



Planning Commission

October 9, 2025
Packet Addendum #1

From: [lauryl danuff](#)
To: [Planning](#)
Subject: Coal Creek Village Comments for Oct. 9 2025 Packet
Date: Thursday, October 9, 2025 11:01:57 AM
Attachments: [Downtown and NE Corner of Louisville.pdf](#)
[IMG_4426.HEIC](#)
[IMG_4423.HEIC](#)

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

Hello Commission, City Council, and Planning Department -

Thank you for hearing our comments and concerns and for doing the important jobs you do for our city!

I am writing with my updated concerns around the proposed Coal Creek Village development.

You heard me last year, as I asked for Front Street not to be opened up to South Boulder Road. As I told you how my kids walked these streets, how my cats roam and we walk our dogs and greet the townspeople who walk through our streets from our front yards, in Little Italy and DELO. How we love watching the hawks and other wildlife that live in the field. Though I hope you remember how passionately I and my neighbors feel about our few blocks of Little Italy, I won't go too deep into that again, especially because in the last year since our previous discussions, so much more has come to light about the possible effects of this development.

You asked for an updated traffic study to understand the impacts on the streets and intersections around my neighborhood and this proposed development. It shows that what we feared is quite likely true. That the intersections surrounding Little Italy are already stressed- particularly S Boulder Rd and Hwy 42 – which received an F rating – same as the last study. It also showed that opening up Front Street to SBR would increase the traffic on the current block of Front St by 900% It confirmed that right now a car comes down my street every 6 or 7 minutes and it would change that to every 40 or 50 seconds. This is a drastic change for my little historic block, regardless of the statistical nature of that being “ok” traffic for a residential street by the cities parameters. It continues to be not ok for us who are at the effect of this. This traffic will then be forced either towards the Middle School, towards highway 42, or through DELO parking lots and driveways. None of which is appropriate, safe, or helpful. What we learned also and really importantly is that driving this much traffic down Front Street doesn't actually help the intersections at -S Boulder Rd and Main St. – Griffith and Main Street – Front and Griffith – Griffith and Hwy 42 – and most importantly again, S Boulder Rd and 42 which remains rated an F even with Front Street open. So the city is proposing heavy impacts on Louisville's oldest neighborhood, a school zone and other stressed intersections without the public benefit that would justify it. I and my neighbors have been informed repeatedly by Markel folks that the connection is not needed by them to make the development work, but that the city won't approve the development without it.

SO I'd like to talk about the answer we have been given repeatedly, and really the only answer given when we have asked the city planners why they need it open. This includes asking through Diana Langley, who reported back with the same information. I quote the

answer she sent to me in response to her question regarding whether Front Street could take a more circuitous route from S Boulder Rd to the connection on our block rather than be a straight shot-

This would require a significant redesign of the subdivision and development plan and is not consistent with the Mixed Use Design Standards that call for a traditional street grid to match Downtown. The street grid would improve and facilitate safe pedestrian connections. The Mixed Use Design Standards state "The street and block standards are a fundamental cornerstone in creating a pedestrian-oriented and pedestrian-friendly district... the street and block standards purposely model the existing street grid and block system in Downtown Louisville to encourage the MU-R and CC Districts to mature as an extension of Downtown, and to enable the present and future vehicle, pedestrian, and visual access between areas." Having the direct street grid connection to DELO would also support the DELO commercial area, best practice design of streets in support of TOD for future train station, and support connections to Downtown.

Great – this all sounds really great and is something anyone could get behind in theory. I'd like to ask you, however, to please consider this whole North East area of Louisville that we are speaking about. If you can see on the west side of Little Italy, DELO and the proposed development site - the railroad runs north/south. There are crossings on South Boulder Rd, Griffith, and Pine. Three streets to connect the east side of the tracks to the west side of the tracks which contains the entirety of the downtown gridded street system the city refers to. As soon as you go east of the tracks, the gridded system is no longer. If you are looking at Little Italy and the development site, bordered on the west by the tracks unchangeably separating it from the downtown grid, look east to Hwy 42 and how it runs along Boulder County open space, 7th generation farm, the ballfield complex, the recycling areas etc going south. No grid to be found and no grid able to be made. Look to the North, over S Boulder Rd where the Christopher Village shopping center, apartment buildings and eventually Steel Ranch and the affordable housing apartment buildings sit – no grid system to be found there and none able to be made without starting over. Look to the South to the supposed DELO grid system. Front street is offset, which disturbs the grid, and even if it wasn't it leads into a parking lot, past the park, into the apartments parking lot where it dead ends. The one street that runs through from Little Italy to DELO is Cannon, where it goes two blocks before it dead ends near Miners field. It also can never run north because of the houses that block it on Harper, it has to dead end on Harper. That stretch of Cannon, that three blocks, is the longest piece of grid in the entire section of town – 3 blocks that dead end on both sides. Technically, the two blocks of Little Italy are the only two blocks of continuous (if you call two continuous) grid anywhere in the vicinity of the proposed development. May I also point out that the proposed development that city planning is so eager to support is not designed in a grid system. I have attached a map of Louisville showing exactly what I am talking about.

Now I don't know what is going on here – the reality is clear that the grid system is a moot point. There is no grid now. Opening Front Street does not create a grid system. No grid system will be built, with or without this development. It's a non-conversation. And it's a non answer to our questions. And now I hate to think that the folks who are in charge of development and planning of this city don't even know it's own streets – that these folks are so unfamiliar with what the town actually looks like and how it's laid out that they are just giving us an uneducated answer. That is very disturbing. The other option

may be more so – if they are trying to convince us this is the answer because something else is going on that they don't want to talk to us about – well, I don't even know – I think I'd rather think they don't understand the city they are planning. Either way, I am highly disturbed. I implore you commissioners to keep a sharp eye on the reasons for what is being proposed as we move through this process. The city has said they need this grid primarily for pedestrian safety, while at the same time, agreeing to the variances asked that would remove bike lanes and make the sidewalks thinner in this new development. How does that make sense? Council - please see that the presented reason for putting Front Street through to South Boulder Rd is false. It does not create a grid. It does not solve traffic in surrounding intersections. And it does not work for the public's benefit.

