



City Council

November 18, 2025
Packet Addendum #2
11B_Coal Creek Village Public Comment

Dear Louisville Planning Commission,

The Louisville residents in the historic Little Italy neighborhood, as well as local community members, are pro-development, but have the following major concerns about the Coal Creek development as it is currently described in the PUD. We urge the planning commission not to approve the Preliminary Plat until the planning department and developer have met with Little Italy residents and considered a few major revisions to preserve existing neighborhood character. Three major items that need amendment before approval of the Preliminary Plat are summarized here and described in detail below:

1. Remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially since Louisville Middle School students are expected to walk to school (no bus) within these blocks. These connections should be revised to multi-use pathways with emergency vehicle access only.
2. Reduce the number of townhomes on A Road and B Drive by 4 in order to maintain the existing alley, along with existing Little Italy property access, including unplatted lands. As designed the development could trigger Adverse Possession and delay the development. Moreover, this would safely ensure surface drainage of flood waters to Outlot D, which are currently routed through the existing alley.
3. Increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level.

First, and most importantly, Little Italy is strongly opposed to a connected motorway along Front St. between the Coal Creek development and Little Italy neighborhood. We propose that the road be designed only for emergency vehicle access but restricted to bikes and pedestrians at all other times, either through the use of pylons or a gate. Without this important safety measure, motorists will cut through the Little Italy neighborhood, reducing safety and increasing traffic substantially in a small, historic area that was not designed to accommodate throughway traffic. As currently planned, the Coal Creek development has three entrance and exit locations onto South Boulder Road and Highway 42. There is no need for additional auto traffic through the Little Italy neighborhood. With 188 dwellings planned this would completely alter the character and safety of the historic neighborhood, and impact school drop-off at Louisville Middle School. A previous development on Weldon Way in Louisville created an unsafe accessway and the City had to retroactively close this connection. Little Italy asks that this connection be removed in an amendment before approval is granted, not retroactively once it has become a problem as in the Weldon Way development.

Second, the development provides a connection to the existing alley, which triggers all the concerns described above connecting the development to Front St. Little Italy asks that there be no connection to the existing alley, which is used by many residents to access their properties, particularly alley-facing garages. The plan appears to cut into (or completely cut off) access to the existing alley (which is 20' wide) at the west end near C Avenue. Narrowing the alley is also not an appropriate or necessary development choice and will adversely impact current Louisville residents in Little Italy. If the developer removes only 4 units of the planned 188 on A Road and B Avenue they can proceed with the

development without triggering Adverse Possession by impacting existing Little Italy access to their properties along the alley, which has been maintained in its current configuration since at least 1952.

Third, the plan does not appear to provide enough green infrastructure, and the storm line management is lacking. This is especially important given that the current lot has a small wetland region in the northeast that serves as critical habitat and a migration pathway for birds of prey, and that the entire lot is a major drainage point for the city. As designed, the amount of impermeable surface will increase flood risks to the historic Little Italy neighborhood and nearby major streets of South Boulder Road and especially Highway 42. The developer needs to design the plans to include best management practices for green storm-water infrastructure, including space for stormwater capture to prevent flooding (outlot D is not sufficient given the drainage directions noted on page 17/32 on the PUD). On the current PUD, the existing dirt alley is set up to channel water into outlot D, with drainage directions showing water is directed towards Little Italy and its alleyway along the entire adjoining region. A dirt alley will not be able to route the amount of water without major damage that the City will be responsible for regularly managing, especially as flood risks increase in a changing climate. Little Italy residents would bear the brunt of this poor design.

Besides water and flood management risks, the elevation drawings have no trees on the alley-loaded dwellings, negatively impacting the current residents. Alley loaded units need to be given the same attention as other units by providing trees between the Little Italy neighborhood and new development. The section of the Coal Creek development facing the historic Little Italy neighborhood lists no trees (Block 2 and Block 3), or only 1 tree/300sf (Block 1) as compared to 1 tree per 20 linear foot on Blocks facing South Boulder Road, Highway 42, and- internal to the development- Cannon Circle. While there are trees on the drawing, the requirements listed in the boxes do not include trees. Little Italy would like a commitment from the developer to plant relatively mature trees as is drawn on the landscaping plan, but not listed in the Block requirements on that same page. These greenway adjustments will help to address other resident concerns about a potential heat island and/or the right of quiet enjoyment within the Little Italy neighborhood.

In addition to these three major concerns, the Little Italy neighborhood will be permanently altered by this development. The developer should provide improvement to the existing alleyway, burying of utility lines to connect with the development's proposed updated service, improvement to sewer lines in Little Italy (only 10" diameter on Harper Street and with increase of flood waters from development this will become untenable), and general improvements to the neighborhood, including access to improved utility services coming to the Coal Creek development. Lastly, has there been an analysis of the potential impact of underground mines on construction/development safety?

The City of Louisville, its government and people, are making a lot of changes to accommodate this development including Rezoning and Special Review Use. The above requests are not much to ask, are even supportive of the development, yet bring community care to an otherwise dangerous and unsafe situation for Little Italy, DELO residents and Louisville Middle school families and staff.

Section 17.08.374 of the Louisville municipal code states: ""The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced ***while still being in harmony with the surrounding neighborhood.***" In order to meet this requirement, the developer and planning department must work with Little Italy residents to address their major concerns. If the preliminary plat is approved the city planner has advised that changes involving Front St. and/or the alley used by residents (our highest and foremost concern) will be almost impossible to amend. The charge for a Special Review Use Analysis states: "***External and negative impacts on adjacent properties are controlled for and reduced.***" Existing Louisville residents have not had a voice until now, and more time is needed for their voices to be heard.

Please do not approve this preliminary plat until the planning department and developer negotiate solutions to existing resident concerns. Thank you, and we look forward to finding common ground from one historic residential area to a new (if approved) residential area.

Sincerely,

Residents of Little Italy and Supportive Community Members
(83 signatures collected via change.org petition management):

<u>Name</u>	<u>City</u>	<u>Postal Code</u>	<u>Signed On</u>
Lauren Foster	Louisville	80027	9/5/24
Parke Pleasants	Louisville	80027	9/5/24
Anita Menendez	Louisville	80027	9/6/24
Victoria Facemire	Louisville	80027	9/6/24
Nick Facemire	Louisville	80027	9/6/24
Micah Abram	Louisville	80027	9/6/24
Jerrica Ash	Boulder	80301	9/6/24
Juliane Leckey	Louisville	80027	9/6/24
Moses River	Louisville	80027	9/6/24
Sandra Beranek	Lafayette	80026	9/6/24
Michael Mahan	Louisville	80027	9/6/24
Peter Kostoff	Denver	80231	9/6/24
Ash Colby	Louisville	80027	9/6/24
Lisa Brooke	Portland	97214	9/6/24
Sawyer Pierce	Louisville	80027	9/6/24
Linda Cateora	Louisville	80027	9/7/24
Else Roth	Englewood	80150	9/7/24
MARK Zeman	Louisville	80027	9/7/24
Sondra Hittle	Boulder	80303	9/7/24

Sanam Pejuhesh	Louisville	80027	9/7/24
Tami Cantrel	Denver	80226	9/7/24
Maribel Saldana	Golden	80403	9/7/24
Conrad Zeman	Louisville	80027	9/7/24
Niko Silvis	Luisville	80027	9/7/24
Joan Doolittle	Louisville	80027	9/7/24
Jose Rodriguez	Louisville	80027	9/7/24
Mary Thompson	Louisville	80027	9/7/24
Janice Larson	Louisville	80027	9/7/24
Carol Wilson	Denver	80231	9/7/24
Kelly Bocker	Louisville	80027	9/7/24
Ellen Kirk	Louisville	80027	9/7/24
Kirstan Vaughan	Winder	30680	9/8/24
Julie Maes	Louisville	80027	9/8/24
Rafael Rodriguez	Lafayette	80026	9/8/24
Naeem janjua	Sacramento	95832	9/8/24
Erika Rikhiram	Clermont	34711	9/8/24
Divya Nagendran	Aurora	60505	9/8/24
Adam Kaluba	Burleson	76028	9/8/24
Joyce Goglio	Louisville	80027	9/8/24
Tammy Lastoka	Louisville	80027	9/8/24
Todd Lastoka	Denver	80220	9/8/24
Jayden Lastoka	Louisville	80027	9/9/24
Sara Blumhardt	Louisville	80027	9/9/24
James C. Lastoka	Louisville	80027	9/9/24
Dustin Sagrillo	Louisville	80027	9/9/24
Lauryl Danuff	Louisville	80027	9/9/24
Scott Carey	Louisville	80027	9/9/24
Jody Ash	Louisville	80027	9/9/24
Jennifer Benshoof	Louisville	80027	9/9/24
Kay Weaver	Louisville	80027	9/9/24
Joanna Roberts	Bronx	10461	9/9/24
Andrew w Maass	Louisville	80027	9/9/24
Cynthia Corne	Louisville	80027	9/9/24
Lisa Zavarella-DeBoy	Louisville	80021	9/9/24
Ali Frusciano	Louisville	80027	9/9/24
Marissa Rodrigues	Longmont	80501	9/9/24
Dawn Mcneal	Fergus Falls	56537	9/9/24
Bob Musslewhite	Louisville	80027	9/9/24
Mark Gasper	Louisville	80027	9/9/24

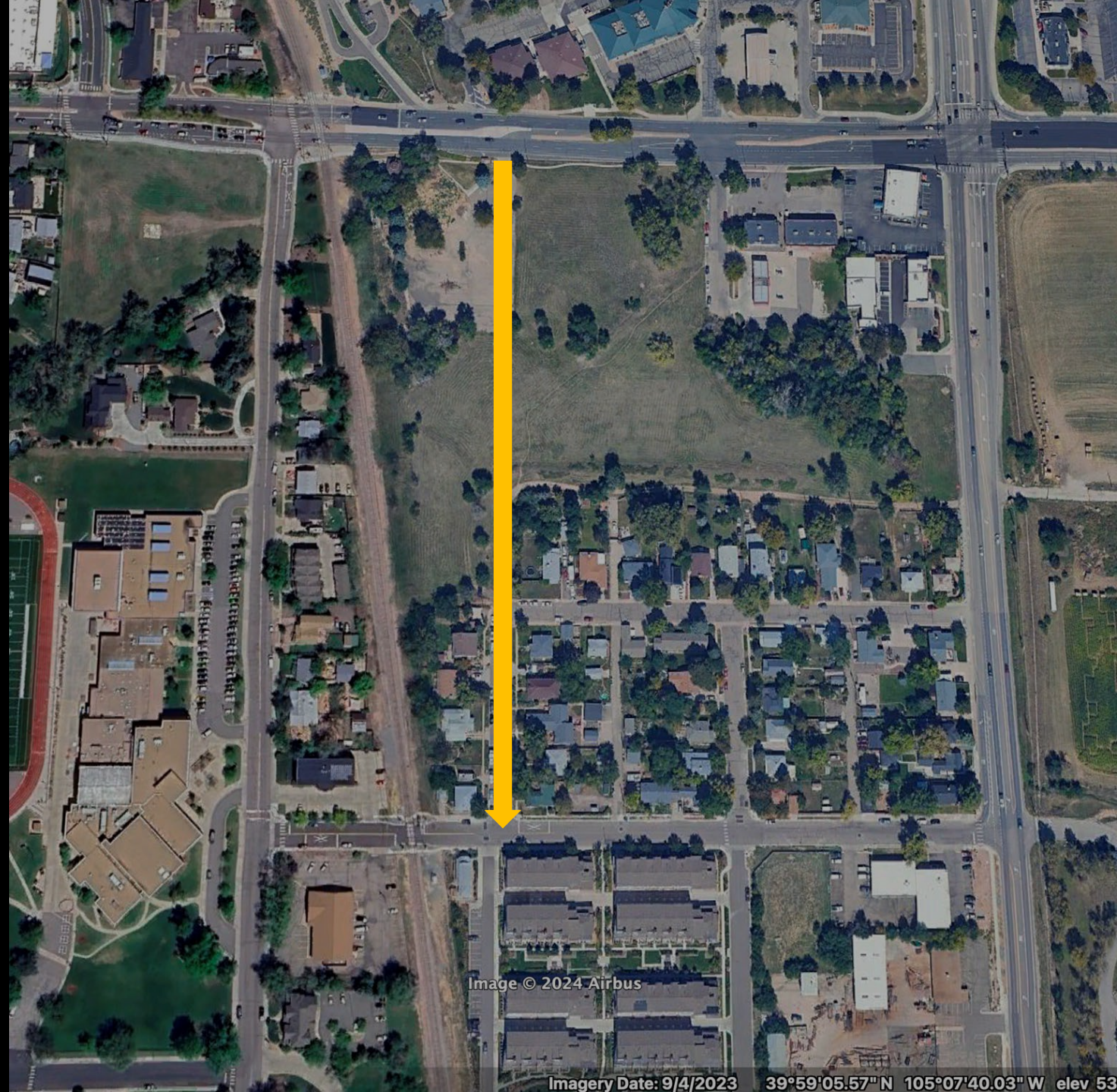
Ella Miller	Louisville	80027	9/10/24
Terri Johnson	Louisville	80027	9/10/24
Bob Tofte	Louisville	80027	9/10/24
Wendy Appel	Louisville	80027	9/10/24
Allyson Stone	Louisville	80027	9/10/24
Allister Layne	Conyers	30094	9/10/24
Chante Ash	Louisville	80027	9/10/24
Steven Morigi	Denver	80234	9/10/24
Wild Heritage Gardens	Louisville	80027	9/10/24
Amber Morelock	Manor	78653	9/10/24
Mary Rizzi	Louisville	80027	9/10/24
Roxann Waneka	Lafayette	80026	9/10/24
Robin Waneka	Louisville	80027	9/10/24
David Brandt	Oklahoma City	73149	9/10/24
will Scherer	Louisville	80027	9/10/24
Abbe Gilroy	Louisville	80027	9/10/24
Bruce Bernhardt	Louisville	80027	9/10/24
Constance Bernhardt	Louisville	80027	9/10/24
Dan Barnes	Louisville	80027	9/10/24
Stephanie Hartstein	Denver	80219	9/10/24
Derek Wood	Louisville	80027	9/11/24
Katie Facemire	San Antonio	78249	9/11/24
Jorge Bautista	Corona	92882	9/11/24
Kirsten LoGalbo	Abbotsford	54405	9/11/24

Major Issues with Coal Creek Development Plan

1. Routing traffic on too small roads into school zone
2. Drainage plan incomplete, high risk flood zone
3. Blocking resident access to homes and garages on alley used and maintained for over 60 years

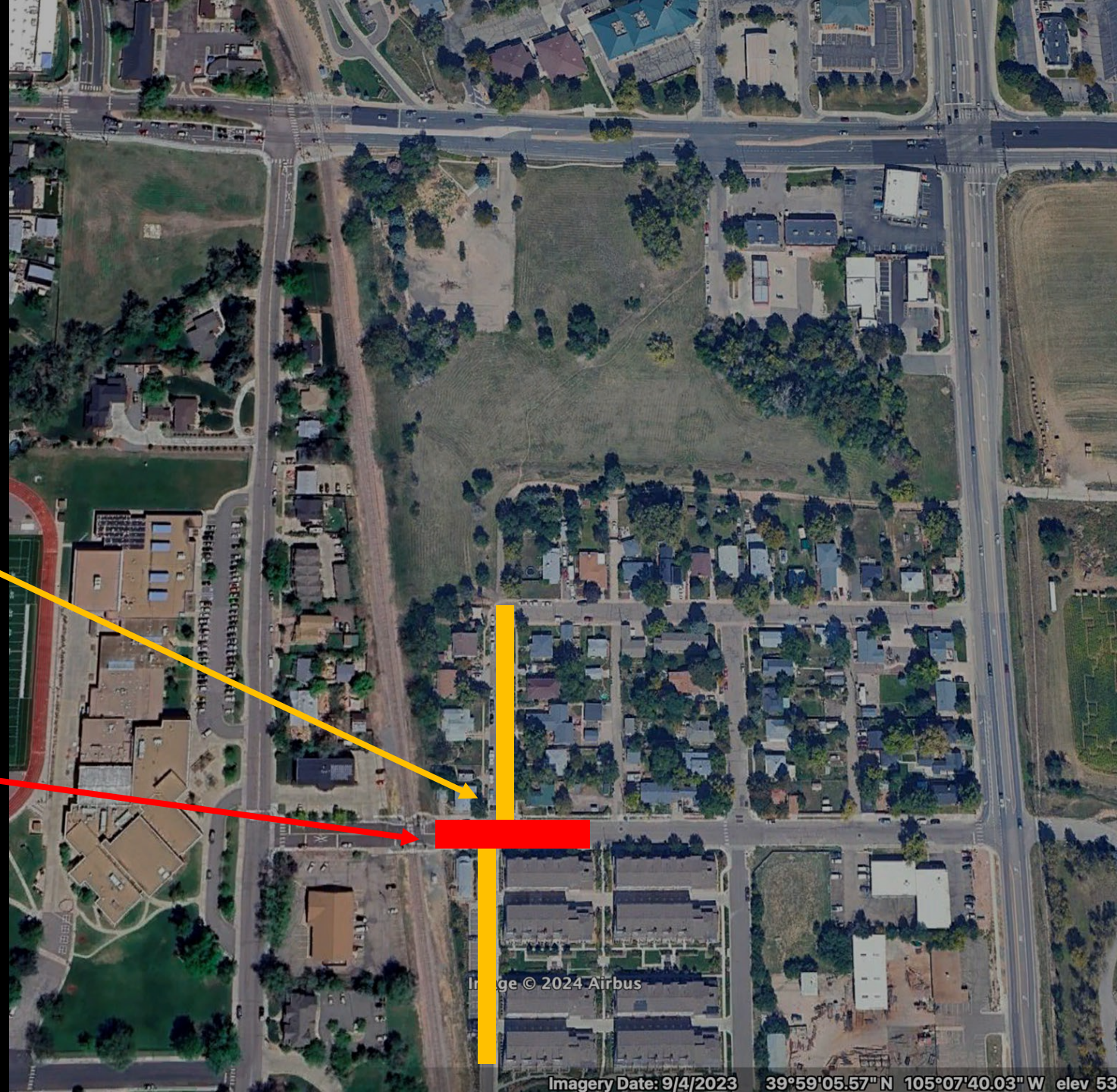
Routing traffic from South Boulder Road through tiny Little Italy, into school safety zone:

