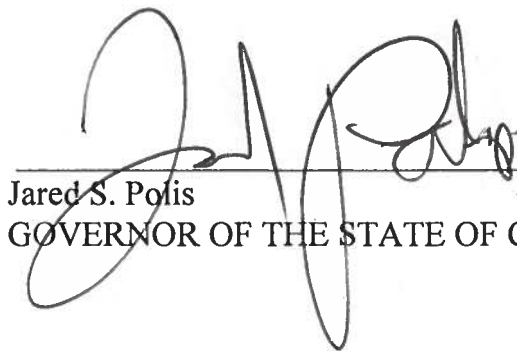


Robin Jones
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES



Cindi L. Markwell
SECRETARY OF
THE SENATE

APPROVED Friday May 10th 2024 at 12:15 PM
(Date and Time)



Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO

HB24-1304 - Minimum Parking Requirement Buffer & Zones

Legend

- Transit Stops
 - Transit Routes
 - Transit Area Buffer
 - Municipal Boundary
- Zoning Districts in Buffer**
- Administrative Office
 - Administrative Office Transition
 - Agriculture
 - Business Office
 - Commercial Business
 - Commercial Community
 - Commercial Community - Mixed Use
 - Commercial Neighborhood
 - Industrial
 - Mixed Use Residential
 - Open Space
 - Planned Community Commercial
 - Planned Community Commercial/Residential
 - Planned Community Residential
 - Planned Community Zone District
 - Residential Estate
 - Residential High Density
 - Residential Low Density
 - Residential Medium Density
 - Residential Rural
 - Restricted Residential Rural
 - Single Family Estate
 - Single Family Low Density
 - Single Family Medium Density
 - Single Family Rural