I would bring up, at this point as well, the conversation about parks and green space. This lot has been slated as mixed use residential for as long as anyone can remember and, like all developable lots, is meant to have a park and green space dedication. We have been informed that this piece of land at some point in the past was granted a variance that allowed them to skip the public park or green space, at some past PUD approval of some development that never came to be. The city now tells us that because it was granted in the past, that it's their habit to carry those exceptions into the present – thus Coal Creek Village will not be asked to follow the same guidelines as the rest of Louisville's developments and will not be required to add any public green space or park at all - much less at the percentage legally required. Markel has informed us that we may walk up and use their "pocket park". Thanks guys.

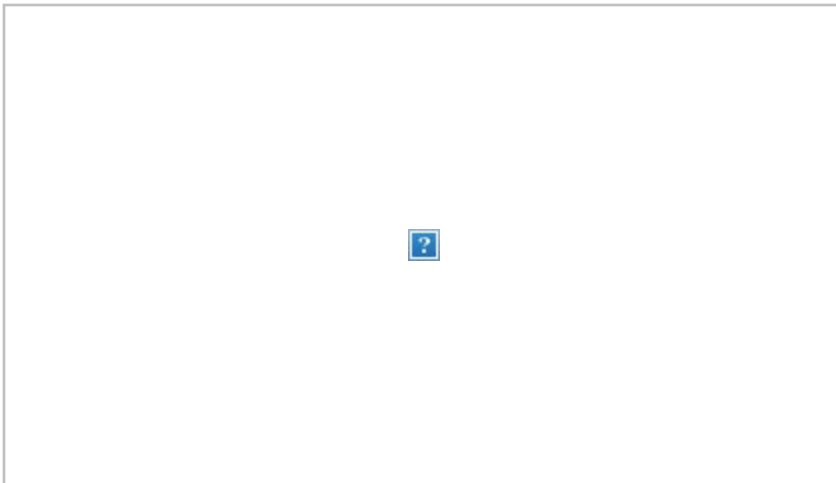
I am also worried, now that I've discovered some of the city's answers to our questions aren't actually true, that other answers we've been given may be false. The lack of clarity around the alley behind Harper – Is that city owned and maintained? If it is as we are sometimes told so, why has the city never maintained it in the time any of us can remember? *I've attached a picture of the alley from the west end looking east, you can see its winding nature and lack of maintenance.* What about the piece of the alley that is owned by the unplatted properties at the end of Harper? Why would the developers design an alley next to an alley? How will the piece of property owned by the city that was once a railroad spur be incorporated into the development? – has that been given or sold to Markel as we are sometimes told? *I've also attached a picture of the spot where Front St would go through which includes pieces of land owned by Markel, the city, and the residents of the street all in that tiny spot.* What about the two houses not platted on Harper? What about asking for help from the developers to update the road infrastructure around the proposed site to be able to support this kind of development? What about emergency evacuation?

It has come to my attention recently, that the current infrastructure is deficient, not only in every day traffic usage, but in the realm of emergency evacuation. This is not speculation, this is the direct experience of the most recent emergency evacuation a couple of years ago during the Marshall Fire. As cars moved to evacuate from Downtown Louisville, South Boulder Road and Highway 42 became gridlocked for blocks and blocks and blocks. Had the fire moved in the direction of downtown there would have been a real emergency and disaster resulting in huge tragedy and loss of life, as cars were stuck on these two roads for hours. This development means that next time Downtown is asked to evacuate, 188 more households, meaning 300 or 400 more possible people and cars will be trapped in this gridlock, will be making it worse, and will be putting the entire community in more danger.

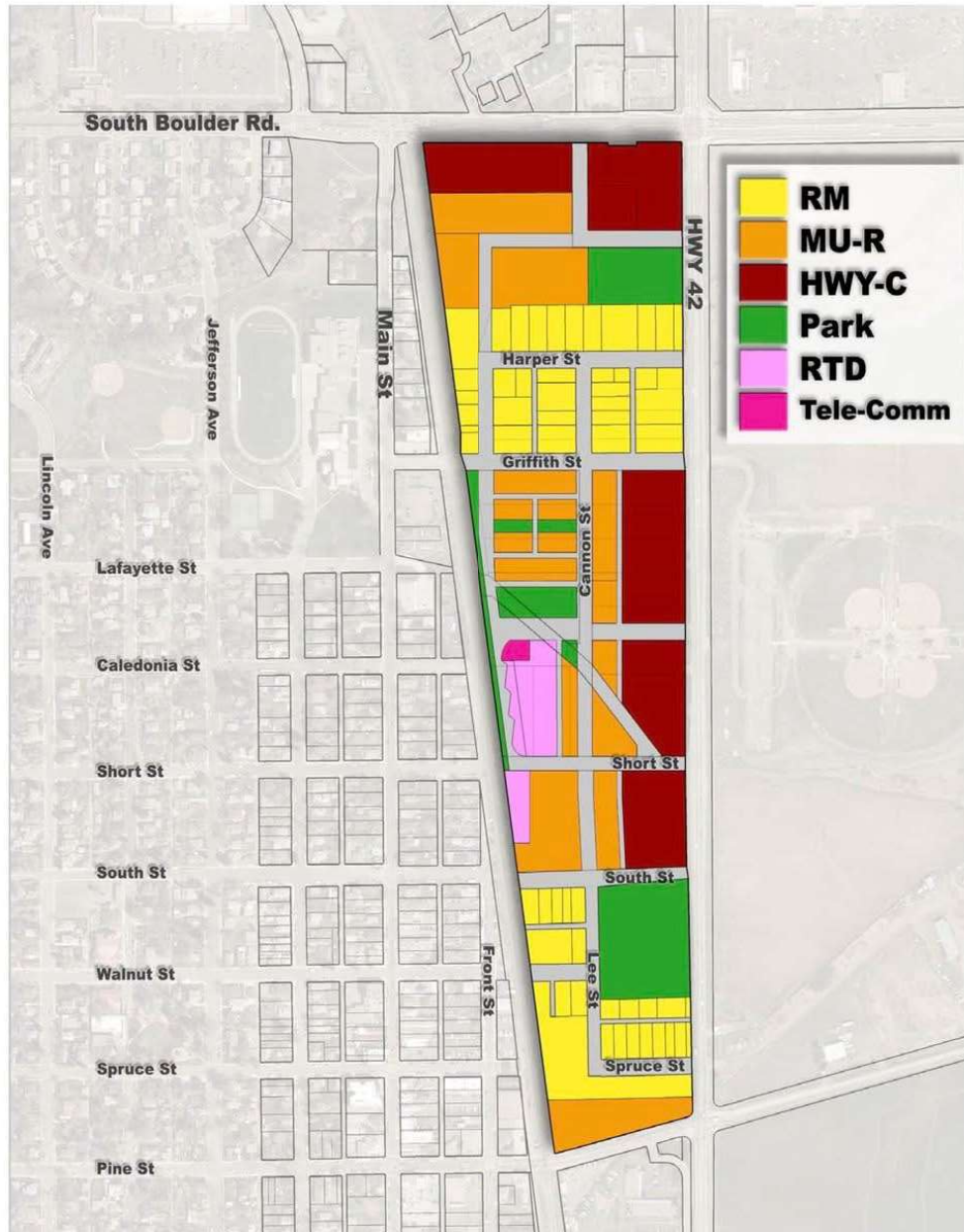
This site has been sitting here for the entire history of Louisville. This site has been