- Proposal connects Front St. from South Boulder Road to dead end at DELO



Major concerns:

- Front St. cannot continue because of Delo development, offset and leads to parking lot for Delo
- Only takes 2-4 cars to block intersection at train crossing (already a problematic intersection for small neighborhood residents)



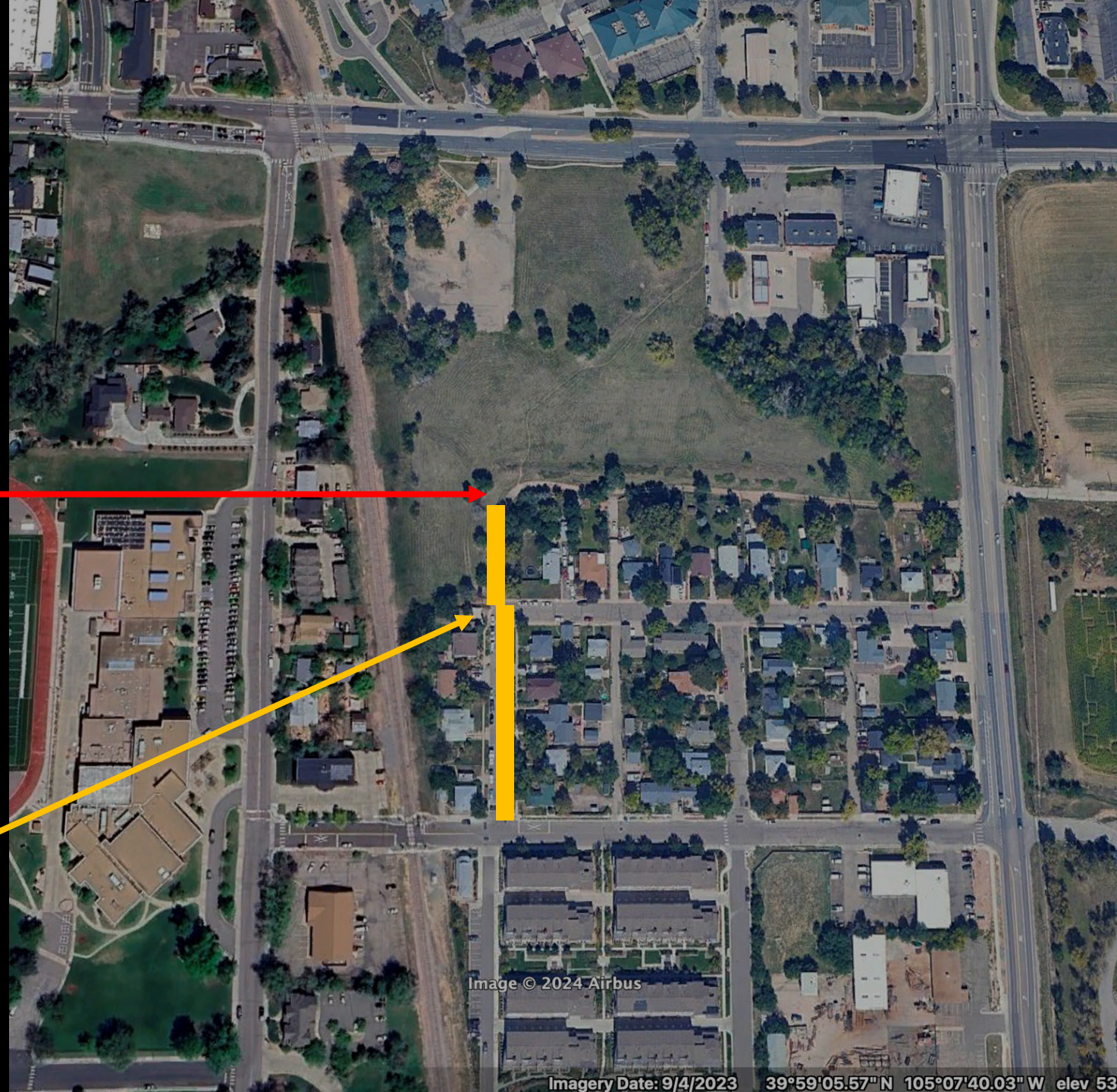
Major concerns:

- Failing intersection at S. Boulder Rd. and 42
- There are already problems with cut-through traffic and increasing safety issues at Louisville Middle School



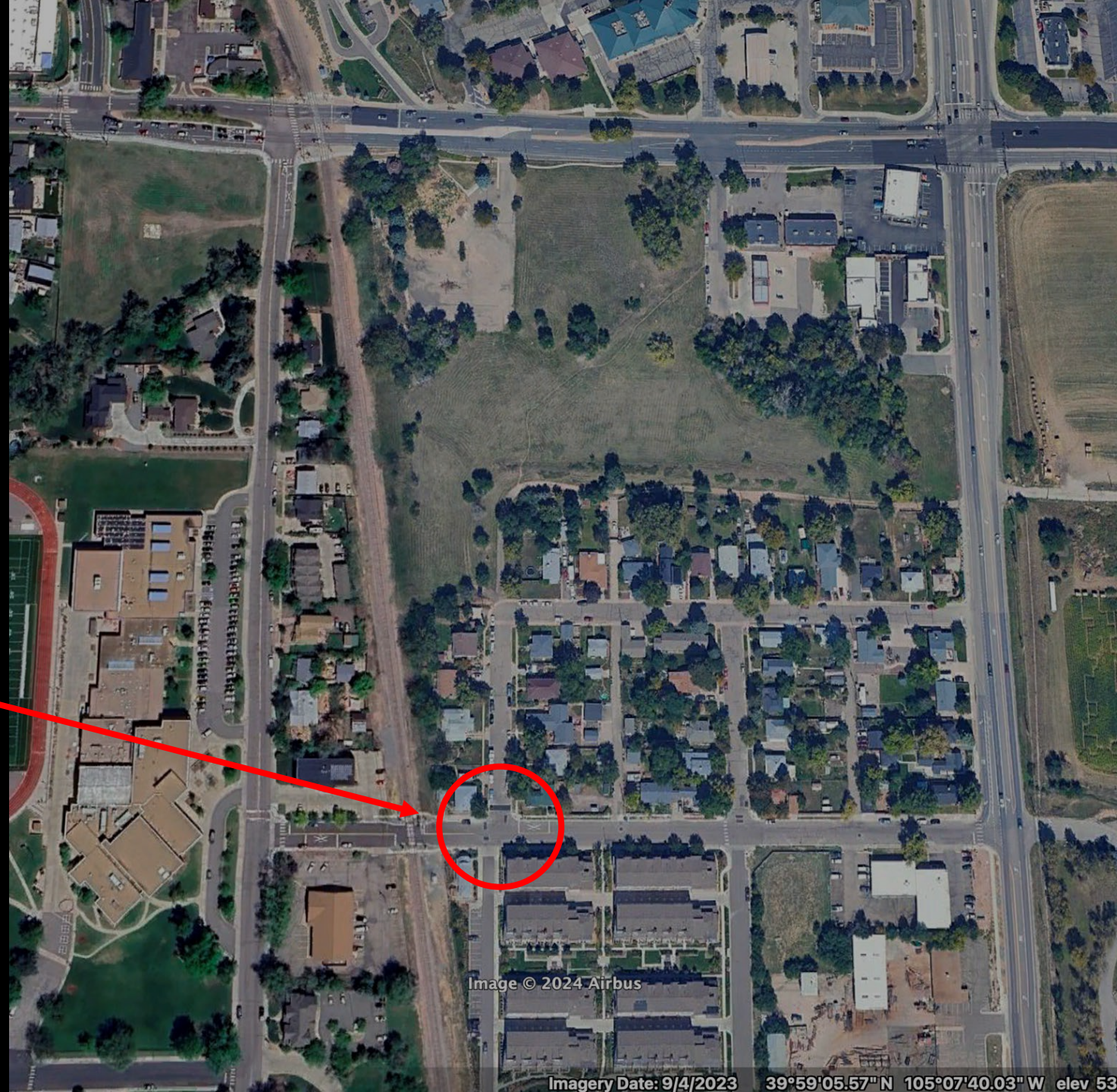
Major concerns:

- Blocks existing resident access to their properties and garages (existing alley used and maintained for over 60 years by both city and residents)
- Offset due to a lack of land ownership north of Front St. blocks safe continuity of flow.



Developer's traffic study did not include this critical intersection

- Front St. and Griffith St. (clog point, railroad crossing, and major safety + traffic problem) not included in traffic study.
- Recent city investment in quieter train crossings did not anticipate routing thousands more cars/day through intersection.

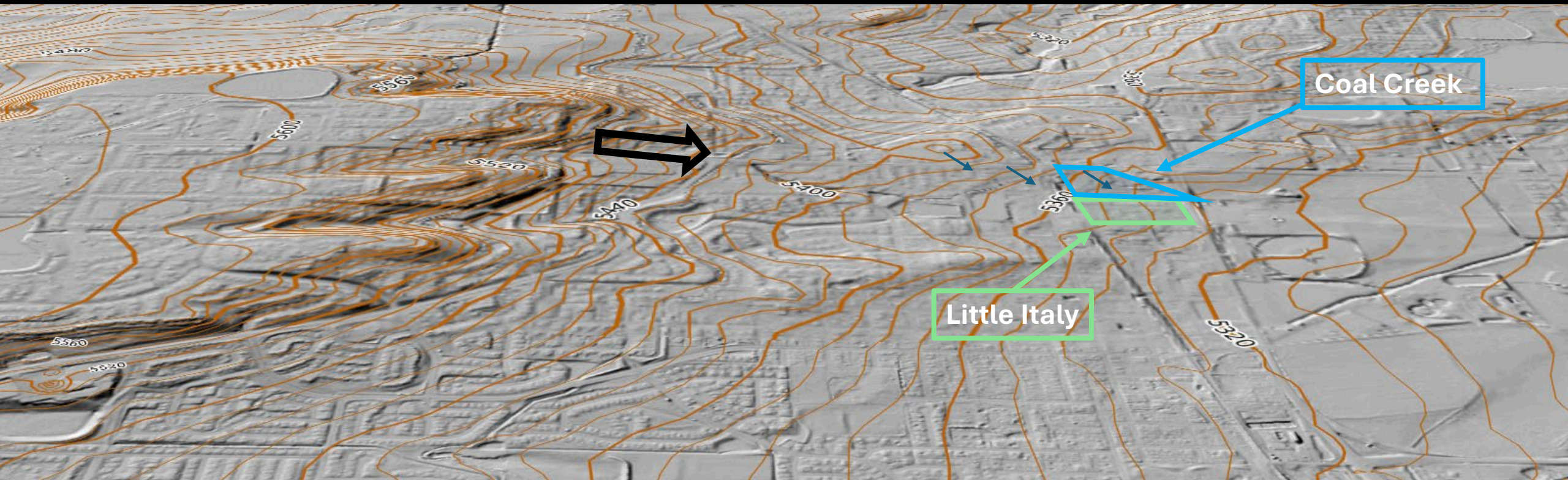


ALL RECENT CITY PLANS oppose proposed connection, only old/very old plans support:

- Opposed and/or not included (see attached document):
 - Transportation Master Plan (2019)
 - Historic Preservation Plan (2015)
 - South Boulder Road Connectivity Plan (2019)
 - Future42 (2022)
- Shown/mentioned by planning department at Sept 12th meeting:
 - 2003 Highway 42 Revitalization Plan (replaced by Future42)
 - 2016 Coal Creek Station Plan (56 units, pre-dated new key planning documents like the TMP 2019, designed pre-DeLo with Front reaching Pine in a true gridded street, now only one block long)
 - Caledonia Place Plat (1890)
 - Coal Creek Station Filing (1978)

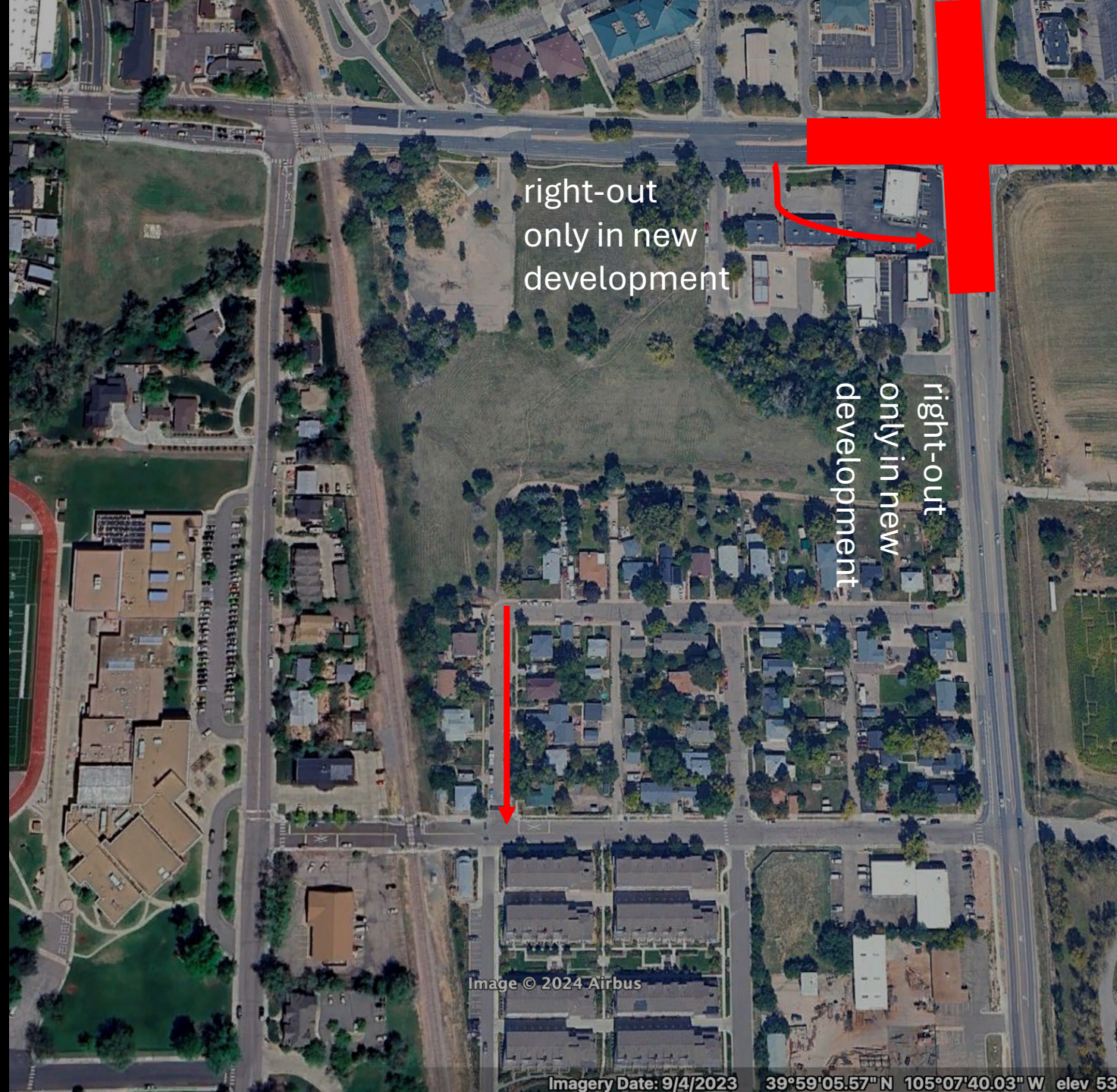
Coal Creek village is at the bottom of one of the more significant drainage basins in the city, and is a seasonal wetland that helps mitigate flood risks in the surrounding neighborhoods and regional roads (S. Boulder Rd., SH42).

- PUD proposes routing all water TOWARDS Little Italy into underground storage, if these fail, historic houses built on cobbles/cinderblocks will be risked.
- Developer was unwilling to share flood engineering drawings with Little Italy residents.
- Additionally, sewer lines in Little Italy are only 10", and already have flood issues



City/New Traffic Study concerns (2025):

- Failing intersection at S. Boulder Rd. and 42
- Development must be right out only... the city thinks the SINGLE unconnected block of Front St. (red arrow) will IMPROVE safety on South Boulder Road because that intersection is failing.
- Car traffic on red arrow is over 900% higher on narrow, historic street with pedestrian traffic (also will become walking route for new development to downtown).



City/traffic study keep citing THIS old (2013) road plan

- City says connection will:

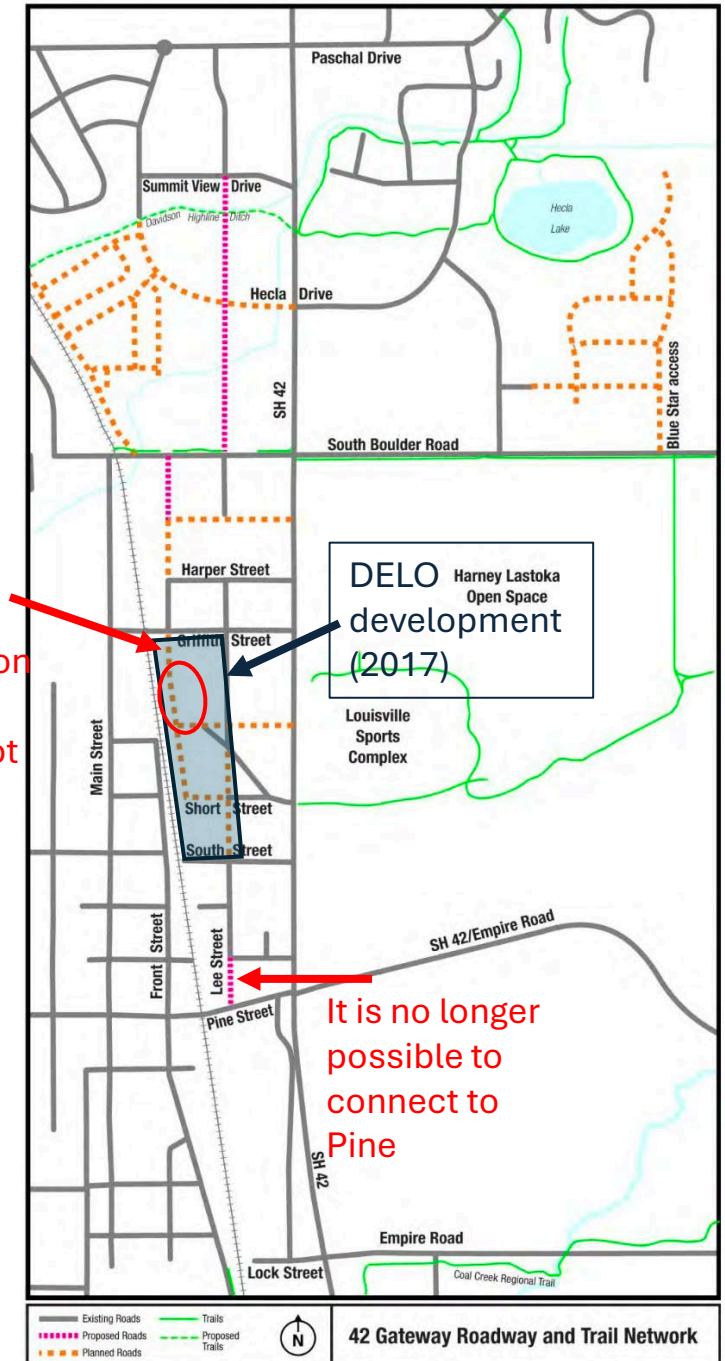
The Front Street connection provides numerous benefits to the Louisville community. The Front Street connection will allow for transportation redundancy as part of a gridded street network. Gridded networks have more capacity and increase circulation with narrower roadways that are safer for pedestrians and other multimodal traffic. It also aligns with the City's previous planning efforts.