proposed for development many times over the history of Louisville. This site has never really been able to be developed in all that time. The last developer died trying to make it happen, and that was a plan for 51 houses in a similar layout as Little Italy. It is unbelievable that THIS plan would be the one that actually happens. The city code says anything like this has to provide enough public benefit. The benefit of more housing is real in Louisville – that would be the benefit. But I also believe that statement has to refer to detriment caused by any plans or development as well. The current deficient infrastructure does not support putting 188 more households on this plot of land and the destructive means it would take to do so. There are other places in Louisville that may be more appropriate, but this plot of land is super constricted on all sides, and just cannot responsibly be developed at the current plan. It increases danger to our whole community and asks a historic neighborhood to bear the burden of this deficiency while the city pretends that it is a solution, and pretends that the development is somehow aesthetically coordinated with the surrounding neighborhoods. It asks the only neighborhood adjacent to the proposed site to just take the word of the developers and planning department that we'll be considered and taken care of in this process. Please do not allow this preliminary PUD to be passed through until these situations and questions that affect both Little Italy and Louisville as a whole, are legally and satisfactorily addressed.

Thank you so much for your time and consideration. See you at the meeting tonight.







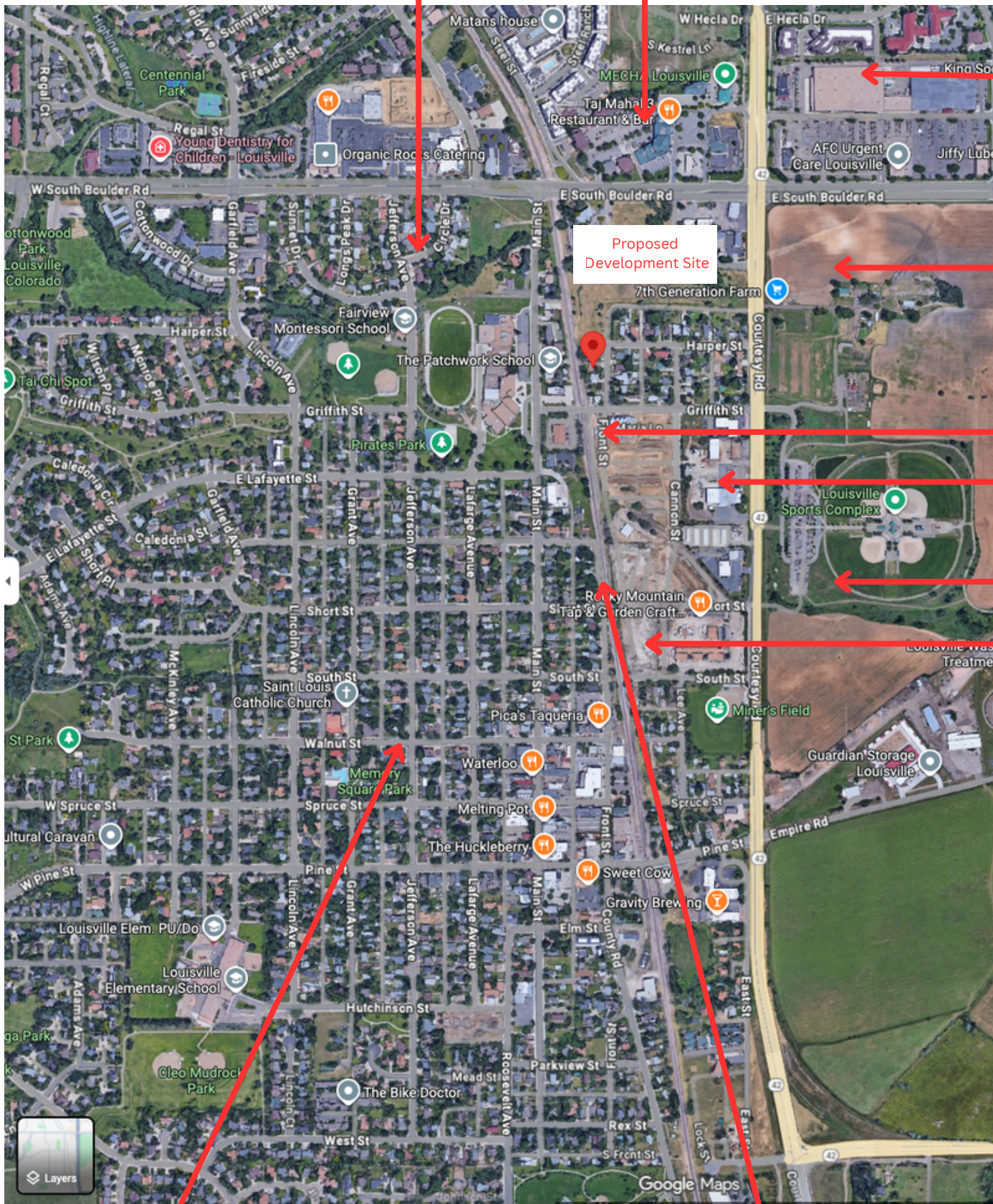
Downtown and NE Corner of Louisville

Existing Neighborhood - Not gridded

Current Commercial and Apartment Buildings

Middle School Area Distrupts Grid

Not Gridded



Current
Commercial
and Balfour -
Not Gridded

Bldr Cnty
Open Space
and 7th Gen
Farm

Front St.
Offset at
DELO

Townhomes
Proposed
DELO Boom
Development

Lsvl Sports
Complex

DELO
Apartments
and
Commercial
- One
Intersection
With 2
Blocks of
Grid

Downtown Grid

Planners Want To Tie Into

Permanent Break In Grid For Railroad

Runs The Length Of Louisville, with very few crossings.

From: [tamar krantz](#)
To: [Planning](#); [Steve Brauneis](#)
Cc: [Diana Langley](#)
Subject: Please require public land dedication for Coal Creek Village
Date: Thursday, October 9, 2025 11:13:38 AM

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

Dear Chair Brauneis and Planning Commissioners,

Please discuss the lack of adequate public land dedication at Coal Creek Village.

The Coal Creek Village Plat requires a public land dedication of 15%. LMC 16.16.060 (b) requires subdivisions to include 15% public land dedication exclusive of streets, drainage areas, etc. It allows a fee in lieu, but your commission and Council can choose whether or not to allow that or other options depending on the need of the subdivision. In this case 188 housing units will require more than what is proposed. Since the property is 10.7 acres, the 15% public land dedication requires 1.605 acres. According to the staff report, "A 20,908 square-foot park is located on Outlot C which is designed to accommodate the main entrance of 18 townhomes on site, while a smaller, 2,350 square-foot pocket park is provided within the micro townhome block." This does not meet the minimum required by code. A fee in Lieu is not proposed.

There seemed to be confusion over interpretation of the exception during your previous meeting. LMC 16.16.060 (b)(4) states,

"The requirements of the section shall not apply in cases where satisfactory dedication arrangements were made and approved by the city council at the time of annexation or previous subdivision of the same property."

While the land was previously platted about 100 years ago, it did not include "satisfactory dedication arrangements" because there was NO dedication. Interpreting this in such a way that this is considered moot is not a valid legal determination because it is obvious from the context that a previous council intended to include a dedication upon previous or current platting.

Because Open Space is an option, and is the option desired by the Little Italy residents, I hope you will require it rather than allowing fee in lieu

Thanks,

Tamar Krantz,
Louisville

From: [Sondra Hittle](#)
To: [Planning](#)
Subject: Proposed development, corner of South Boulder Road and Highway 42
Date: Wednesday, October 8, 2025 4:29:07 PM

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October 8 2025

To Whom it May Concern,

I am writing to express my firm opinion that it is NOT in the best interest of the neighborhood of "Little Italy", as well as the city of Louisville, to develop the corner of South Boulder Road and Highway 42, into high density housing with increased traffic and congestion. This would cause a 900% increase in traffic (as shown in the traffic study) to the adjacent neighborhood, Little Italy, as well as directly in front of Louisville Middle School on Main Street. This would create an unsafe route to school as it is not pedestrian/cycling friendly for kids and families. It would highly increase the risk of accidents and injury to the children and citizens traveling through that area.

Also, there is planned water shedding from the development toward Little Italy as the city has waived the required 15% land dedication for green space. This is clearly not in the best interest of this Louisville historical neighborhood.

I visit the neighborhood regularly and can foresee the unfortunate challenges this proposed development would create. It seems that to develop the land is only in the best interest of the developer, as forcing the issue by opening Front Street from South Boulder Road to Griffith will only create congestion and unsafe traffic patterns.

Please take these concerns seriously and keep Louisville and its historic districts safe and valued!

Sondra Hittle

From: [Juliana Massaro](#)
To: [Matt Post](#); [Rob Zuccaro](#)
Cc: [Brad Curl](#)
Subject: Coal Creek Village - email comments for Planning Commission Hearing on 10/9
Date: Tuesday, October 7, 2025 10:41:52 AM
Attachments: [image002.png](#)

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

Good morning Matt and Rob,

Thanks again for the discussion last week concerning Snarf's access concerns. Following conferral with Snarf's, we have prepared the following email and request that it be included in the materials for the Planning Commission hearing on October 9:

This email contains comments to the Planning Commission regarding the pending application for Coal Creek Village by Markel Homes. Our firm represents the owner of Snarf's Sandwiches located at 1100 E South Boulder Road (just east of, and adjacent to, the site of the proposed development). Snarf's Sandwiches is locally owned and operated by Jimmy ("Snarf") Seidel, who started Snarf's Sandwiches in Colorado and has since expanded the business to two other states, but Jimmy and Snarf's both still call Colorado home. Snarf's asked us to take a look at the Coal Creek Village application documents due to concerns that the primary access point into the Louisville Snarf's parking lot would be closed if the development were approved as proposed.

The restaurant is located on the corner of South Boulder Rd and Cannon Circle, just west of Union Jack Liquor. Based on its location, Snarf's has two access points: 1) for customers coming from the east, the restaurant is accessed via a lefthand turn to the south from South Boulder Road onto Cannon Circle and via Cannon Circle access into the parking lot, and 2) customers coming from the west access the restaurant via either the primary access off Cannon Circle or the secondary access directly from South Boulder Road into the Snarf's parking lot. The secondary access from South Boulder Road is not accessible from the east due to the brick median on South Boulder Road.

There was previously a discussion regarding whether to close the primary Cannon Circle access to Snarf's in connection with the developer undertaking the Coal Creek Village project. In fact, the current version of the PUD still seemingly indicates closing that access.

Snarf's strongly opposes any closure of this existing access point. As you are aware,

customers are critical to the viability of any retail business, particularly a low-margin sandwich shop. Closing the primary access to Snarf's would have a catastrophic impact on its business.

Although we continue to disagree that the developer has any legal authority to affect curb cuts on the other side of a 60-ft right-of-way from its property, we have worked closely with staff on this issue and have discussed alternatives that would avoid negative impact on Snarf's business. Following our discussions, we understand that staff does not want to close the Cannon Circle access, but rather requires that that business access remain open. In that regard, Snarf's supports the inclusion of Condition No. 4 to the Staff Recommendation, which condition requires that: "[t]he applicant shall work with staff and the property owner at 1110 E. South Boulder Road to modify the plans as necessary and ensure the vehicular access to the property from Cannon Circle is provided."

In connection with related preliminary discussions, staff proposed the following adjustments to the existing access: (i) move the northern curb cut to the south about 6 feet narrowing the Cannon Circle access from around 31 feet to around 24 feet in width, and (ii) install "DO NOT BLOCK" pavement paint on Cannon Circle directly to the west of the Cannon Circle business access. Snarf's is agreeable to those proposed revisions in connection with maintaining the existing access and wants to be clear that, as depicted in the Traffic Calming Exhibit, direct access to the property must remain available to those travelling southbound on Cannon Circle (i.e., there is no median constructed in that portion of Cannon Circle, which would require southbound traffic on Cannon Circle to travel south past the store, make a u-turn near oncoming traffic at a 90-degree angle, travel back north on Cannon Circle, then turn right into the property).