- But this plan DOES NOT EXIST since Delo was built – no grid, no way to connect to Pine/downtown anymore. Front St. is a SINGLE historic block, it does not provide gridded connectivity.
- The Front Street connection CAUSES safety concerns for schools, pedestrians, bikes (increase in traffic >900%), this is not a tradeoff for a 45% reduction in weave maneuvers on SBoRd. The intersection fails w/ or w/o connection (no city benefit/gain).

Figure 9.

Future Roadway Network

Delo
OFFSET
Front St.-
connection
goes to
parking lot



What about the alley?

- Nearly every other alley in the city of Louisville has been paved and is maintained by the city – neglected in Little Italy
- The alley has been actively used and maintained by residents for over 100 years... over 65 years by current residents (Mary Rizzi).
- Residents access garages and properties through alley, without alley, they lose access.
- Red highlight is NOT formally platted in the two corner houses (Micah/Andy, and Mary Rizzi).
- The house on highway 42 to the NE (blue) regularly floods via the alley (hence concern about development drainage)



Proposed Solutions

- Little Italy wants to collaborate and has suggested solutions.
- To the right is a 12% suggested park (less than the required 15% land dedication that the city is agreeing to WAIVE for this developer).
- Using this area for a park solves ALL issues and blends new/old neighborhoods with shared outdoor space.
 - Helps with drainage (BMP)
 - Stops Front St. connection and allows resident alley access
 - Honors history of Little Italy



From: [Planning](#)
To: [Matt Post](#)
Subject: FW: Coal Creek Village
Date: Thursday, October 2, 2025 4:02:50 PM

From: LLC LLC <cateoral@gmail.com>
Sent: Wednesday, October 1, 2025 8:27 PM
To: Planning <planning@Louisvilleco.gov>; City Council <Council@louisvilleco.gov>
Subject: Coal Creek Village

[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 Planning Commission

I'm writing to oppose the PUD for Coal Creek Village.

At the last planning commission meeting a larger traffic study was requested. That new traffic study indicates that connecting Front St to South Boulder Road will increase traffic through Little Italy, the adjacent neighborhood, by 900%. Front St is 1 block long and terminates on Griffith St. at a school corridor and rail crossings. Given Griffith is a main corridor for LMS & Patchwork preschool creating a 900% increase in traffic is simply irresponsible and dangerous for children. Especially dangerous for 12yr olds riding e-bikes!

The developer has said the Front St connection with Little Italy is unnecessary. Without connecting to Little Italy, Coal Creek Village would still have 3 access points. By comparison, Steele Ranch has 2 access points and DELO has 3. The city planners have said they cannot sign off on the development without the connection-creating the 900% traffic increase in Little Italy and onto the school corridor.

The city is going to waive the 15% land dedication. These houses have high density and small pocket park is not enough space for "cabin fever".

Often referred to is the PUD Coal Creek Station which was approved years ago. Land dedication was waived for that development and therefore is waived in this development with 3.5xhigher density. Cherry picking accommodations that are a decade or century old and applying them to a completely different development and calling it precedent

has the tail wagging the dog.

The parcel of land is constricted by SBoulder Rd and Hwy 42 and a simple historic neighborhood. At this time, the infrastructure on the roads can't support the proposed density and forces the unreasonable idea to route traffic through Little Italy.

Attached is an image of the 1 block Front St looking South where it T-bones onto Griffith St. DELO negates any gridded street design by sitting in the middle of Front St.

Attached is Front St looking North to S Boulder Rd. The connection will make a very inviting cut through for traffic wanting to avoid the failing intersection at South Boulder Rd and Hwy42. Again, the result is a 900% increase in traffic in a residential neighborhood. Heavily impacting an adjacent residential neighborhood because the infrastructure can't support the increased traffic isn't the small town, community, pedestrian friendly, safe route to school values that Louisville wants to preserve.

PUD Coal Creek Village isn't the right fit for the constricted challenge of that parcel. Shoe horning the project doesn't make sense.

Linda Cateora





From: [Mark-Linda](#)
To: [Lauren Foster](#); [Micah Abram](#); [lauryl danuff](#); [Matt Post](#); j33sandoval@gmail.com; [Diana Langley](#)
Subject: Idea for NB and WB traffic from Coal Creek Village
Date: Friday, September 19, 2025 5:08:50 PM
Attachments: [IMG_9463.png](#)
[IMG_9464.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.

I found these images that show designated u-turn areas.

In consideration of residents of PUD Coal Creek Village needing to travel N on 96th, Louisville has the Sports Complex parking lot with 3 entrances and one entrance has a traffic light. Perhaps a design similar in concept could utilize part of the parking lot which is often empty (especially on weekday mornings) to allow traffic exiting Coal Creek Village to use the traffic light at Short St for left hand turn to utilize a U-turn lane or area.

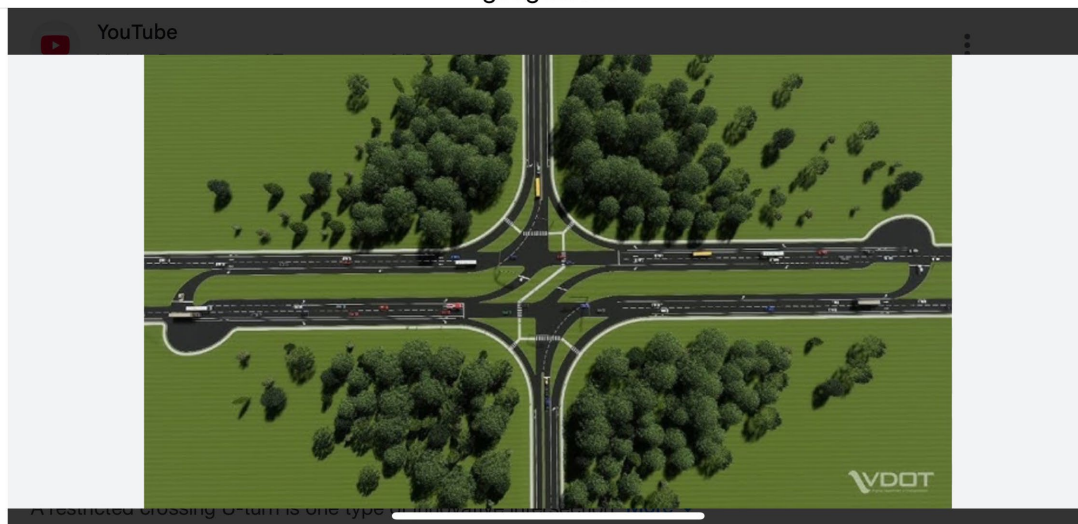
For residents needing to travel W on South Boulder Rd, a similar design could utilize southern edge of the parking lot at Burger King/ARC parking lot on South Boulder Rd this would allow more roadway for east bound vehicles to cross into the middle lane on S Boulder Rd to make a U-turn.

This sort of idea would negate the need to route traffic through the Little Italy neighborhood. To a t- intersection at a school corridor, Main St and rail crossing.

Thoughts?

Linda Cateora

google.com





⬇️ rcut-full-size.JPG (9.1 MB)

Save... ✕

From: [Lauren Foster](#)
To: [Matt Post](#); [Planning](#); [Emily Cline-Gibson](#); [Michael Markel](#); [Jason Markel](#)
Cc: [Lauryl Danuff](#); [Micah Abram](#); [Mark-Linda](#)
Subject: Partnership Opportunity - Coal Creek Village Development
Date: Friday, August 8, 2025 7:11:26 AM
Attachments: [image.png](#)

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

Dear Markel Homes and City Officials,

We understand Markel is preparing a new development proposal for Coal Creek Village and want to work together to ensure broad community support for your project. We're excited about welcoming new neighbors and supporting Louisville's housing goals, and believe we can find a solution that benefits everyone.

PROPOSED SOLUTION: Public Land Dedication Partnership

We propose that Markel complete the 15% public land dedication requirement using the highlighted green area on the attached map (as shown represents less than 12% of the total property). This approach would expedite approval, ensure community support, and create a win-win outcome for Markel, the City, and Louisville residents.

This single change would address multiple objectives:

For the Community:

- Eliminates through-traffic from South Boulder Road, maintaining safety for Louisville Middle School students who walk through our neighborhood
- Preserves existing Harper alley access for Little Italy residents and historic buildings
- Creates a neighborhood park with a plaque honoring Little Italy's historic significance
- Provides improved flood management through upgraded stormwater infrastructure

For the Development:

- Meets city planning compliance with the 15% public land dedication requirement
- Aligns with Louisville's [2019 Transportation Master Plan](#), [2015 Preservation Master Plan](#), and [2022 Future42 Plan](#)
- Addresses Historic Preservation Commission, previously omitted
- Supports the [2024 City of Louisville Housing Plan](#) by incentivizing walkable, bikeable community design with reduced minimum parking requirements

For the City:

- Fulfills multiple planning document objectives simultaneously
- Creates public green space in a high-density area

- Addresses historic preservation and flood management concerns
- Demonstrates successful developer-community collaboration

Background Context

Last year, our community raised concerns centered on three key issues: traffic safety near the school, preservation of historic neighborhood character, and compliance with city planning documents that prioritize walkable communities over cut-through traffic. Over 85 residents signed letters of concern, and more than 20 community members spoke at planning hearings.

Moving Forward Together

We believe this proposal creates an opportunity for Markel to be recognized as a developer who listens to community input and creates developments that enhance existing neighborhoods. We request a brief meeting to discuss this proposal before your submission to ensure we can work together effectively.

We look forward to a collaborative solution that supports both quality development and community well-being.

Thank you for your consideration,

Little Italy Residents:

Amelia Brown
Andy Maass
Anita Menendez
Asher Miller
Chante Ash
Daniel Alejandro
Dustin Sagrillo
Jerrica Ash
Jessica Sandoval
Jim Lastoka
Joyce Goglio
Jody Ash
Lauren Foster
Lauryl Danuff
Linda Cateora
Mark Zeman
Mary Rizzi
Micah Abram
Moses River
Nancy Lastoka
Nick Facemire
Sanam Pejuhesh
Tammy Lastoka
Terri Johnson
Todd Lastoka
Victoria Facemire

Contacts for coordination:

Lauryl Danuff, lrdindustries@gmail.com
Micah Abram, Micah.abram@colorado.edu
Linda Cateora, mlczeman@gmail.com
Lauren Foster, lauren@highbluff.com

Attachment: Proposed public land dedication area map



DETAILS ON RESIDENT CONCERN RESOLUTION:

1. No through traffic from South Boulder Road, solving the traffic safety and conflicts with city plans:
 1. Traffic within the development would remain within the yellow-area of the development and exit to major roads. Following the 2024 Housing Plan, this would incentivize in-town biking and walking with vehicles used for regional transportation only.
2. No loss of Harper alley access for existing residents and historic buildings, including garages in Little Italy accessed by the alley:
 1. Markel and the city planners will work together to officially plat the alley behind Harper Street to bring this historic neighborhood to the level of every other Louisville neighborhood with alley access (most of town).
3. The SW corner would be a park, to be used by the developers future residents and Little

Italy, with a plaque honoring the history of the Little Italy neighborhood, which historically faced discrimination.

1. Designed to meet the city's 15% public land dedication requirement
2. Directly addresses the Historic Preservation Commission (who were omitted from the last round of hearings)
3. Reduces flood risks to Little Italy by providing a larger, upgradient space for BMP and flood management development

From: [Lauren Foster](#)
To: [Diana Langley](#)
Cc: [Lauryl Danuff](#); mlczeman@gmail.com; Micah.abram@colorado.edu; j33sandoval@gmail.com; [Rob Zuccaro](#); [Matt Post](#); [Jeff Hirt](#); [Emily Cline-Gibson](#); [Planning](#)
Subject: Re: Request for Item To Be Moved To November Meeting
Date: Friday, September 19, 2025 10:46:40 PM
Attachments: [image001.png](#)

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

Hi Diana,

Is moving the meeting impossible even though Matt shared by email that the developer was presenting a new plan at the October meeting that: “This is a new design that Little Italy residents have yet to see, but it will be part the application packet going to the Planning Commission. I am still waiting on a the design concept myself.”

Matt shared this by email on September 11th, indicating that in the October meeting the developer will be presenting new material that even staff at planning have not yet seen yet.

We really appreciate your meeting with us.

Thanks,

On Sat, Sep 20, 2025 at 1:50 AM Diana Langley <dlangleyle@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)

dlangleyle@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)

dlangleyle@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 <dlangleyle@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: [Lauren Foster](#)
To: [Diana Langley](#)
Cc: [Lauryl Danuff](#); mlczeman@gmail.com; Micah.abram@colorado.edu; j33sandoval@gmail.com; [Rob Zuccaro](#); [Matt Post](#); [Jeff Hirt](#); [Emily Cline-Gibson](#); [Planning](#)
Subject: Re: Request for Item To Be Moved To November Meeting
Date: Friday, September 19, 2025 10:46:40 PM
Attachments: [image001.png](#)

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

Hi Diana,

Is moving the meeting impossible even though Matt shared by email that the developer was presenting a new plan at the October meeting that: “This is a new design that Little Italy residents have yet to see, but it will be part the application packet going to the Planning Commission. I am still waiting on a the design concept myself.”

Matt shared this by email on September 11th, indicating that in the October meeting the developer will be presenting new material that even staff at planning have not yet seen yet.

We really appreciate your meeting with us.

Thanks,

On Sat, Sep 20, 2025 at 1:50 AM Diana Langley <dlangleyle@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)

dlangle@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)

dlangleyle@LouisvilleCO.gov

LouisvilleCO.gov



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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 <dlangleyle@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

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

Lauryl Danuff Sagrillo

Little Italy and Front Street Resident

From: [Mark-Linda](#)
To: [Matt Post](#)
Cc: [Lauren Foster](#); [Lauryl Danuff](#); [Micah Abram](#); j33sandoval@gmail.com
Subject: Re: Partnership Opportunity - Coal Creek Village Development
Date: Thursday, August 28, 2025 11:06:41 AM
Attachments: [image001.png](#)
[image002.png](#)
[IMG_9464.png](#)
[IMG_9463.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.

Hello All

In consideration of the child/vehicle accident before school this morning on South Boulder and Main St, I suggest no movement on the development until the school/ pedestrian/ bicycle/ residential concerns are safely addressed. Attempting to alleviate traffic at a F-Rated intersection by creating neighborhood cut-through towards a dead end, railroad crossing, middle school and preschool forfeits safety and are irresponsible and asinine.

This email was in draft when the child was injured.

See attachments. At the meeting, alternate ideas were suggested for increased traffic issues with the proposed development. I have a creative idea to manage the issue of the inability for development traffic to turn the North or West from the development. I've attached 2 images one from (Wisconsin and another from Virginia) to base our collective creativity. I suggest designated U-turn space. I'm proposing one to utilize the ball park parking lot on Hwy 42 between the already present driveways. And a second to utilize Burger King/ARC parking lot between the already present driveways.

These U-turn spaces would be a block from the intersection of S. Boulder Rd and Hwy 42 allowing distance for vehicles to access the L turn lane to enter the U-turn area. The parking lot space at the ball fields is already city property and not utilized on weekday mornings or off-season sports schedules. With good design the U-Turn would encroach upon the parking lot but not go through the parking lot. Similar with the Burger King lot.

Lauren's idea for a green space replacing the Front St connection aligns with Safe Routes to School. As it will keep children in the proposed development off South Boulder and in a low traffic neighborhood.

Linda Cateora

On Thu, Aug 28, 2025 at 09:40 Matt Post <mpost@louisvilleco.gov> wrote:

Hello All,

I have an internal meeting scheduled next Thursday to discuss the Front St connection on the Coal Creek Village property. We will discuss conditions around the site and the requirement for the Front St connection. I will follow up after that meeting to schedule further discussion with the Little Italy residents.

Lauren – I still have your email on my to-do list. I have two deadlines to meet this week, and I want to take the time to ensure I provide you with a thorough and accurate response where I am able. My goal is to get back to you next week.

Take care,

Matt Post, AICP

Senior Planner

Community Development

303.335.4593



LouisvilleCO.gov

From: Lauren Foster <lauren@highbluff.com>

Sent: Friday, August 8, 2025 7:10 AM

To: Matt Post <mpost@louisvilleco.gov>; Planning <planning@Louisvilleco.gov>; Emily Cline-Gibson <eclinegibson@louisvilleco.gov>; Michael Markel <Michael@markelhomes.com>; Jason Markel <Jason@markelhomes.com>

Cc: Lauryl Danuff <lrindustries@gmail.com>; Micah Abram <Micah.abram@colorado.edu>; Mark-

Linda <mlczeman@gmail.com>

Subject: Partnership Opportunity - 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.