We want to thank staff for their willingness to work with Snarf's to address our concerns and look forward to finalizing the details related to maintaining the existing access to our property as this project progresses through the approval process.

Thanks,
Juliana

Juliana@PackardDierking.com | [Website](#) | [vCard](#)

Juliana M.H. Massaro

Attorney

2595 Canyon Blvd., Suite 200 Boulder, CO 80302

Phone: 303.447.0450 x 114 Fax: 303.447.0451

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From: [Planning](#)
To: [Matt Post](#)
Subject: FW: Developing unincorporated land between South Boulder and Harper.
Date: Tuesday, October 7, 2025 4:40:55 PM

From: nick Briggs <nbriggs437@gmail.com>
Sent: Tuesday, October 7, 2025 4:22 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Developing unincorporated land between South Boulder and Harper.

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

I am emailing you to tell you that I am not in support of developing the unincorporated area of land between South Boulder Road and Harper Street. It is already too crowded and there is too much traffic. Our small community does not have the infrastructure to support this many residents comfortably as is.

Thank.

From: [Bruce Bernhardt](#)
To: [Planning](#)
Subject: Concerns about Coal Creek Village Development
Date: Wednesday, October 8, 2025 3:07:29 PM

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

My wife and I have been residents of Louisville for the past 8 years. We live in the DELO Townhome community. We are very concerned about the proposed Coal Creek Village development planned for the area between South Boulder Road and the Little Italy community.

In particular, we're concerned about the planned extension of Front Street from the Coal Creek Village development to Griffith Street. This extension would generate additional traffic to an already congested area on Griffith Street around the Louisville Middle School, the railroad crossing, and the intersection with Rt. 42.

In addition, this extension is likely to encourage traffic to cut through our townhome community to find another way to access Rt. 42 and avoid the likely back-ups on Griffith. This portion of Front Street (south of Griffith) is a PRIVATE ROAD, which our townhome community maintains. It is NOT a city street, and it is NOT designed as a through street. Maria, Johnson, and Leonard Lanes in our community are in reality private ALLEYS.

Drivers who pass through our community on Front will likely turn on Maria, Johnson, or Leonard Lane to get to Cannon Street and on to Rt. 42. This will create a dangerous scenario. All of our garages open onto these lanes, and homeowners back out of their garages. Also very concerning is that small children often learn to bike on these lanes. We have attached a number of pictures of the DELO Townhome portion of Front Street and our DELO lanes to better illustrate our concerns.

We're asking that the Planning Commission vote NO to any plan for Coal Creek Village which includes this Front Street extension or which generates additional traffic in and around Griffith Street, Little Italy, and the DELO Townhome community.

Sincerely,

Bruce and Connie Bernhardt
1079 Leonard Lane







LEONARD LN





From: [Lauryl Danuff](#)
To: [Diana Langley](#)
Cc: mlczeman@gmail.com; lauren@highbluff.com; Micah.abram@colorado.edu; j33sandoval@gmail.com; [Rob Zuccaro](#); [Matt Post](#); [Jeff Hirt](#); [Emily Cline-Gibson](#)
Subject: Re: Coal Creek Village
Date: Monday, October 6, 2025 12:44:40 PM
Attachments: [image002.png](#)
[image001.png](#)

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

Thank you Diana - Both for coming to see the site and for hearing us out, as well as the good amount of work you've done to find the answers to these questions!

The information you've compiled does indeed answer several of the questions we have been curious about and directs us to the source of the information which is super valuable, so we are very grateful! We may have future questions, and I will let my other neighbors respond with their thoughts or questions. But my first concern is this answer we also keep getting from the city regarding the gridded streets. They have said repeatedly that they need the gridded street system to both match the rest of the downtown grid as well as to promote traffic flow and pedestrian access and safety. That all sounds reasonable and understandable, when you apply to to somewhere else... when you look at this particular area that we are discussing - the site for the possible development, the Little Italy Neighborhood and the surrounding areas -there is already no gridded areas, and there is really no way to create gridded areas, including by connecting Front Street. Consider please, that the west boundary of these areas are restricted by the railroad track, with a crossing at South Boulder Rd, Griffith, and Pine but nowhere in between, and that is not going to change without some drastic infrastructure that is not in the plans - this restricts any chance of continuing into or connecting to the downtown grid. On the east is Hwy 42, which the city is actively trying to close streets to - the recent South Street closure that was voted down, plus the alley in Little Italy slated to be closed, which is next to open space, the 7th Gen Farm, the ballfields, the recycle center, open space and trails beyond that - which is certainly not gridded and won't be. To the North of the proposed development is South Boulder Rd and across that is the Christopher Village commercial space and apartment buildings, and then Steel Ranch. None of this is in a grid structure and is not slated to be gridded, ever, it would require an entire re work that won't happen. To the South of Little Italy is DELO which is also not gridded - Front Street is offset, as we explained to you, and continues into a parking lot, with the townhouses driveways off of it, then continues into the apartments parking lot and dead ends. Cannon Street continues from Little Italy into DELO but only for two blocks before it also dead ends by Miners Field. Cannon cannot continue in a grid fashion to the north as the houses on Harper prevent it. SO that leaves the one block by two block Little Italy neighborhood that is gridded. That is two city blocks that have four streets around it. There is no way to match the current downtown grid in this area. The new development isn't even proposed as gridded! So adding one stretch of ungridded Front Street to the current one block of it DOES NOT CREATE A GRID, NOR CAN A GRID EVER BE CREATED!! I am incredibly frustrated by this answer, as the main reason to connect Front Street to South Boulder Rd in a straight shot. It is a non answer and I feel messed with by the city. Do they truly not understand the street structure in this part of town or is this a cover answer for something else? What, in your opinion, is going on here with this conversation?

Again, I am so grateful for your work and for your willingness to be in conversation around this topic with our neighborhood!

Lauryl

On Friday, October 3, 2025 at 01:37:09 PM MDT, Diana Langley <dlangleyl@louisvilleco.gov> wrote:

Good afternoon Lauryl,

Thank you for coordinating the on-site meeting on Wednesday. It was helpful to see the area in person and hear some of the neighborhood's concerns. Please find responses below to some of the questions raised.

- Front Street

- Does the alignment of Front Street have to be straight through from South Boulder Road to Harper Street? Or, can the alignment be more circuitous?

Community Development - This would require a significant redesign of the subdivision and development plan and is not consistent with the Mixed Use Design Standards that call for a traditional street grid to match Downtown. The street grid would improve and facilitate safe pedestrian connections. The Mixed Use Design Standards state "The street and block standards are a fundamental cornerstone in creating a pedestrian-oriented and pedestrian-friendly district... the street and block standards purposely model the existing street grid and block system in Downtown Louisville to encourage the MU-R and CC Districts to mature as an extension of Downtown, and to enable the present and future vehicle, pedestrian, and visual access between areas." Having the direct street grid connection to DELO would also support the DELO commercial area, best practice design of streets in support of TOD for future train station, and support connections to Downtown.

Public Works - The current design has a curvilinear alignment to the degree allowed with the short run from South Boulder road to the existing connection. There are also considerations for access points being too close to another on an arterial street (talking about moving the Front Street connection along South Boulder Road)

- Can the road through the development have a different name than Front Street? They are not supportive of Front Court as noted on the updated "Front Street Connection – Private Drive Concept" figure.

Community Development - This would be non-standard, but I believe could be accommodated if needed. This would not be consistent with the Mixed Use Design Standards policies for a traditional street grid.

- At the connection with South Boulder Road, can a "Not a Through Street" sign be installed?

Community Development - The Front Street connection should be clear to the residents and visitors. This connection provides an access to westbound South Boulder Road from the development and limits dangerous lane crossings and u-turns on South Boulder Road.

Public Works - Staff would consider a "local traffic only" sign after

development if there is significant cut-through traffic. The proposed traffic calming (raised crosswalk and bump outs) will minimize this. Based on the peak traffic, staff doesn't believe cut-through traffic will be an issue, as the right turn from South Boulder Road to Highway 42 is not delayed significantly.

- Drainage Design

- They noted that they have not seen the drainage report. I found a copy on the website dated March 2024. Is that the latest copy? To your knowledge, has this been provided to the residents?

Community Development - The drainage report has not been sent directly to the residents, but the most recent report is posted on the website. Link to drainage report - [2941 drainage](#)

- Can you please confirm the drainage improvements that will be constructed with this project? In reading the report, my understanding is the following:
 - Outlot D Detention Basin is designed to provide adequate detention for the historical 10-yr and 100-yr flows. Release rates will be set to match the historic and allowable release rates for the development.

Public Works - This is a requirement for all development and based on the preliminary drainage report, they are meeting the criteria. Further details will need to be provided with the Final Drainage Report (Final PUD) to verify the design meets the standards.

- A Bypass Storm Sewer is proposed through the site for the Goodhue Ditch and for offsite flows from a storm sewer system on the north half of S. Boulder Road r/w. The developer and city are partnering together to pay for the bypass storm sewer.

Public Works - Once the downstream connection (Drainageway 7-1) is constructed through the Harney Lastoka open space, the diversion structure will be constructed to divert stormwater to Coal Creek. The City is covering a portion of the costs for the diversion pipe based on difference between historic flows and this new flow that will be diverted through the system. This is correct.

- Does the design consider historical flows from the Little Italy neighborhood?

Public Works - Any historical flows entering this development are accounted for in the drainage report per our standards.

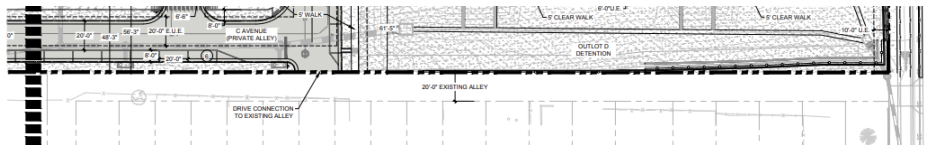
- 20' Existing Alley

Who owns the underlying title for the existing alley? Who will provide ongoing maintenance for the alley?

Community Development - The alley is dedicated city right of way. The city has maintenance responsibility.

- How does the actual dirt alley align with the south property line of Coal Creek Village? Will the developer be doing anything to the existing dirt alley?

Public Works - The alley is dedicated city right of way by a previous plat. There are old railroad parcels overlapping this right of way that the developer will be required to dedicate the alley portion to the City. The developer will be required to improve the alley and then the city will maintain.



- Utility Connections

- Where are the water connections for the development?
 - I looked at the utility plan in the application and found the following connections. Can you please confirm? Link to Plans - ([638602595712800000](#)) Utility Plan is page 16

- South Boulder Road & Front Street – Water connection
- South Boulder Road & Cannon Circle – Water extension
- Front Street & Harper Street – Water connection
- CO 42 & Cannon Circle – Water connection

Public Works - This is correct.

- Where are the sewer connections for the development?
 - I looked at the utility plan in the application and found the following connections. It does not appear that the project is connecting to any existing sewer lines at Front Street and Harper Street. Can you please confirm that these are the only connections?
 - CO 42 & Cannon Circle – Sewer connection
 - Cannon Circle Knuckle – It looks like there is a connection to the existing sewer line

Public Works - There is an existing line in the north-south run of Cannon Circle that they are connecting to as well as Highway 42/Cannon. They are replacing the east-west sewer line in Cannon Circle in a slightly different location (moving it south).

Please let me know if you have any additional questions or would like to review the responses.

Diana Langley (*she/her*)

City Manager

303.335.4530 (office)

720.762.7488 (cell)

dlangle@LouisvilleCO.gov

LouisvilleCO.gov



From: Diana Langley

Sent: Wednesday, September 24, 2025 10:45 AM

To: Lauryl Danuff <laurylita44@yahoo.com>

Cc: mlczeman@gmail.com; lauren@highbluff.com; Micah.abram@colorado.edu; j33sandoval@gmail.com; Rob Zuccaro <rzuccaro@louisvilleco.gov>; Matt Post <mpost@louisvilleco.gov>; Jeff Hirt <jhirt@louisvilleco.gov>; Emily Cline-Gibson <eclinegibson@louisvilleco.gov>

Subject: RE: Request for Item To Be Moved To November Meeting

Good morning Lauryl,

I can meet in the evening on October 1st. What time works for all of you? I can reserve the Spruce Room at City Hall or let me know if you would prefer to meet on-site later in the afternoon or early evening to walk me through the concerns. Thank you.