Dear Markel Homes and City Officials,

We understand Markel is preparing a new development proposal for Coal Creek Village and want to work together to ensure broad community support for your project. We're excited about welcoming new neighbors and supporting Louisville's housing goals, and believe we can find a solution that benefits everyone.

PROPOSED SOLUTION: Public Land Dedication Partnership

We propose that Markel complete the 15% public land dedication requirement using the highlighted green area on the attached map (as shown represents less than 12% of the total property). This approach would expedite approval, ensure community support, and create a win-win outcome for Markel, the City, and Louisville residents.

This single change would address multiple objectives:

For the Community:

- Eliminates through-traffic from South Boulder Road, maintaining safety for Louisville Middle School students who walk through our neighborhood
- Preserves existing Harper alley access for Little Italy residents and historic buildings
- Creates a neighborhood park with a plaque honoring Little Italy's historic significance
- Provides improved flood management through upgraded stormwater infrastructure

For the Development:

- Meets city planning compliance with the 15% public land dedication requirement
- Aligns with Louisville's [2019 Transportation Master Plan](#), [2015 Preservation Master Plan](#), and [2022 Future42 Plan](#)
- Addresses Historic Preservation Commission, previously omitted
- Supports the [2024 City of Louisville Housing Plan](#) by incentivizing walkable, bikeable community design with reduced minimum parking requirements

For the City:

- Fulfills multiple planning document objectives simultaneously
- Creates public green space in a high-density area

- Addresses historic preservation and flood management concerns
- Demonstrates successful developer-community collaboration

Background Context

Last year, our community raised concerns centered on three key issues: traffic safety near the school, preservation of historic neighborhood character, and compliance with city planning documents that prioritize walkable communities over cut-through traffic. Over 85 residents signed letters of concern, and more than 20 community members spoke at planning hearings.

Moving Forward Together

We believe this proposal creates an opportunity for Markel to be recognized as a developer who listens to community input and creates developments that enhance existing neighborhoods. We request a brief meeting to discuss this proposal before your submission to ensure we can work together effectively.

We look forward to a collaborative solution that supports both quality development and community well-being.

Thank you for your consideration,

Little Italy Residents:

Amelia Brown
Andy Maass
Anita Menendez
Asher Miller
Chante Ash
Daniel Alejandro
Dustin Sagrillo
Jerrica Ash
Jessica Sandoval
Jim Lastoka
Joyce Goglio
Jody Ash
Lauren Foster
Lauryl Danuff
Linda Cateora
Mark Zeman
Mary Rizzi
Micah Abram
Moses River
Nancy Lastoka
Nick Facemire
Sanam Pejuhesh
Tammy Lastoka
Terri Johnson
Todd Lastoka

Victoria Facemire

Contacts for coordination:

Lauryl Danuff, ldindustries@gmail.com

Micah Abram, Micah.abram@colorado.edu

Linda Cateora, mlczeman@gmail.com

Lauren Foster, lauren@highbluff.com

Attachment: Proposed public land dedication area map



DETAILS ON RESIDENT CONCERN RESOLUTION:

1. No through traffic from South Boulder Road, solving the traffic safety and conflicts with city plans:
 1. Traffic within the development would remain within the yellow-area of the development and exit to major roads. Following the 2024 Housing Plan, this would incentivize in-town biking and walking with vehicles used for regional transportation only.

2. No loss of Harper alley access for existing residents and historic buildings, including garages in Little Italy accessed by the alley:
 1. Markel and the city planners will work together to officially plat the alley behind Harper Street to bring this historic neighborhood to the level of every other Louisville neighborhood with alley access (most of town).
3. The SW corner would be a park, to be used by the developers future residents and Little Italy, with a plaque honoring the history of the Little Italy neighborhood, which historically faced discrimination.
 1. Designed to meet the city's 15% public land dedication requirement
 2. Directly addresses the Historic Preservation Commission (who were omitted from the last round of hearings)
 3. Reduces flood risks to Little Italy by providing a larger, upgradient space for BMP and flood management development

From: [Planning](#)
To: [Matt Post](#)
Subject: FW: PUD Coal Creek Village
Date: Thursday, October 2, 2025 4:02:47 PM

From: Mark-Linda <mlczeman@gmail.com>
Sent: Wednesday, October 1, 2025 8:49 PM
To: Planning <planning@Louisvilleco.gov>; City Council <Council@louisvilleco.gov>
Subject: PUD Coal Creek Village

[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 Planning Commission

The developer for the Coal Creek Village PUD has said that the Front St Connection is not necessary and has bent over backwards to accommodate the city's desire to create the connection.

This connection will increase traffic through a historical neighborhood by 900%. There was a time, when a train station would have benefited by the connection but the construction of DELO private roads and parking has terminated that idea.

I think even though Coal Creek Village will be all right turn entry and exit, traffic could flow R turn onto Hwy 42-R turn onto Griffith Street-R turn onto Main St without cutting through Little Italy. Entering onto Griffith from Hwy 42 will give full visibility to the upcoming intersection at Main Street. This idea gives the same directional flow without a Front St Connection.

I believe the solution the developer has proposed to connect Front St to an unnamed road would work, IF the connection is emergency access only with a gate. This should satisfy the city's desire for the Front St connection and the current developers ambitions.

Mark Zeman

From: [Planning](#)
To: [Matt Post](#)
Subject: FW: Coal Creek Village
Date: Thursday, October 2, 2025 4:02:50 PM

From: LLC LLC <cateoral@gmail.com>
Sent: Wednesday, October 1, 2025 8:27 PM
To: Planning <planning@Louisvilleco.gov>; City Council <Council@louisvilleco.gov>
Subject: Coal Creek Village

[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 Planning Commission

I'm writing to oppose the PUD for Coal Creek Village.

At the last planning commission meeting a larger traffic study was requested. That new traffic study indicates that connecting Front St to South Boulder Road will increase traffic through Little Italy, the adjacent neighborhood, by 900%. Front St is 1 block long and terminates on Griffith St. at a school corridor and rail crossings. Given Griffith is a main corridor for LMS & Patchwork preschool creating a 900% increase in traffic is simply irresponsible and dangerous for children. Especially dangerous for 12yr olds riding e-bikes!

The developer has said the Front St connection with Little Italy is unnecessary. Without connecting to Little Italy, Coal Creek Village would still have 3 access points. By comparison, Steele Ranch has 2 access points and DELO has 3. The city planners have said they cannot sign off on the development without the connection-creating the 900% traffic increase in Little Italy and onto the school corridor.

The city is going to waive the 15% land dedication. These houses have high density and small pocket park is not enough space for "cabin fever".

Often referred to is the PUD Coal Creek Station which was approved years ago. Land dedication was waived for that development and therefore is waived in this development with 3.5xhigher density. Cherry picking accommodations that are a decade or century old and applying them to a completely different development and calling it precedent

has the tail wagging the dog.

The parcel of land is constricted by SBoulder Rd and Hwy 42 and a simple historic neighborhood. At this time, the infrastructure on the roads can't support the proposed density and forces the unreasonable idea to route traffic through Little Italy.

Attached is an image of the 1 block Front St looking South where it T-bones onto Griffith St. DELO negates any gridded street design by sitting in the middle of Front St.

Attached is Front St looking North to S Boulder Rd. The connection will make a very inviting cut through for traffic wanting to avoid the failing intersection at South Boulder Rd and Hwy42. Again, the result is a 900% increase in traffic in a residential neighborhood. Heavily impacting an adjacent residential neighborhood because the infrastructure can't support the increased traffic isn't the small town, community, pedestrian friendly, safe route to school values that Louisville wants to preserve.

PUD Coal Creek Village isn't the right fit for the constricted challenge of that parcel. Shoe horning the project doesn't make sense.

Linda Cateora

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.

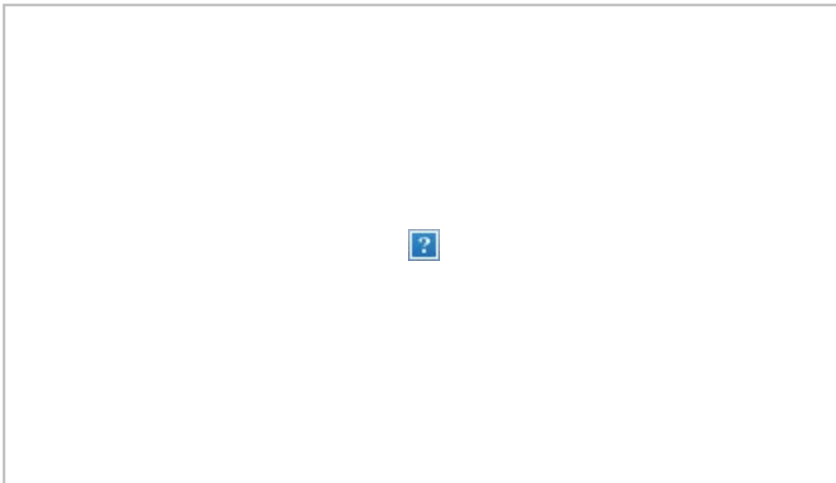
I am also worried, now that I've discovered some of the city's answers to our questions aren't actually true, that other answers we've been given may be false. The lack of clarity around the alley behind Harper – Is that city owned and maintained? If it is as we are sometimes told so, why has the city 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 it's 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.

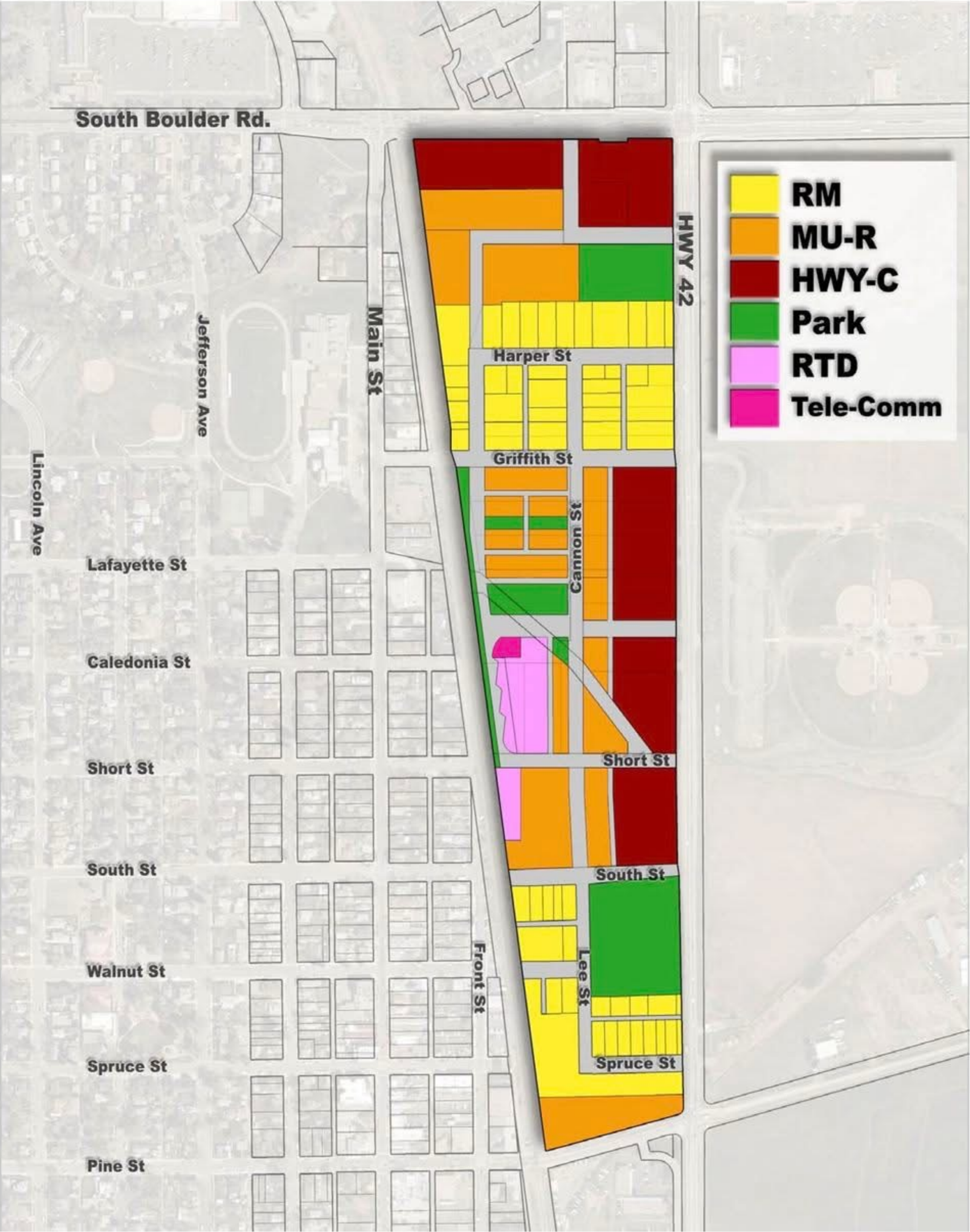
This site has been sitting here for the entire history of Louisville. This site has been

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.







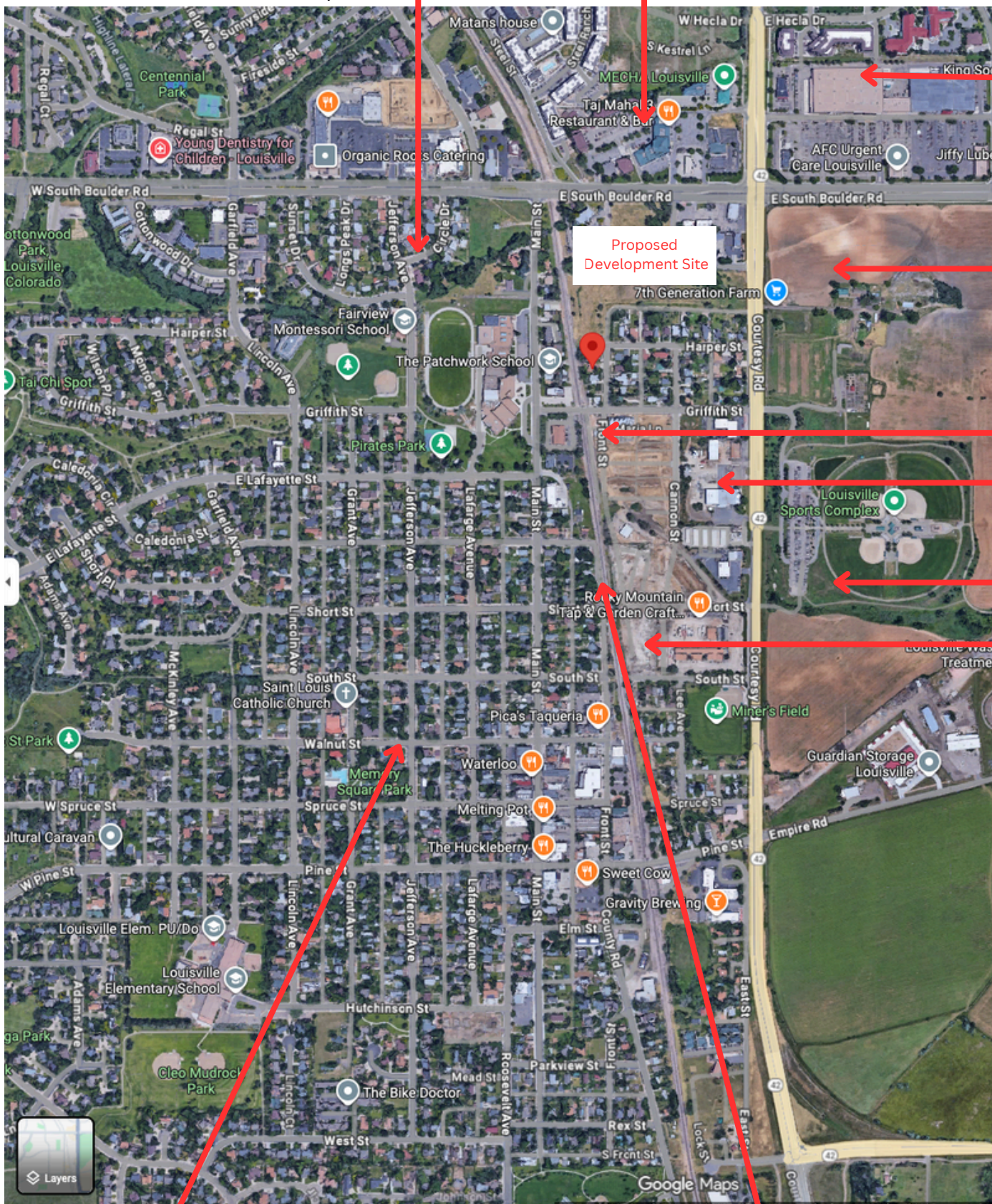
Downtown and NE Corner of Louisville

Existing Neighborhood - Not gridded

Middle School Area Distrupts Grid

Current Commercial and Apartment Buildings

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

[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.

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

NOTICE: This message and its attachments are confidential and may contain legally privileged information. Any unauthorized use or dissemination is prohibited. Please notify the sender if you have received this message in error.

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.

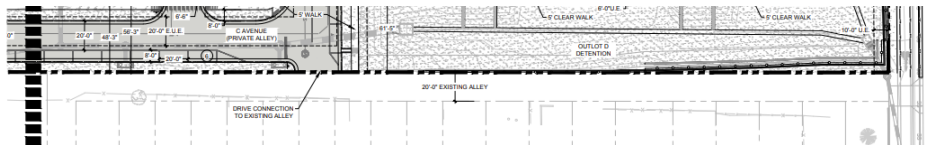
- 20' Existing Alley

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)

dlangleyle@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 <dlangleyle@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: [Micah Abram](#)
To: [Matt Post](#)
Subject: Case # PUP-346-201, ZON-347-2021, SRU-520-2024
Date: Tuesday, September 10, 2024 9:12:28 PM

Dear Planning Commission,

Hi, my name is Annabelle Maass, and I am 12 years old. I live in Little Italy, and I walk to school at Louisville Middle School. I love my neighborhood, but I am really worried about how much more traffic there will be when a new neighborhood is built.