Diana

From: Lauryl Danuff <laurylita44@yahoo.com>

Sent: Tuesday, September 23, 2025 9:56 AM

To: Diana Langley <dlangle@louisvilleco.gov>

Cc: mlczeman@gmail.com; lauren@highbluff.com; Micah.abram@colorado.edu;

j33sandoval@gmail.com; Rob Zuccaro <rzuccaro@louisvilleco.gov>; Matt Post <mpost@louisvilleco.gov>; Jeff Hirt <jhirt@louisvilleco.gov>; Emily Cline-Gibson <eclinegibson@louisvilleco.gov>

Subject: Re: Request for Item To Be Moved To November Meeting

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

Thank you for your response, Diana-

We would be very happy to have a meeting with you - we are set to meet the developers this Thursday the 25th, so ideally we meet you after that but before the October 9th Commission meeting. Wednesdays and Thursdays in the evening seem to be the best for the neighborhood folks - Does the 1st or 2nd work for you?

Lauryl

On Friday, September 19, 2025 at 04:50:19 PM MDT, Diana Langley <dlangle@louisvilleco.gov> wrote:

Good afternoon Lauryl,

Thank you for your patience while I gathered additional information about this project and reviewed the materials provided by Lauren in a separate email. Regarding the timing of the Planning Commission Hearing, the project application was deemed complete by staff in mid-August. Per the City's Municipal Code, once an application is deemed to be approved, the planning commission shall hold a public hearing within 60 days to consider the application. This requires that the project go before the Planning Commission at their October 9th meeting.

I cannot defer the Planning Commission meeting, but I am happy to meet with you to discuss your concerns. Please let me know if you are still interested in meeting with me. Thank you.

Diana Langley (*she/her*)

City Manager

303.335.4530 (office)

720.762.7488 (cell)

dlanglely@LouisvilleCO.gov

LouisvilleCO.gov



From: Diana Langley

Sent: Thursday, September 11, 2025 5:35 PM

To: Lauryl Danuff <laurylita44@yahoo.com>; Emily Cline-Gibson <eclinegibson@louisvilleco.gov>; Planning <planning@Louisvilleco.gov>

Cc: mlczeman@gmail.com; lauren@highbluff.com; Micah.abram@colorado.edu; j33sandoval@gmail.com; Rob Zuccaro <rzuccaro@louisvilleco.gov>; Matt Post <mpost@louisvilleco.gov>; Jeff Hirt <jhirt@louisvilleco.gov>

Subject: RE: Request for Item To Be Moved To November Meeting

Good afternoon Lauryl,

Thank you for your email and for continuing to engage in the planning process for the Coal Creek Village development. I appreciate the time and effort you and your neighbors have taken to outline concerns. Your email will be shared with the City Council and Planning Commission. I am going to talk to staff to obtain more background on this project, review the materials that were provided by Lauren Foster in a separate email, and review the Traffic Impact Study prepared for the project. I will follow up with you early next week. Thank you.

Diana Langley (*she/her*)

City Manager

303.335.4530 (office)

720.762.7488 (cell)

dlanglely@LouisvilleCO.gov

LouisvilleCO.gov

From: Lauryl Danuff <laurylita44@yahoo.com>
Sent: Wednesday, September 10, 2025 8:43 PM
To: City Council <Council@louisvilleco.gov>; Emily Cline-Gibson <eclinegibson@louisvilleco.gov>; Planning <planning@Louisvilleco.gov>; Diana Langley <dlanglely@louisvilleco.gov>
Cc: mlczeman@gmail.com; lauren@highbluff.com; Micah.abram@colorado.edu; j33sandoval@gmail.com
Subject: Request for Item To Be Moved To November Meeting

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

Hello Planning Commission Members and City Council Members-

It has come to the attention of I and other Little Italy residents that the developers of Coal Creek Village at 0 South Boulder Rd will be re-submitting their PUD for commission approval at the October 9th meeting.

We would like to respectfully ask that the item be moved to the next meeting in November, in order for the necessary representatives to be given time to plan to be there as well as time to prepare properly.

There are meetings among Matt Post, the Planning Department and the neighborhood that have yet to happen.

We also ask that Public Works personnel and a Historical Preservation representative be present at the meeting. We are also hoping to persuade the City Manager to be present.

To start, Matt Post has committed to internal meetings with members of the city- specifically with his colleagues on the planning board to discuss options around the connection of Front Street to South Boulder Rd. As this is one of the communities major concerns, he pledged to take it to the department and to circle back during a meeting with the neighborhood. His last communication to us indicated this internal meeting had been moved, thus he postponed the neighborhood meeting until a later date. As we have no concrete date for either of these meetings as of yet, we ask that you extend us and the city employees the time to finish this already in progress piece of the discussion.

Many community members have some concerns regarding this coming meeting and the members of the city and community that should be present. Last year there was a lack of representation by public works for the City of Louisville, as well as no person representing Historical Preservation for the City. We ask that another month be given to be sure the proper representatives can be present this year, as we continue the conversation.

As this development is likely to impact the neighborhood of Little Italy directly to the south of the proposed building site, it is important that someone from public works can speak to the already failing and very "historical" sewer and water systems that would be connected to the new development. Since there is immense concern within the neighborhood about water and drainage issues, including snow removal proposed for the development, a public works representative may be able to speak to how to solve for pushing water towards a neighborhood that already floods regularly. The developer has not shared their engineering plans, so we are anxious to hear what might be acceptable in these areas.

We also have concerns about Louisville's ongoing commitment to preserving the historical nature of the city... Little Italy is one of the oldest neighborhoods in Louisville, is rich with history, and is toured regularly by the Historical Society. The claim by the developers that their plans match and blend with the surrounding neighborhoods should be spoken about by someone who has historical knowledge and an understanding of the bordering neighborhoods.

The developer has already explained to us that the PUD has not changed since last years presentation. Please see attached the neighborhood presentation and letter to the planning commission to remind you of our concerns.

Thanks very much for considering moving the item to the November meeting-

Lauryl Danuff Sagrillo

Little Italy and Front Street Resident

From: [Planning](#)
To: [Matt Post](#)
Subject: FW: Coal Creek Village Development
Date: Monday, October 6, 2025 8:44:22 AM
Attachments: [2020CommunicationToCityCouncil.png](#)
[CrosswalkSignCannonandGriffithSept2022.png](#)
[2024LouisvilleGovCrosswalkTraffic.png](#)

From: Rita Zamora <rita@ritazamora.com>
Sent: Sunday, October 5, 2025 12:50 PM
To: Planning <planning@Louisvilleco.gov>
Cc: City Council <Council@louisvilleco.gov>
Subject: Fwd: Coal Creek Village Development

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

Subject: Coal Creek Village PUD

To: Louisville Planning Commission

Meeting: October 9, 6:30 p.m.