Right now, it's already hard to cross the tracks near my house, and sometimes I feel scared when cars go by really fast. I know it's going to be even harder and scarier if there are more cars. I have to be really careful when walking to school, and I don't think it's safe for kids like me to have even more cars around.

I hope you can help make it safer for kids like me by not letting the new roads have too many cars. Maybe we could just have a path for bikes and people to walk instead of cars everywhere. Please think about how this will make it harder for me and my friends to get to school safely.

Thank you for reading my letter and for helping to keep our neighborhood safe.

Sincerely,
Annabelle Maass
Louisville, CO

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From: [Cynthia Corne](#)
To: [Planning](#); [Matt Post](#); [Rob Zuccaro](#)
Cc: [Cynthia Corne](#)
Subject: CC Village: Defer, Not Yet Compliant, Win-Win opportunities for Coal Creek Village
Date: Thursday, September 12, 2024 11:52:58 AM
Attachments: [IMG_8755.jpeg](#)
[IMG_8725.jpeg](#)

Dear Planning Commission,

Thank you for your service.

RE: Coal Creek Village

1) A Supported Development is Possible

As you continue to review opportunities to move the collective community of Louisville forward, I request that you please ensure that developers meet with area communities and do not design at such high densities as to make school routes and small residential streets unsafe. Opposition to development is rare, as you know by the number of developments which go through. Large developments with so many exceptions and changes, need to go through rigorous review, re-design for the benefit of all and to be compliant with code, comprehensive plan, literally and the intentions of those documents.

Not Yet - Come Back to Planning. As a prior commissioner mentioned (now on Council), Planning should not approve plans which require modifications before they go to Council. Planning Commission should require designs and plans to be compliant with Planning Commission before proceeding to Council vote.

2) Criteria Not Met

The proposed Re-Zoning and preliminary plat for Coal Creek Village does not meet the community values nor the municipal code for Safety, traffic safety, nor respect history. In fact, the increased volume of cars down Front Street, will be dangerous to values around walkability and sustainability.

Common sense also indicates this is not what any Urban re-design would have in mind. To subject our citizens to an onslaught of vehicles (construction, then regular traffic) a block from an already busy middle school?

3) Good News

The good news is that a solution is within the developer's reach, as proposed by over 80 concerned residents in Little Italy and beyond.

A) Front Street should be emergency access only - without taking over existing residence's property rights and properties.

B) The applicant can build their own parallel alley to support the volume and density of housing proposed.

4) Let's Get this Right

A) Solutions are possible. The community is supportive - other than accurately pointing out that Front Street and the Alley do not have the infrastructure to support this development nor do those intersections.

And, much has changed since Urban Renewal Designations (over 15 years ago). The history of Little Italy is even more respected. People in this neighborhood have improved their homes like every other part of Old Town Louisville. Respect is needed like any other residential area of

Louisville please.

B) Code NonCompliance - Important: I trust that you all know the code line items well enough in sections 14-17 so that citizens don't have to do the detailed work re: which items are failing (multiple).

So, it is appropriate for Planning Commission to express general support yet indicate the many areas where the PUD, preliminary plat, and rezoning do not meet the criteria to proceed - not even close. Urban Renewal District or not - it still cannot be compliant if it makes local areas unsafe (and this development will). But, it can, if they work with the community. Less density would also be wise with the school routes, high traffic at S.Boulder and 42 and on Main Street (see photo of school release time already at Main and Griffith). Not low density, but less.

C) Less Density: You are not obligated to maximize the applicant Markel's profit. Yes, we need more housing. How about 140 units? How about building in their own alley infrastructure? They are going to make \$. Please don't sacrifice our good people of Little Italy for a few more \$ for the applicant. Preventing bedlam (not an exaggeration if you know this area) is in front of you.

In conclusion, it is good to review the set of documents, but please indicate appropriately that the complex development and required changes to be code and comprehensive plan compliant are not ready for Council review, especially when subject to referendum.

Thank you.

Respectfully,
Cynthia Corne

Cynthia Corne
Jefferson Ave home and owner of property on Cannon St. in Little Italy.



Above1: Flyer celebrating Little Italy this month.

Above2: Traffic lined to S.Boulder Rd and to railroad tracks at Griffith and Main for LMS end of school at 3:49pm Monday, Sept. 10th (normal day). High risk situation already. I stopped a car while I was there to help a student cross.

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From: [Sharon Maes](#)
To: [Planning](#)
Subject: Coal creek
Date: Wednesday, September 11, 2024 6:21:33 PM

Sent from my iPad I disagree wholeheartedly with this idea of coalcreek unit
In our already confected part of town surrounded by traffic.
There must be a better location for this, but not for our area.

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From: [Jody Ash](#)
To: [Planning](#)
Subject: Coal Creek development
Date: Saturday, September 7, 2024 5:54:27 PM

Case # PUP-L-346-201, ZON-347-2021, SRU-520-2024

Dear Planning Commission,
First, I want to thank you for your service to Louisville!

As a long time resident of Old Town Louisville of 20 years and resident/homeowner of the historic Little Italy neighborhood for 8 years, I am here to voice concerns regarding the Coal Creek development.

While I am supportive of bringing vibrancy, accessibility and financial health to our beloved town, which is inclusive of adding more housing, the Coal Creek development as currently planned is much, much too dense for this area as proposed. This density proposal is unacceptable for Louisville, especially in historic Old Town. A part of this concern is the weight load on top of the shallow mines that exist here. Has this been explored? It could greatly affect the existing historic homes in our neighborhood including many levels of infrastructure. The other very concerning issue is the traffic and parking load. If you have spent time in Little Italy, you would clearly see we have multi-generational households, my home is one of them. We also have 5 rehabilitation homes, which houses many people in these homes. These contribute to more cars than our parking and streets can handle now, let alone overflow parking from the dense proposed development that lacks sufficient parking for the density. Our community cannot absorb that, we are struggling as is.

Front Street and Little Italy will be severely and adversely impacted by the current design. While I support development in general, it needs to be done within the framework of respecting our small town feel and long time residents quality of life. I would also greatly appreciate your consideration of our historic designation as well as our property values being affected.

In light of this, I request that the Planning Commission ask for amendments to the proposed plan:

1. Please, please remove the Front street road thoroughfare, and all motorway connections to Front St. and the Little Italy alley behind Harper Street. Our neighborhood and our streets are wonderfully sleepy now and are not designed for increased traffic and parking, especially with the nearby Middle School. A new design would alter our neighborhood in uncountable ways, including our property we have spent years making beautiful and cherish. These connections should be revised to multi-use pathways with emergency vehicle access and pedestrian traffic only. The Harper Street residents with north garage/property entries will still need access. Please understand, If this moves forward as proposed, it will negatively impact our quality of life and property values. I also want to point out that LMS drop off and pick up should also be considered, as this is currently also a problem with traffic. In light of these points, Please keep the entry/exit for this development to South Boulder Road and Highway 42 only, near the commercial areas.
2. The proposed density, at more than twice the density of the recent Delo development to the south, is much much too high and a special exception to density requirements should NOT be granted. The proposal should be cut by at LEAST half, although we would greatly prefer one quarter.

3. Please, increase green space, tree coverage and ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 1000-yr flood level. Drainage needs to be considered and designed into this space.
4. Please be considerate of the impact on existing birds of prey. We have so much wonderful wildlife that will be affected by this and we lose more of their habitat yearly. Please leave some existing mature trees.

Thank you for your attention and support on this urgent matter.

Sincerely,
Jody Ash
Jerrica Ash
Rebel Bishop
1430 Front Street
Little Italy -Ward 1

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From: [lauryl danuff](#)
To: [Planning](#)
Subject: Coal Creek Development Comments
Date: Tuesday, September 10, 2024 4:00:13 PM

Hello Planning Department,

I am writing to address the possible development of the field near my house on Front Street, the Coal Creek Station on the corner of South Boulder Rd and Highway 42.

I have some serious concerns about the project, as a resident of Little Italy. Also as a citizen and resident of Louisville, I am seriously concerned that this kind of proposal is found acceptable and is recommended for approval by city officials. I would like to start by saying I am NOT opposed to the development of this land, instead quite worried about the inconsistencies and boldness of the plan proposed. It does not feel that it is actually proposed for the good of the community as stated, as it does not comply with Louisville laws and codes, and doesn't reflect the past or current culture, while likely creating safety concerns and hazards.

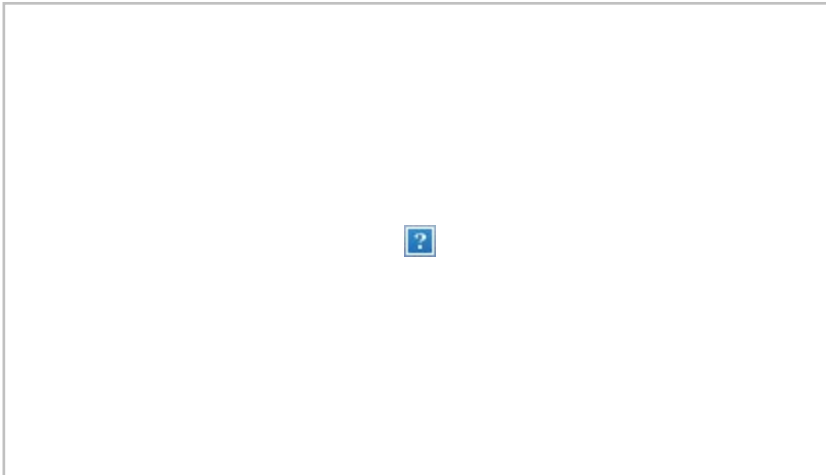
The most pressing problem for my neighbors and I is the street configuration in the plan and the way it affects Little Italy. Front Street is a small and slow street that cannot and should not take extra traffic. Nor should changes be made to Front Street that would widen the street but negatively impact the yards and houses that border it. The increased traffic and reduced parking impact to the Front Street and surrounding residents could be avoided by keeping the two neighborhoods separate and placing a connection for Front Street that is only useable by pedestrians and emergency vehicles. There is no current need or reason for Front Street to connect directly through to South Boulder Rd. There are multiple other entrances and exits to the proposed development, and many more possibilities for entrances and exits on South Boulder Road and Highway 42 that wouldn't impact anyone living around the proposed building area.- It is unnecessary, unsafe, and unfair for Little Italy to bear the increase in traffic because of this development. These roads are already directly affected by the Louisville Middle School morning and afternoon traffic and a neighborhood that children walk through to get to school and back. Decreasing the safety of our children should be considered in the plans. It is also necessary to preserve the alley behind Harper Street, as many residents use this as access to their properties, to their out buildings, and the residents as well as the city and county use it to access the utilities for the neighborhood. PLEASE ask these developers to alter the plans so that Little Italy's streets are not affected by this new neighborhood!

The zoning changes also seem problematic - The city has established these zoning uses for purposes that serve this city and community and should not be so easily thrown out. This plan asks for seven waivers, which is excessive. The area this development is closest to is Little Italy, which has an old town feel and density. The proposed plan mentions it's adjacent neighborhoods multiple times, but it's closest (and really only) adjacent neighborhood is Little Italy. The plan fails to explain what aesthetic the developers believe they are matching as well as how the plan does so. It's location is in the "Downtown Louisville" area, known for historic homes, nice lot sizes, small town feel, etc. The first approval of 51 units much more closely reflects all these values and aesthetics, while 188 units - none of which are single family homes - does not. The developers have said this will help with "revitalization" and that these are "attainable" priced units. There is no connection between highly packed in apartments and "micro townhomes" and old town Louisville revitalization. They fail to make the connection in the plan, and I fail to find the connection in reality. These townhomes are approximately the size of my garage, and are expected by the developers to start selling for \$300,000. This makes the price per square foot approximately double what most real estate in Louisville currently sells for. Even if "attainable" meant something in real estate terms, no one can argue that this is attainable or revitalizing to the community in any way. The Little Italy

neighborhood is varied and eclectic and historic and the plan proposed is none of these things. Little Italy is roomy and sleepy and has a small town feeling, none of which is reflected in the plans for this development. The word "urban" is used over and over in the plan, while Louisville prides itself on staying small, keeping the "urban" out. PLEASE ask the developers to rethink the style, density, and aesthetic of the plan. And city officials and commissioners - PLEASE reconsider what you know of Louisville and it's residents when it comes to urban feelings and attitudes.

My last point to make is that the plan says there is no natural features on the land, which is categorically untrue. Goodhue ditch runs through it, for example, and the plan's solution for piping it is one that, if it failed, could send water into Little Italy, depending on the grading, which is not discussed in the plan. There are also multiple very old old trees that live in that field, that house and are part of the ecosystem for many different species of wildlife, including our cherished birds of prey. The proposed plan wipes all of this out entirely, which, again, feels very much opposed to the general culture and attitudes of Louisville residents and government, and of Boulder County.

I offer sincere wishes that the powers that be don't allow this plan to pass through as written. Please use your professional positions to reflect the wishes of the people to maintain the neighborhood that we love, rather than to meet the wishes of a developer who knows nothing of it.



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From: [Mark-Linda](#)
To: [Planning](#)
Subject: Coal Creek Development
Date: Monday, October 7, 2024 6:59:00 PM

I am asking that the proposed cut through named the Front St connection be closed to vehicles except emergency vehicles. I'm asking for the Front St connection to be open for pedestrians and bicycles.

If the Front St connection is built vehicles will cut through the proposed Coal Creek Village and the historic Little Italy neighborhoods in order to avoid congestion at the failing intersection of S Boulder and Hwy 42. The cut through will contribute to congestion at the Louisville Middle School. Front St in Little Italy was built in the 1880s for horses and is a narrow street that doesn't support vehicle traffic currently let alone such an increased volume of traffic.

In the Transportation Master Plan there is a tunnel for pedestrians and bikes to access the King Soopers shopping center. The Coal Creek Village development is an opportunity for downtown Louisville, DELO, Little Italy and Coal Creek Village residents to access the proposed tunnel. Thus creating the vision of Transportation Master Plan by incentivizing walking and biking for groceries, and other businesses in the shopping center.

By closing the Front St connection to vehicle traffic a Safe Route to school will be created with children able to walk and bike safely the short distance to Louisville Middle School and to the Monarch HS school bus stop at Pirate's Park. Also by closing the Front St Connection to vehicles there can be a combined elementary school bus stop for both neighborhoods of Little Italy and Coal Creek Village.

I'm asking you to follow the vision for Louisville to be more walkable and bikable with a nifty cut through for those purposes.

Linda Cateora

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Linda Cateora

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From: [Micah Abram](#)
To: [Matt Post](#)
Subject: Coal Creek Village community comment - : Case # PUPL-346-201, ZON-347-2021, SRU-520-2024
Date: Tuesday, September 10, 2024 9:06:31 PM
Attachments: [image001.png](#)

Dear Matt,

Thank you very much for spending time with my neighbors and me on Monday reviewing the Coal Creek Village plans. We look forward to speaking with the Commission this Thursday. Sincerely, Micah

Subject Line: Case # PUPL-346-201, ZON-347-2021, SRU-520-2024

Dear Planning Commission,

Thank you for your time and service in reviewing the Coal Creek Village development proposal. I appreciate the Commission's role in balancing community needs with new growth, and I acknowledge the importance of expanding housing options in Louisville.

I'd like to highlight that both the Louisville Municipal Code and the Special Review Use Analysis emphasize the importance of designing new developments in harmony with existing neighborhoods. It is crucial that this principle is respected in the planning of Coal Creek Village, particularly as this is the first public opportunity for Little Italy residents to voice their concerns. Despite multiple attempts, residents have received no response from the developer, and this lack of engagement makes it even more important for the Planning Commission and City Council to ensure a balance is struck between new and existing developments, taking into account the needs of current residents before the preliminary plat is approved.

As a homeowner in the historic Little Italy neighborhood for over 20 years, and as the parent of a middle school-aged child attending Louisville Middle School, I have specific concerns regarding the current design of this development, particularly with respect to traffic and safety.

After meeting with the project's lead planner, I understand that density and green space are being addressed. However, my primary concerns remain focused on traffic flow and access:

- Front Street Connection: I strongly urge the Commission to limit the Front St. connection to emergency vehicle access only. Allowing full vehicle access will significantly increase traffic in our neighborhood, creating safety issues and congestion,

especially near the middle school.

- Alley Connection: It is important to maintain the existing alley access for current residents without overburdening it with additional traffic from the new development. The alley is not equipped to handle increased traffic and should not become a thoroughfare.

Given these concerns, I respectfully request that the Planning Commission postpone approval of the preliminary plat until the planning department and the developer meet with concerned residents of Louisville. This will allow for a more thorough consideration of community input and ensure that the development does not compromise the safety, access, and quality of life for current residents.

Thank you for your attention to these concerns and for your continued efforts to protect and enhance the Louisville community.

Sincerely,

Micah Abram, Andrew Maass, and Annabelle Maass
1003 Harper St.
Louisville, CO

Micah Abram (she/her/hers)
Assistant Dean, Office of Advancement
School of Education
University of Colorado Boulder
(o) 303-492-8554
(m) 303-807-7620

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From: [Rita Zamora](#)
To: [City Council](#); [Planning](#)
Subject: Coal Creek Village Development
Date: Thursday, October 10, 2024 12:20:42 PM
Attachments: [2020CommunicationToCityCouncil.png](#)
[CrosswalkSignCannonandGriffithSept2022.png](#)

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

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Rita Zamora

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From: [Debra Sirkin](#)
To: [Planning](#)
Subject: Coal Creek Village Planned Unit
Date: Monday, September 9, 2024 3:15:45 PM

We live at 1085 Johnson Lane in Louisville, in DeLo Townhomes, directly across from the OTHER proposed heavily dense new housing development.

We are ALREADY very concerned about traffic flow through our neighborhood because if this very large plan, and the last thing this part of Louisville needs is yet one more, even MORE DENSE housing development right near an already very heavy traffic intersection.

We are very concerned that the City of Louisville is not thoroughly considering the impact of TWO very dense housing communities that are within 2 blocks of each other.

Residents who already live between these two major developments will become sandwiched in by construction, traffic, noise, tall buildings, let alone the impact this would have upon the safety of the nearby school, parking (which already isn't even adequately accounted for in the FIRST DELO development), and general quality of life that makes Louisville such a special place to live.