From: Rita Zamora, Louisville resident (Cannon + Griffith St. area)

Hello Commissioners,

Thank you for your service and for considering neighborhood input on the proposed Coal Creek Village PUD.

I'm writing to respectfully request that the Commission **deny** the new proposal as submitted.

Why the current proposal is unsafe for our streets

Our neighborhood streets are narrow and already experiencing excessive speeds and cut-through traffic. Two examples illustrate this:

Cannon & Griffith crosswalk hazard. The “Yield to Pedestrians—State Law” center-of-road sign at this crosswalk has been struck repeatedly and required full sign replacement five or six times before it was ultimately removed rather than replaced. If a simple crosswalk sign cannot survive at this location, it's difficult to believe our streets can safely absorb the large traffic increase from 188 new residential units plus commercial activity. (See Photo: “Crosswalk Sign—Cannon & Griffith.”)

Non-functioning speed monitor. A portable digital speed sign was placed near my home for

several weeks; it never displayed speeds even once, as observed by me and several neighbors. It was removed shortly thereafter. This raises concerns about the accuracy and completeness of any speed or volume data being used to assess traffic impacts.

These are not isolated concerns. I have previously contacted the City about persistent speeding and pedestrian safety risks in this same area and requested crosswalk and safety improvements. (See attached prior emails to City Council dating back to 2020.)

Scale and cut-through risk

The 2016 approval contemplated 51 residential units and roughly 29,472 sq ft of commercial space.

The new proposal seeks 188 residential units and about 13,534 sq ft of commercial space — a **268% increase in housing density** with fewer commercial square feet.

In other words, **nearly four times as many residences are being proposed, which would directly translate to significantly more daily vehicle trips on already overburdened neighborhood streets.**

Additionally, the proposed connection to Front Street would funnel new traffic through Little Italy and DELO Townhomes, sending even more cars into our residential grid where streets were not designed for that volume.

This scale is fundamentally different. Without strong mitigations, our neighborhood will face more speeding, noise, collisions, and pedestrian risk, eroding the quality of life for residents, seniors, families with strollers, children, and pets.

Please **deny** this new development proposal.

Thank you,

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

From: **Rita Zamora** <rita@ritazamora.com>

Date: Thu, Oct 10, 2024 at 12:20 PM

Subject: Coal Creek Village Development

To: <CityCouncil@louisvilleco.gov>, <Planning@louisvilleco.gov>

Hi - I have been emailing the Louisville City Council since 2020 about safety concerns on Griffith St. and Cannon St., adjacent to Little Italy, and near the proposed Coal Creek Village Development. (see attached)

Since that time I have communicated with the city or council off and on about replacing our damaged crosswalk signs due to being struck by vehicles. I can hear each time the signs are struck as it sounds like a gunshot when it is struck and then the cars just speed

off on their way.

As of a few months ago, the crosswalk sign was yet again struck by a vehicle but this time the crosswalk sign was never replaced.

Keep in mind this is an intersection that many Louisville Middle School kids use when walking, and riding bikes and ebikes, from Ziggis Coffee Shop to school.

I think since the original crosswalk sign was placed around 2020 it has been replaced about 5 or 6 times due to damage from being struck by vehicles.

This intersection is tight and again a main route for Louisville Middle School pedestrians, e-bikes, and cyclists as well as neighborhood activity.

The city is already adding significant traffic from the upcoming East Louisville DELO development to this area and Griffith St. will be severely impacted.

Please consider how adding additional density as proposed in the Coal Creek Village development is going to negatively impact our safety and quality of life here on Griffith St.

Thank you for your consideration,
Rita Zamora

--

Rita Zamora

 rita@ritazamora.com

From: Rita Zamora <rita@ritazamora.com>
Sent: Monday, July 27, 2020 9:48 PM
To: City Council
Subject: Traffic / Pedestrian Safety

Hello City Council - Please consider examining traffic / pedestrian safety at Cannon St. and Griffith St.

Please consider a crosswalk at this intersection. Cars come off or speed toward Courtesy Rd/42 on Griffith St. as if there is no speed limit.

As a resident of Griffith St. I can tell you there are numerous speeders throughout the day... this area of East Louisville, DELO, has become popular with walkers of all ages, a senior citizen who walks with a cane, seniors walking pets, young families walking with strollers, toddlers and youngsters, teens on skateboards and cyclists of all ages, as well as numerous pets, enjoy life here--and this area continues to grow from apartment renters and home-owners, more and more residents are out and about walking here.

Even though we have railroad tracks and Louisville Middle School to the west of the Cannon/ Griffith St. intersection, drivers continue to speed.

Please help improve traffic safety and make this area of our neighborhood safer for senior citizens, kids, families, residents and pets.

Thank you!

--



Geoff Nettleton <gnettleton@louisvilleco.gov>
to me ▾

Nov 15, 2024, 1:36 PM ☆ ↶ ⋮

Good afternoon Rita --

I apologize for the delayed response to your request below as we have had people in and out of the office and at conferences. I want to acknowledge that we have received this request and will begin to collect data over the next several weeks so we can evaluate. This process can take several months, depending on schedules and work load. I will check in with our staff to see if the sign in the crosswalk has been replaced.

If you currently still have a concern for speeding, please reach out to the Louisville PD (non-emergency line) to see if they can provide some enforcement in the area. We are also working on getting the message out to remind the community that pedestrians and cyclists looking to cross a street should be stopping and looking both ways and waiting for a safe gap in traffic or for cars in both directions to come to a complete stop and make eye contact prior to entering the road. We are also working to remind drivers to obey all speed limits and traffic laws.

If you have any questions or follow up information, please feel free to contact me directly.

Regards,

Geoff

From: Cameron Fowlkes <cfowlkes@louisvilleco.gov>
Sent: Wednesday, November 13, 2024 3:00 PM
To: Geoff Nettleton <gnettleton@louisvilleco.gov>
Cc: Jordan Jefferies <jjefferies@louisvilleco.gov>
Subject: FW: Coal Creek Village Development

Geoff

Please review and respond.