We further concur with all the other concerns expressed by other neighbors who have signed the community letter.

Thank you for your consideration,

Debra Sirkin and Brian MacLeod
1085 Johnson Lane
Louisville

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From: [Mark-Linda](#)
To: [Planning](#)
Subject: Coal Creek Village
Date: Tuesday, September 10, 2024 10:37:06 PM

Dear Planning Commission and City Council

Please do not approve the preliminary plat for Coal Creek Village until the planning department and developer meet with concerned citizens of Louisville.

Over the years, I have personally met with 3 different planners and the prior developer. With each personnel change within the planning department the conversations have left with each person's departure. Each new planner needs to be oriented to this development. In my meeting on 9/9/24 with the current city planner, Matt Post, I learned he has been in the position since December 2023. As a new employee he has inherited a project that he has not had input on and is unaware of the large problems within this plan that will severely impact the adjacent historic neighborhood, Little Italy.

Coal Creek Village is based on a plan formerly called Coal Creek Station. I had direct communication with the developer of Coal Creek Station, Bill Arnold. Bill died and the new developer has changed the name, changed the plan and not met or heard concerns of citizens. The new developer has not responded to my communication attempts.

My immediate concerns:

1) The Coal Creek Village plan has motorway connection with Front St inside Little Italy and the alley just bordering Little Italy on the North. Neither Front St nor the alley are designed to support increased vehicle traffic. Currently, Front St cannot support the two-way traffic it already has. Vehicles must yield to each other if they meet on the street.

2) The base plan, Coal Creek Station was designed for a train station on the property where Delo now sits. There are townhouses and apartment buildings on the property that once was for a train station. Front St connection is moot because it has been blocked by buildings. If the Front St connection were to be built with a terminus at Griffith St it would be a nightmare. Griffith St isn't designed to support increased traffic because its terminus is Main St at the crosswalk for the Louisville Middle School! During school drop-off and school pick-up that intersection is hazardous.

With the development of Delo, the Coal Creek Station plan for a Front St connection is no longer logical. Rather a multi-use access closed to all vehicles, except emergency vehicles, would provide walkable safe route to school for students in new Coal Creek Village plan.

Ultimately my request is for time. Time to open communication between the citizens of Louisville, the planning department and the developer. Please table this vote.

Mark Zeman
Resident 31 years
1439 Front St
Louisville



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From: [Alia Zelinskaya](#)
To: [Planning](#)
Subject: Comment in support of Coal Creek Village Mixed-Use Development
Date: Thursday, October 10, 2024 12:20:51 PM

Hello,

I'm a resident of Louisville and just wanted to write ahead of today's planning commission meeting to express my support of the Coal Creek Village Mixed-Use Development. I know that higher density projects can be controversial, but we need more housing and especially affordable housing - this location being at an intersection of two major thoroughways can provide that. The fact that the location is well positioned for buses, walking, and biking and that the proposal includes mixed-use development is also fantastic - I hope that bike parking is considered as part of the development.

Thank you for listening, and for all the work that you do!

Alia Zelinskaya

298 Caledonia St, Louisville, CO 80027

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Thank you for listening, and for all the work that you do!

Alia Zelinskaya

298 Caledonia St, Louisville, CO 80027

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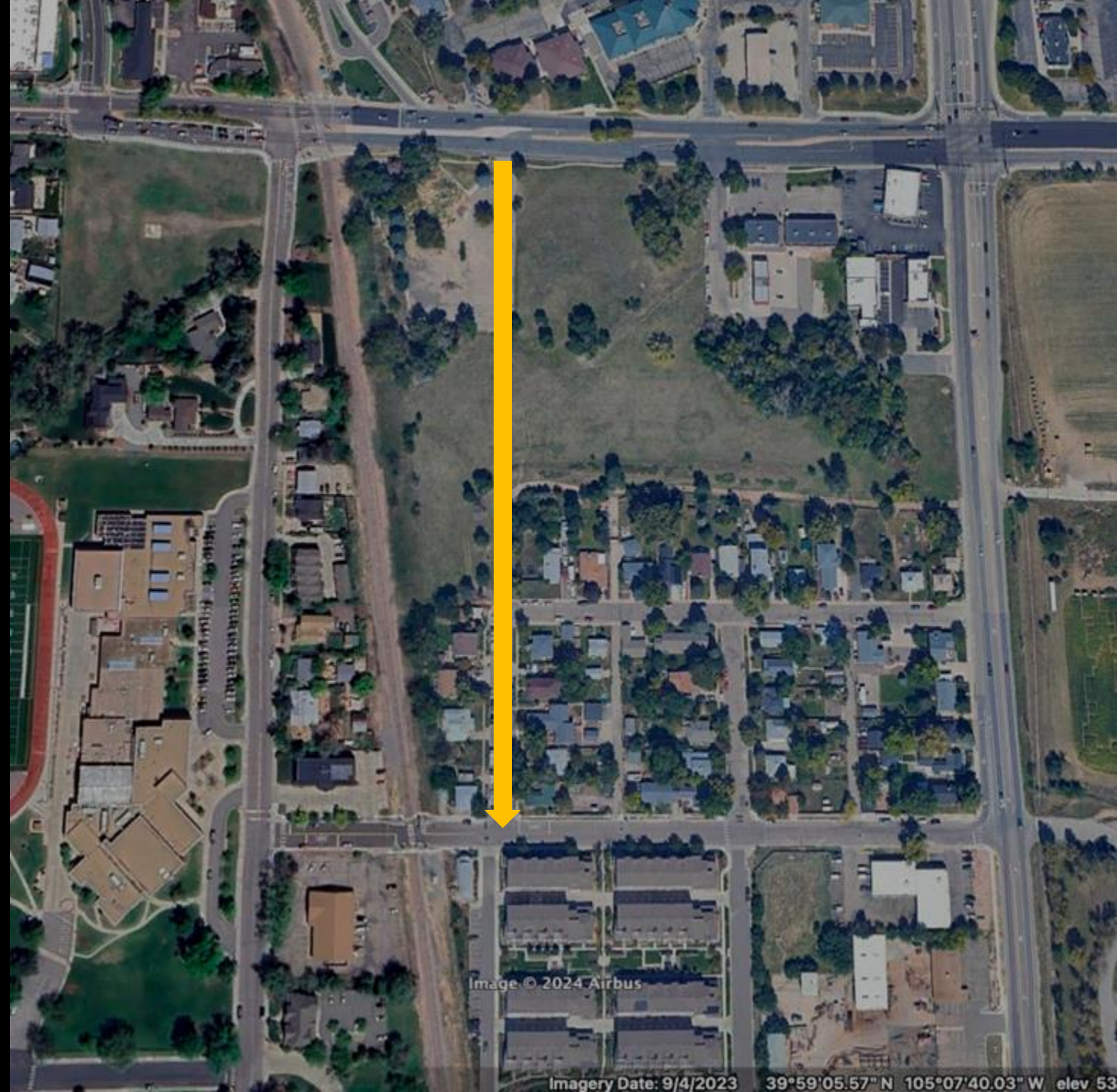
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Major Issues with Coal Creek Development Plan

1. Routing traffic on too small roads into school zone
2. Drainage plan incomplete, high risk flood zone
3. Blocking resident access to homes and garages on alley used and maintained for over 60 years

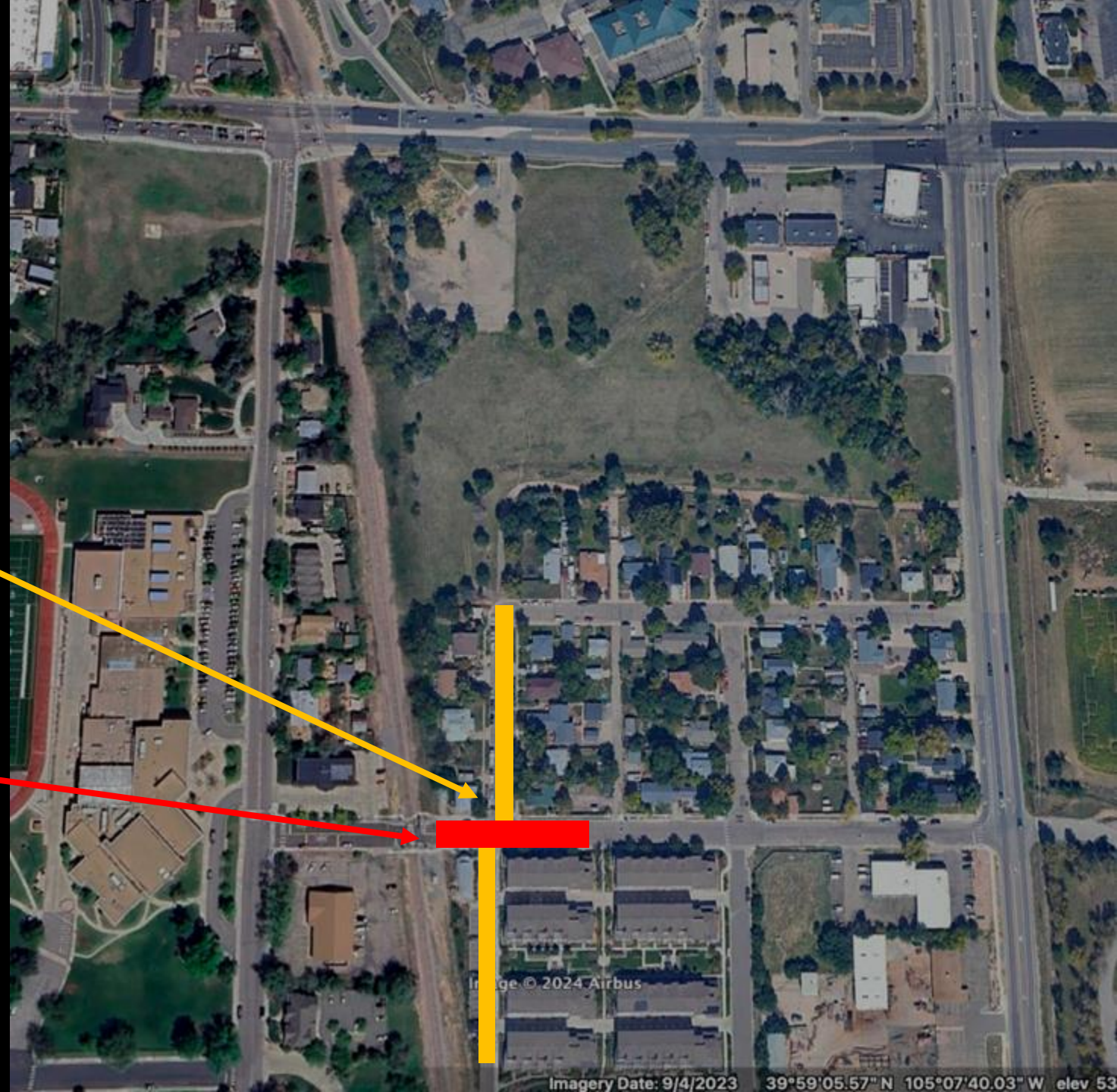
Routing traffic from South Boulder Road through tiny Little Italy, into school safety zone:

- Proposal connects Front St.
from South Boulder Road to
dead end at DELO



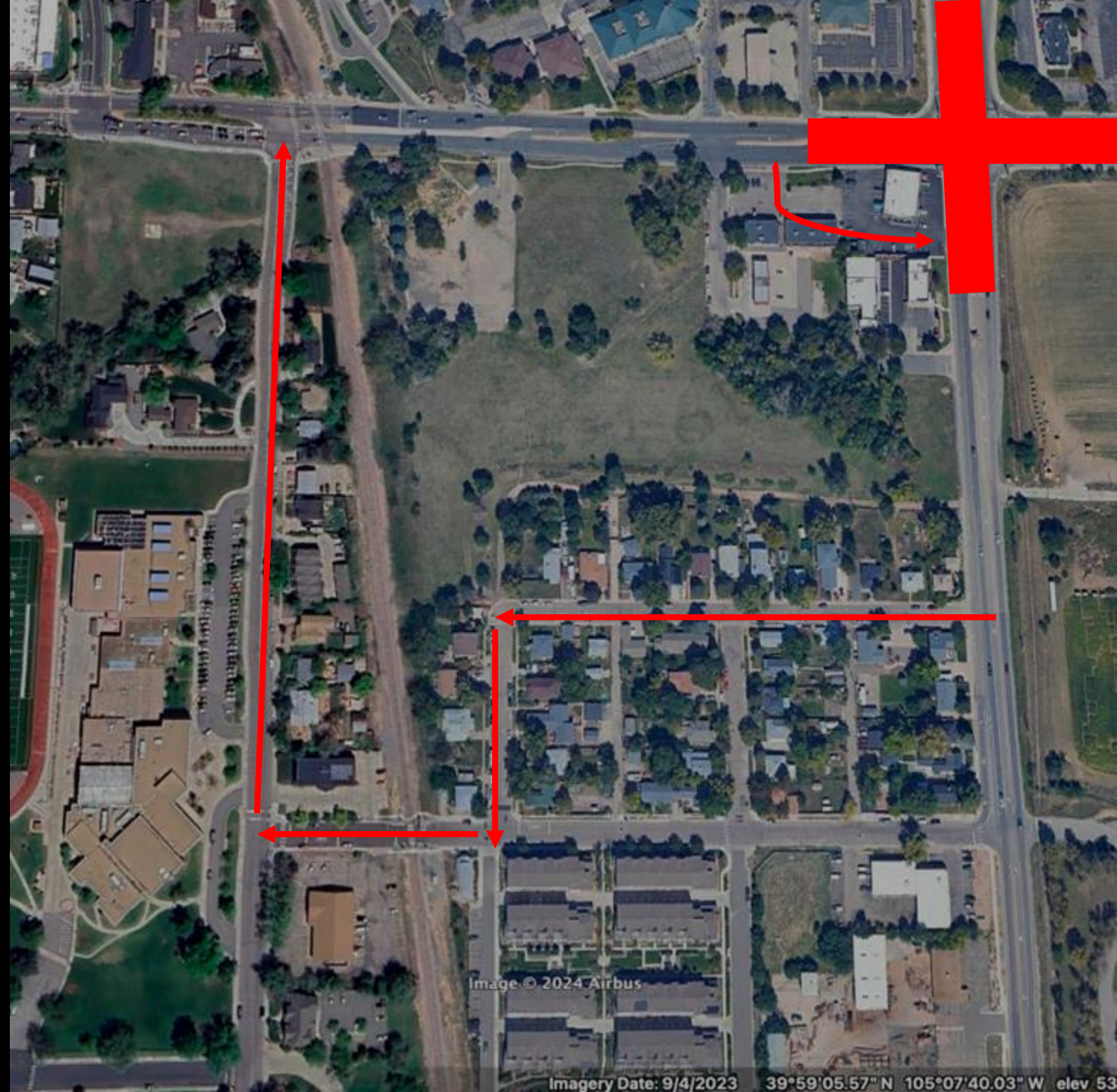
Major concerns:

- Front St. cannot continue because of Delo development, offset and leads to parking lot for Delo
- Only takes 2-4 cars to block intersection at train crossing (already a problematic intersection for small neighborhood residents)



Major concerns:

- Failing intersection at S. Boulder Rd. and 42
- There are already problems with cut-through traffic and increasing safety issues at Louisville Middle School



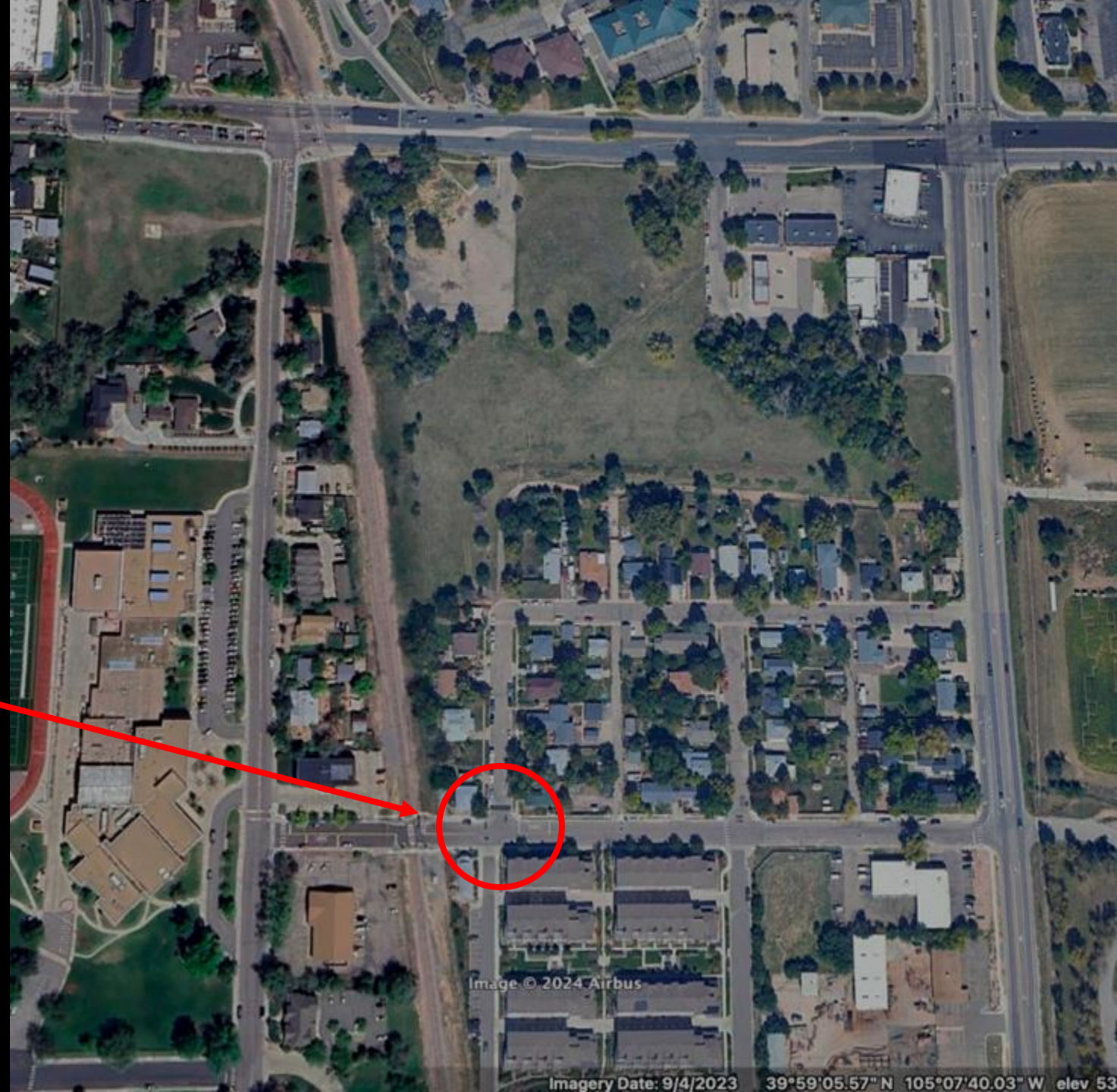
Major concerns:

- Blocks existing resident access to their properties and garages (existing alley used and maintained for over 60 years by both city and residents)
- Offset due to a lack of land ownership north of Front St. blocks safe continuity of flow.



Developer's traffic study did not include this critical intersection

- Front St. and Griffith St. (clog point, railroad crossing, and major safety + traffic problem) not included in traffic study.
- Recent city investment in quieter train crossings did not anticipate routing thousands more cars/day through intersection.

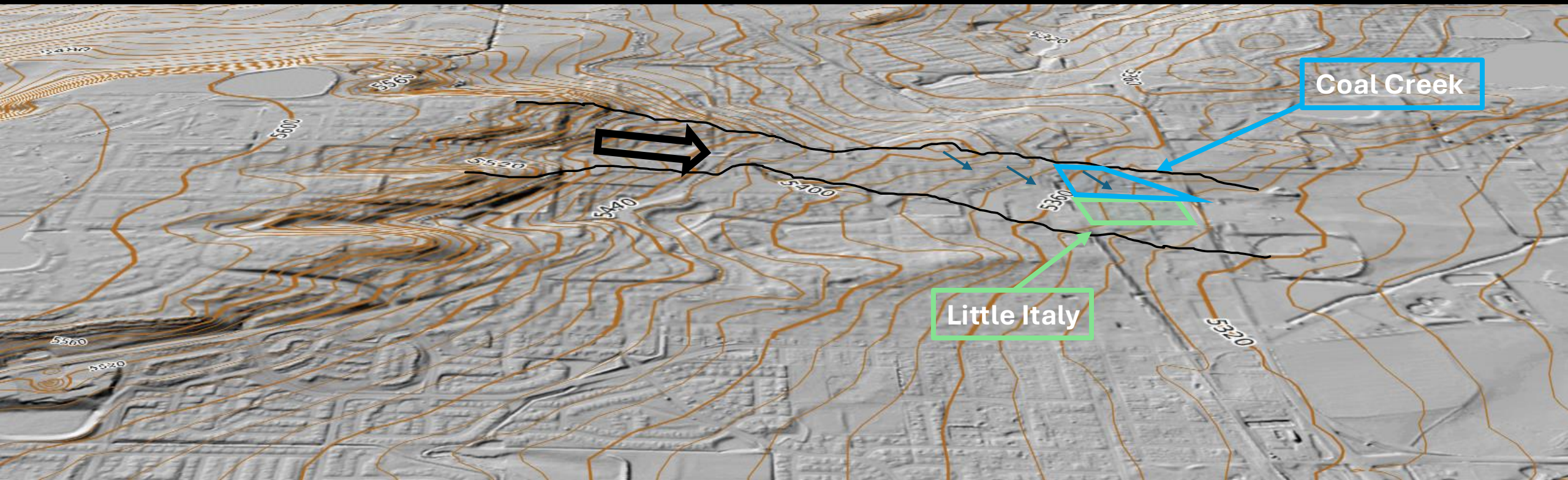


ALL RECENT CITY PLANS oppose proposed connection, only old/very old plans support:

- Opposed and/or not included (see attached document):
 - Transportation Master Plan (2019)
 - Historic Preservation Plan (2015)
 - South Boulder Road Connectivity Plan (2019)
 - Future42 (2022)
- Shown/mentioned by planning department at Sept 12th meeting:
 - 2003 Highway 42 Revitalization Plan (replaced by Future42)
 - 2016 Coal Creek Station Plan (56 units, pre-dated new key planning documents like the TMP 2019)
 - Caledonia Place Plat (1890)
 - Coal Creek Station Filing (1978)

Coal Creek village is at the bottom of one of the more significant drainage basins in the city, and is a seasonal wetland that helps mitigate flood risks in the surrounding neighborhoods and regional roads (S. Boulder Rd., SH42).

- PUD proposes routing all water TOWARDS Little Italy into underground storage, if these fail, historic houses built on cobbles/cinderblocks will be risked.
- Developer was unwilling to share flood engineering drawings with Little Italy residents in advance of this meeting.



STATE
LAW



TO



WITHIN
CROSSWALK

Dear Louisville Planning Commission,

The Louisville residents in the historic Little Italy neighborhood, as well as local community members, are pro-development, but have the following major concerns about the Coal Creek development as it is currently described in the PUD. We urge the planning commission not to approve the Preliminary Plat until the planning department and developer have met with Little Italy residents and considered a few major revisions to preserve existing neighborhood character. Three major items that need amendment before approval of the Preliminary Plat are summarized here and described in detail below:

1. Remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially since Louisville Middle School students are expected to walk to school (no bus) within these blocks. These connections should be revised to multi-use pathways with emergency vehicle access only.
2. Reduce the number of townhomes on A Road and B Drive by 4 in order to maintain the existing alley, along with existing Little Italy property access, including unplatted lands. As designed the development could trigger Adverse Possession and delay the development. Moreover, this would safely ensure surface drainage of flood waters to Outlot D, which are currently routed through the existing alley.
3. Increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level.

First, and most importantly, Little Italy is strongly opposed to a connected motorway along Front St. between the Coal Creek development and Little Italy neighborhood. We propose that the road be designed only for emergency vehicle access but restricted to bikes and pedestrians at all other times, either through the use of pylons or a gate. Without this important safety measure, motorists will cut through the Little Italy neighborhood, reducing safety and increasing traffic substantially in a small, historic area that was not designed to accommodate throughway traffic. As currently planned, the Coal Creek development has three entrance and exit locations onto South Boulder Road and Highway 42. There is no need for additional auto traffic through the Little Italy neighborhood. With 188 dwellings planned this would completely alter the character and safety of the historic neighborhood, and impact school drop-off at Louisville Middle School. A previous development on Weldon Way in Louisville created an unsafe accessway and the City had to retroactively close this connection. Little Italy asks that this connection be removed in an amendment before approval is granted, not retroactively once it has become a problem as in the Weldon Way development.

Second, the development provides a connection to the existing alley, which triggers all the concerns described above connecting the development to Front St. Little Italy asks that there be no connection to the existing alley, which is used by many residents to access their properties, particularly alley-facing garages. The plan appears to cut into (or completely cut off) access to the existing alley (which is 20' wide) at the west end near C Avenue. Narrowing the alley is also not an appropriate or necessary development choice and will adversely impact current Louisville residents in Little Italy. If the developer removes only 4 units of the planned 188 on A Road and B Avenue they can proceed with the

development without triggering Adverse Possession by impacting existing Little Italy access to their properties along the alley, which has been maintained in its current configuration since at least 1952.

Third, the plan does not appear to provide enough green infrastructure, and the storm line management is lacking. This is especially important given that the current lot has a small wetland region in the northeast that serves as critical habitat and a migration pathway for birds of prey, and that the entire lot is a major drainage point for the city. As designed, the amount of impermeable surface will increase flood risks to the historic Little Italy neighborhood and nearby major streets of South Boulder Road and especially Highway 42. The developer needs to design the plans to include best management practices for green storm-water infrastructure, including space for stormwater capture to prevent flooding (outlot D is not sufficient given the drainage directions noted on page 17/32 on the PUD). On the current PUD, the existing dirt alley is set up to channel water into outlot D, with drainage directions showing water is directed towards Little Italy and its alleyway along the entire adjoining region. A dirt alley will not be able to route the amount of water without major damage that the City will be responsible for regularly managing, especially as flood risks increase in a changing climate. Little Italy residents would bear the brunt of this poor design.

Besides water and flood management risks, the elevation drawings have no trees on the alley-loaded dwellings, negatively impacting the current residents. Alley loaded units need to be given the same attention as other units by providing trees between the Little Italy neighborhood and new development. The section of the Coal Creek development facing the historic Little Italy neighborhood lists no trees (Block 2 and Block 3), or only 1 tree/300sf (Block 1) as compared to 1 tree per 20 linear foot on Blocks facing South Boulder Road, Highway 42, and- internal to the development- Cannon Circle. While there are trees on the drawing, the requirements listed in the boxes do not include trees. Little Italy would like a commitment from the developer to plant relatively mature trees as is drawn on the landscaping plan, but not listed in the Block requirements on that same page. These greenway adjustments will help to address other resident concerns about a potential heat island and/or the right of quiet enjoyment within the Little Italy neighborhood.

In addition to these three major concerns, the Little Italy neighborhood will be permanently altered by this development. The developer should provide improvement to the existing alleyway, burying of utility lines to connect with the development's proposed updated service, improvement to sewer lines in Little Italy (only 10" diameter on Harper Street and with increase of flood waters from development this will become untenable), and general improvements to the neighborhood, including access to improved utility services coming to the Coal Creek development. Lastly, has there been an analysis of the potential impact of underground mines on construction/development safety?

The City of Louisville, its government and people, are making a lot of changes to accommodate this development including Rezoning and Special Review Use. The above requests are not much to ask, are even supportive of the development, yet bring community care to an otherwise dangerous and unsafe situation for Little Italy, DELO residents and Louisville Middle school families and staff.

Section 17.08.374 of the Louisville municipal code states: ""The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced ***while still being in harmony with the surrounding neighborhood.***" In order to meet this requirement, the developer and planning department must work with Little Italy residents to address their major concerns. If the preliminary plat is approved the city planner has advised that changes involving Front St. and/or the alley used by residents (our highest and foremost concern) will be almost impossible to amend. The charge for a Special Review Use Analysis states: "***External and negative impacts on adjacent properties are controlled for and reduced.***" Existing Louisville residents have not had a voice until now, and more time is needed for their voices to be heard.

Please do not approve this preliminary plat until the planning department and developer negotiate solutions to existing resident concerns. Thank you, and we look forward to finding common ground from one historic residential area to a new (if approved) residential area.

Sincerely,

Residents of Little Italy and Supportive Community Members
(83 signatures collected via change.org petition management):

<u>Name</u>	<u>City</u>	<u>Postal Code</u>	<u>Signed On</u>
Lauren Foster	Louisville	80027	9/5/24
Parke Pleasants	Louisville	80027	9/5/24
Anita Menendez	Louisville	80027	9/6/24
Victoria Facemire	Louisville	80027	9/6/24
Nick Facemire	Louisville	80027	9/6/24
Micah Abram	Louisville	80027	9/6/24
Jerrica Ash	Boulder	80301	9/6/24
Juliane Leckey	Louisville	80027	9/6/24
Moses River	Louisville	80027	9/6/24
Sandra Beranek	Lafayette	80026	9/6/24
Michael Mahan	Louisville	80027	9/6/24
Peter Kostoff	Denver	80231	9/6/24
Ash Colby	Louisville	80027	9/6/24
Lisa Brooke	Portland	97214	9/6/24
Sawyer Pierce	Louisville	80027	9/6/24
Linda Cateora	Louisville	80027	9/7/24
Else Roth	Englewood	80150	9/7/24
MARK Zeman	Louisville	80027	9/7/24
Sondra Hittle	Boulder	80303	9/7/24

Sanam Pejuhesh	Louisville	80027	9/7/24
Tami Cantrel	Denver	80226	9/7/24
Maribel Saldana	Golden	80403	9/7/24
Conrad Zeman	Louisville	80027	9/7/24
Niko Silvis	Luisville	80027	9/7/24
Joan Doolittle	Louisville	80027	9/7/24
Jose Rodriguez	Louisville	80027	9/7/24
Mary Thompson	Louisville	80027	9/7/24
Janice Larson	Louisville	80027	9/7/24
Carol Wilson	Denver	80231	9/7/24
Kelly Bocker	Louisville	80027	9/7/24
Ellen Kirk	Louisville	80027	9/7/24
Kirstan Vaughan	Winder	30680	9/8/24
Julie Maes	Louisville	80027	9/8/24
Rafael Rodriguez	Lafayette	80026	9/8/24
Naeem janjua	Sacramento	95832	9/8/24
Erika Rikhiram	Clermont	34711	9/8/24
Divya Nagendran	Aurora	60505	9/8/24
Adam Kaluba	Burleson	76028	9/8/24
Joyce Goglio	Louisville	80027	9/8/24
Tammy Lastoka	Louisville	80027	9/8/24
Todd Lastoka	Denver	80220	9/8/24
Jayden Lastoka	Louisville	80027	9/9/24
Sara Blumhardt	Louisville	80027	9/9/24
James C. Lastoka	Louisville	80027	9/9/24
Dustin Sagrillo	Louisville	80027	9/9/24
Lauryl Danuff	Louisville	80027	9/9/24
Scott Carey	Louisville	80027	9/9/24
Jody Ash	Louisville	80027	9/9/24
Jennifer Benshoof	Louisville	80027	9/9/24
Kay Weaver	Louisville	80027	9/9/24
Joanna Roberts	Bronx	10461	9/9/24
Andrew w Maass	Louisville	80027	9/9/24
Cynthia Corne	Louisville	80027	9/9/24
Lisa Zavarella-DeBoy	Louisville	80021	9/9/24
Ali Frusciano	Louisville	80027	9/9/24
Marissa Rodrigues	Longmont	80501	9/9/24
Dawn Mcneal	Fergus Falls	56537	9/9/24
Bob Musslewhite	Louisville	80027	9/9/24
Mark Gasper	Louisville	80027	9/9/24

Ella Miller	Louisville	80027	9/10/24
Terri Johnson	Louisville	80027	9/10/24
Bob Tofte	Louisville	80027	9/10/24
Wendy Appel	Louisville	80027	9/10/24
Allyson Stone	Louisville	80027	9/10/24
Allister Layne	Conyers	30094	9/10/24
Chante Ash	Louisville	80027	9/10/24
Steven Morigi	Denver	80234	9/10/24
Wild Heritage Gardens	Louisville	80027	9/10/24
Amber Morelock	Manor	78653	9/10/24
Mary Rizzi	Louisville	80027	9/10/24
Roxann Waneka	Lafayette	80026	9/10/24
Robin Waneka	Louisville	80027	9/10/24
David Brandt	Oklahoma City	73149	9/10/24
will Scherer	Louisville	80027	9/10/24
Abbe Gilroy	Louisville	80027	9/10/24
Bruce Bernhardt	Louisville	80027	9/10/24
Constance Bernhardt	Louisville	80027	9/10/24
Dan Barnes	Louisville	80027	9/10/24
Stephanie Hartstein	Denver	80219	9/10/24
Derek Wood	Louisville	80027	9/11/24
Katie Facemire	San Antonio	78249	9/11/24
Jorge Bautista	Corona	92882	9/11/24
Kirsten LoGalbo	Abbotsford	54405	9/11/24

From: [Lauren Foster](#)
To: [Planning](#)
Subject: Delay vote until developer/planning department meet with and make two SMALL amendments to the preliminary plat
Date: Tuesday, September 10, 2024 10:06:14 AM

FROM: Lauren Foster, Little Italy Resident, 1011 Harper St, Louisville, CO

Dear Planning Commission,

I appreciate your service to the community in reviewing plans for new developments and planning for Louisville's future. Your role to "evaluate each proposal against municipal ordinances and the desires of the neighborhood" is a vital one and is especially relevant this Thursday, September 12th, regarding the Coal Creek Development. While I am, overall, supportive of the development, the Highway 42 Revitalization Plan, and the goal to provide more accessible housing in Louisville, the developers and planning department have not yet considered or collaborated with their neighbors in Little Italy. If the preliminary plat is approved today, the planning department has advised us that our most urgent concern (increased traffic in Little Italy) would be difficult or impossible to change in later stages of the review process. **Please delay tonight's decision until the planning department and developer meet with concerned citizens and consider the minor changes needed to address their concerns.**

In the section pertaining to new developments like Coal Creek, the Louisville Municipal Code states: "The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced *while still being in harmony with the surrounding neighborhood.*"

Furthermore the charge for a Special Review Use Analysis states: "*External and negative impacts on adjacent properties are controlled for and reduced.*"

While it is the charge of the planning department to make sure a new development meets code standards and requirements, which they have thoughtfully and thoroughly reviewed, it is your charge as the commission to help balance this with the existing community. I, personally, am supportive of the Coal Creek development. The development is VERY high density relative to the rest of Old Town, however they thoughtfully request LESS building coverage than the minimum for an MU-R zoned area. **The major impacts to the community that must be revised by the developer BEFORE approval of the preliminary plat are:**

1. The connection between Front St. and South Boulder Road must be designed as a multi-use bike, pedestrian pathway with emergency vehicle access only. Any connection to the Little Italy alleyway should also be designated as emergency vehicle access only.
 1. Front Street through Little Italy is already too narrow for two cars to pass abreast, and street parking in the neighborhood is already at capacity. The street cannot host a significant increase in traffic from the new development, which already has 3 entry/exit points and does not need another.
 2. Louisville Middle School attendees within and surrounding Little Italy are already in a zone designated as "walkable" (no public school bus access), so children are consistently walking through the neighborhood to get to school. A dramatic

increase in traffic on an already narrow road with narrow sidewalks would drastically increase safety risk and potential car/pedestrian accidents.

3. The traffic study shown by the developer highlights that ALREADY there are delays at the South Boulder Road and Highway 42 intersection, increasing the amount of non-development/Louisville traffic that cuts the commercial corner to avoid the intersection. Providing connectivity here will route an inordinate amount of cars on a street designed for low-density residential uses. Even just the added burden of 188 new units, some with multiple cars, driving through the neighborhood, instead of on the major roadways designed to handle traffic (including South Boulder Road, Highway 42, Main Street, and Griffith Street) will dramatically increase the number of cars, potentially by hundreds per day.
4. City planning documents regarding this connection are outdated and based on information/data that no longer apply OR support the incorporation of a multi-use pathway with emergency only access:
 1. The Future Land Use Exhibit, *which is the only city document that explicitly calls for a connected Front St to South Boulder Rd*, was written and published in the early 2000's, back when a railroad station was anticipated at the Coal Creek development property. This no longer applies, as any future railway station is currently planned at the north end of downtown to the west of the railroad tracks where the new railroad underpass was constructed. There is not a need for this connection anymore, especially considering its adverse impact and the outdated city plans.
 2. [The Transportation Master Plan \(2019\)](#) *does NOT explicitly call for connectivity between Front Street and South Boulder Road*. It does however call for the following:
 1. #1 - Operate efficiently and safely for all users (the above highlights the inefficiencies, dangers and safety risks of the Coal Creek planned connection)
 2. #2 - Be a cohesive and layered system (describes a mix of uses including walking and biking which this multi-use access point will achieve)
 3. #8 - "reducing emissions and supporting mode share and sustainability" (closing this connection and encouraging other transport into walkable downtown meets this goal without reducing downtown access)
 4. Please read the 2019 TMP, which unequivocally supports the proposed amendment of emergency only access and a multi-use pathway and is the most recent, formal plan for the city relevant to this issue. Some other key quotes from the Transportation Master Plan that apply here:
 1. "Traffic congestion and cut-through regional traffic are getting worse. Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking"
 2. "In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places"
 3. "Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed-use neighborhoods centered around reliable and frequent transit service. Benefits of TOD include increased mobility and transit

ridership, reduced regional congestion, enhanced economic competitiveness. TOD design concepts should include a mix of uses, integration of bicycle accommodation, plazas and public space, and specialized retail and services for commuters."

4. "A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools and key destinations including parks, the Recreation Center and other community centers. For school children, these programs can help instill habits of walking and biking, along with safety and education around multimodal mobility. For older adults, Safe Routes programs can promote active aging, and contribute to health benefits."
2. The developer should remove four of the 188 units on A Road and B Drive such that the existing alley (in use as access to garages and properties by residents and maintained by the city since at least 1952) can continue to exist without encroaching on the unplatted lands in the Northwest corner of Little Italy. Furthermore, the city and developer should work with the two unplatted landowners (both of whom are involved in this Little Italy response) to FINALLY (and formally) complete the alley easements that were never completed in the early 1900s within Little Italy, though that was always the intention.
 1. All the safety concerns listed under the Front St. connection apply if there is a connection through the alleyway.
 2. Removing only 4/188 units allows the developer to efficiently move forward with preliminary plat approval and community support, *without triggering any adverse possession* of the closure of a throughway to building/garage access on private property that has been maintained by both residents and the city for decades. There is no good reason to prioritize 2% of the project in a way that adversely impacts the existing neighborhood access. Closing the alley affects half the residents in Little Italy. Adverse possession would delay this project for years until it is resolved and cost all parties involved an unnecessary amount of money.
 3. The drainage plan on page 17/32 of the PUD shows surface drainage FROM the development TOWARDS the alley, then the alley routes flood waters into Outlot D. It is NOT APPROPRIATE for the developer to do their drainage plan by routing water into Little Italy. Removing these four units and moving C Avenue north would allow for a strip of green space/grading that would be an appropriate drainage plan for this downgradient portion of the city to route water into outlot D.
 4. It would also provide a slightly larger green buffer between Little Italy and the new development as well, helping to maintain the existing neighborhood character.

Thank you to the Planning Commission and City Council for your time and service. I know you will do right by our community and neighborhood, which is overall pro-development, by delaying the preliminary plat vote until these two major items have been addressed in harmony with existing resident concerns.

Sincerely,
Lauren Foster

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From: [Michael Palone](#)
To: [Planning](#)
Cc: [Caleb Dickinson](#); [Tim Bierman](#)
Subject: Feedback for Planning Commission
Date: Thursday, September 12, 2024 2:47:39 PM

Subject: Coal Creek Village Mixed-Use Development LOCATION: PLANNER:
Southwest corner of E South Boulder Rd and Highway 42 - TR 688-B LESS B1 8-1S-69 LESS
Meeting Date: September 12, 2024

I am writing to express my significant concerns with this development plan as proposed. As a longtime resident of the Caledonia Place/Little Italy neighborhood, I have seen significant changes in traffic and the neighborhood dynamics in the past 15 years. I have been generally supportive of the strategy for the area and have seen positive benefits to tie our neighborhood to the Old Town core. We have been disappointed that the plan for the light rail line and station has not come to fruition.

I have attended several planning and community engagement sessions with the City on the master plan as well as more detailed discussions on the Highway 42 Revitalization Framework.

The development plan as proposed will overwhelm the Little Italy neighborhood as the density is simply too high and is not consistent with the vision that has been discussed and reviewed for many years. From the The Highway 42 Revitalization Area Framework Plan, which states "Careful planning and design of larger users is **critical to maintain compatibility with the Little Italy neighborhood to the south...**" Further, *Any redevelopment that might occur in Little Italy of the Miner's Field neighborhood will be consistent with existing zoning, which allows single and multi family residences at a density of approximately 12 du/ac.*

The transition of the high-density housing in the Front Street area does not serve to maintain the compatibility that has been promised. Small homes are welcomed, but the maximum height of 25' would not seem to describe a "micro" townhome.

The overall growth of traffic in the area, coupled with the development of Delo have created significant pressures on residents of Little Italy and created challenges driving in and out of the neighborhood. Uncontrolled traffic at the Louisville Middle School intersection at Griffith Street and Main Street during pick-up and drop-off times make it very challenging to exit the neighborhood today. Additional traffic would be unmanageable.

The micro townhome condominiums located south of the existing commercial area form an ideal transition between the existing commercial uses and the existing "Little Italy" residential neighborhood to the south. These unique townhome dwelling units organized as duplexes and triplexes are located on a shared lot and share common amenities including a central park space, benches, dog waste station, bicycle parking and landscaping. These homes at 300-450 square feet are the most attainable homes in the neighborhood.

I urge the plan to be scaled back with respect to the total density and additional measures be put into the plan to avoid overwhelming our neighborhood. The project may be appropriate for South Boulder on its own, but it is unacceptable for Little Italy as planned.

Sincerely,
Michael Palone

1443 Cannon St
Louisville, CO 80027
720-890-8230

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Rob Zuccaro

Subject: FW: Markel project

From: Jeanne Lewis [<mailto:jeanne.m.lewis@gmail.com>]
Sent: Tuesday, August 3, 2021 7:02 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Markel project

To: City of Louisville,

Regarding : Michael Markel's building projects in Louisville

Markel is planning on building a mixed use including commercial at S Boulder rd and the RR tracks (Coal Creek?) . Markel has NEVER completed the project at Hecla Way & S Boulder Road in the ugly vacant lot entrance at NorthEnd!

The residents are very unhappy and those plans have now expired. We highly encourage you to get some guarantees that this new development will have the commercial built first and Not just another residential area.

Louisville needs Markel to complete building on the vacant lot at S Boulder & Hecla Way prior to going into another development!!! This has been going on for years (4-5) now and nothing but BROKEN promises from Markel.

If the city approves another development we will likely see more broken promises and more vacant lots around our nice small town!

Please advise what the residents here in North End, at S Boulder & Hecla Way, might be able to do in order to help this issue along? This vacant and often trashy lot, looks so unattractive for the area here in Louisville.

Thank you very much for your time in this matter.

Jeanne Lewis

jeanne.m.lewis@gmail.com

727-417-3539

--

Jeanne Lewis

From: [Sanam Pejuhesh](#)
To: [Planning](#)
Subject: Little Italy resident asking for consideration for our children and citizens
Date: Sunday, September 8, 2024 8:12:25 PM

Dear Planning Commission,

I have been a resident of the historic Little Italy neighborhood for three years. I am supportive of bringing new housing and commerce to Louisville; however, the development as currently planned is too dense for the area, with more housing units than the Delo development on half the acreage. Front Street and Little Italy will be adversely impacted by the current design. I am writing to request that the Planning Commission ask for amendments to the proposed plan:

1. **Please** remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially with LMS within two blocks. These connections should be revised to multi-use pathways with emergency vehicle and pedestrian access only. If this moves forward, it will negatively impact our neighborhood's children who play in the sleepy little old town streets of Little Italy. It will undermine our property value and increase traffic, potential accidents and harm to our kids.
Please keep the entry/exit for this development to South Boulder Road and Highway 42 only.
2. The proposed density, at more than twice the density of the recent Delo development to the south, is too high and a special exception to density requirements should not be granted. The proposal should be half the size and density of dwellings.
3. Please increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level. Please take into account the wildlife that use these areas for survival that will be negatively impacted and lost due to this project.

Thank you for your attention and support on this urgent matter.

Sincerely,
Sanam Pejuhesh

--

Sanam Pejuhesh, LPC, RPT
she/her/hers
Play Therapist, Parenting Coach
Join The Village--my Facebook Parenting Community:
<https://www.facebook.com/groups/465659387899856>
Website: www.coloradoplaytherapy.com
Phone: 303-717-1749

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From: [tamar krantz](#)
To: [Planning](#); [Rob Zuccaro](#); [Matt Post](#)
Cc: [Steve Brauneis](#)
Subject: Misinterpretation of code at Hearing last night-- Public Land Dedication Required
Date: Friday, October 11, 2024 3:54:45 PM

Dear Director Zuccaro, Senior Planner Post, Planning Commission Chair, and Commissioners,

There seems to be a misinterpretation of code applied at the Planning Commission Hearing last night during the hearing on the Coal Creek Village Mixed-Use Development.

A public land dedication or fee in lieu is required but none was included. During the meeting last night, the issue was boiled down to what I believe to be a misinterpretation of the word "adequate". I have copied the transcript of the conversation below for your reference.

First of all, boiling this down to one word ignores the purpose and intent of the entirety of Title 16, Subdivisions. To make the determination that *NO* public land dedication is "adequate" is an enormous stretch. Common sense, our Comprehensive Plan, the HWY 42 Framework Plan, and the purposes expressed in the general provisions for subdivisions in LMC 16.04.020 require a public land dedication or fee in lieu. Please take the time to review the purposes set forth in 16.40. 020, specifically, purposes C and N. Please review the entire context of 16.60.060, Public Sites and Dedications. Taken in context, it is clear that a new development of this size requires "focal points for the community", "open space" or "public amenities" and the need to "provide for adequate and convenient open spaces...and recreation". The importance of this is reiterated in our code; the code gives the Planning Commission the authority to require more public space if 15% is not adequate (LMC.16.16.010 B and E). Relying on a stretch of one word, in one exception, to discount the public good is unacceptable.

While I believe that Director Zucaros's interpretation of the word "adequate" is out of context, I also believe it is incorrect.

First, I hope you will agree with a minor clarification: I believe Chair Brauneis and Director Zuccaro were referring to the word "satisfactory" in the code section that allows an exception to the public land dedication requirement for previously subdivided land. LMC16.16.60 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."*

The subdivision plat does not comply with this exception. You will see that there is *NO* public land dedication in the subdivision plat from 1890. This is neither adequate nor satisfactory.

Was there even a city council at the time? If the applicant, Markel Homes, refused to add a public land dedication, they may wish to argue that zero was acceptable and refer to a plat from 1890. However, given that the city council and planning commission have the authority to interpret *ZERO* public land dedication as unsatisfactory and that the planning commission and city council have the authority to require more, the city would prevail.

I believe that you will be able to solve this problem at the hearing when it is continued on December 12. The applicant, Jason Markel, expressed willingness to work with the community, planning staff, and the commission to look into the traffic concerns. I was very impressed with his patience and expressions of flexibility, especially when it came to making Front Street a thorough street. When asked about the public land dedication, he sounded willing to work with the findings of staff and the planning commission.

Staff, why not ask if they would provide a public land dedication?

Commissioners, why not follow the city code and send this back to be redesigned with a public land dedication? This is a preliminary plat and PUD, giving you the opportunity to give input before a final.

Let me reiterate a few reasons for a public land dedication that would require a small sacrifice in proposed density.

- The small park, tiny pocket parks, and drainage areas are not adequate and will not serve the increased density that the waiver requests would allow. Future residents require more outdoor space and breathing room
- A community designed with smaller indoor living areas requires an adult gathering area such as a dog park, picnic pavilion, pool, exercise area, basketball court, or other amenity.
- Residents of Little Italy would like to have a buffer between their homes and the development
- Reserving a space for a passenger rail station would be a well-justified use for a public land dedication.

Thanks for considering this.

Tamar Kranz

Louisville

Transcript of Conversation on Public Land Dedication from [10/10/24 video](#):

At 2:33:25 in the hearing Jeff Moline asked the applicant about his "thinking about the parks dedication".

At 2:35:40 Jason Markel addressed the public land dedication. He said, "I'm not the expert, but what I do remember is that because this was happening years ago with different staff, everyone dug in really firmly on that aspect of things and I believe the city attorney was involved and we had a lot of different discussions about that . It wasn't overlooked. It was dug into and thought through. And that was the staff's finding. Rob, do you have more to add about that?"

At 2:36:30, Director Zukarro said: "So the public land dedication, when a property is already subdivided, our practice has been that even if it was subdivided 100, 110, 120 years ago our practice has been that we don't seek a public land dedication because it has already been subdivided. The code language does maybe have some discretion there but that's been our practice."

Chair Brauneis then said: "I take it that your interpretation of the word "adequate" to mean what was in place at the time it was subdivided and so at the time it was subdivided in the 1890's there was no land dedication required so that was considered adequate at the time."

Director Zuccaro responded, "I think that's the logic but "adequate" is up open for anybody to determine of course."

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From: [Mark-Linda](#)
To: [Planning](#)
Subject: No to Coal Creek Village
Date: Wednesday, October 9, 2024 8:43:47 PM

Dear Planning Commission
Please vote no to the plat for Coal Creek Village.

There's many problems with the development proposal that are not congruent with the comprehensive master plan and the Transportation Master Plan. The most pressing problem is the proposed Front St Connection. Residents of Little Italy want to work with the city planners and the developers.

The developers met with several neighbors from Little Italy. The city planners also met with residents and after discussing concerns agreed to ask the developers to postpone the vote on the plat. The developers declined postponing the vote.

Please vote no on the plat for coal creek village and make the developer work with the adjacent neighborhood to resolve some issues that impact a 140 year old neighborhood.

Respectfully
Mark Zeman

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From: [tamar krantz](#)
To: [Planning](#)
Subject: Please reduce density to allow space for adequate public amenities at Coal Creek Village
Date: Thursday, September 12, 2024 12:48:46 PM

Dear Planning Commissioners,

The inclusion of apartments and mico-townhomes in the Coal Creek Village application is innovative and welcome. I also appreciate that the applicant has come forward with a preliminary plat and PUD, giving you the opportunity to provide input and recommendations.

Please use this opportunity to ask for a more walkable neighborhood with larger parks. The small park, tiny pocket parks, and drainage areas are not adequate and will not serve the increased density that the waiver requests would allow. With a little less density, “focal points for the community” could be included as envisioned by the HWY 42 framework plan. The play structure for children is great, but a community with smaller living areas requires an adult gathering area such as a dog park, picnic pavilion, pool, exercise area, basketball court, or other amenity. The Planning Commission has the authority to require more public space per Sec.16.16.010 B and E.

Also, please review the public land dedication requirement below in case this was missed in the staff memo. The details are below.

Thanks for your careful consideration.

Tamar Krantz,
Louisville

Applicability of LMC Section 16.16.60

To the best of my knowledge, the public land dedication of 15% is required though the area was originally platted in 1890.

Sec. 16.04.040- General Regulations describes the applicability of the entirety of title 16 as follows:

*"Whoever divides or participates in the division of a lot, tract, or parcel of land into two or more lots, sites or other divisions of land for the purpose, whether immediate or future, of sale or building development, whether residential, industrial, office, business or other use, who desires to build a structure upon any tract of land which has not been previously platted, shall make the transaction subject to the provisions of this title and a plat therefor must be submitted to and accepted by the city according to the terms set forth in this title. **The terms of this title shall also include and refer to any division of land previously subdivided or platted.**"*

There are exceptions to the public land dedication requirement in 16.16.60 but none appear to apply in this case. 16.16.60 requires a minimum of “15 percent for residential subdivisions of the total land area of the tract being subdivided shall be dedicated.” 16.16.60 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.**”*

No public land dedication was made in 1890 (to the best of my knowledge) therefore “satisfactory dedication arrangements” were not made. Therefore, 15% dedication is required today.

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From: [Ash Colby](#)
To: [Planning](#)
Subject: Proposed Coal Creek Village
Date: Thursday, October 10, 2024 6:05:21 PM

Hello,

I unable to attend the meeting tonight, October 10th, however, I feel my opinion should be voiced. I am a highschool student who currently lives in the little italy neighborhood and am affected by the current traffic issues already. The proposed Coal Creek Village and the planning or lack there of surrounding the traffic and roads is preposterous. On a daily basis I am affected by the backed up traffic on 95th and South Boulder, both on my way to school, and my way home. In addition, I frequently am nervous about my ability to get to work on time due to the traffic and build up at the 95th and South Boulder intersection. There has been days I have waited upwards of 15 minutes at both the stop sign on Griffith and 95th, as well as the one on Main and Griffith. The build up of traffic in these areas not only affects me, but friends, family, and neighbors. The proposed changes to this corridor and its roads would not only make it more difficult, but significantly more unsafe. On a regular basis I worry about other drivers hitting both kids attending LMS and myself. Just this morning I witnessed a woman nearly hit a student crossing Griffith street, as she was unable to see over the parked cars on Main while turning. It worries me to think of the increased flow of traffic due to the proposed plan. As a resident of the Little Italy neighborhood, I request you consider my concerns, and instead of increasing traffic concentration, monitor and control it.

Thank you for your consideration,

Ash Colby

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From: [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo@louisvilleco.gov)
To: [Planning](#)
Cc: EKayMarchetti@louisvilleco.gov
Subject: Public Comments Regarding Coal Creek Village - STRONGLY DISAPPROVE
Date: Monday, September 9, 2024 1:15:23 PM

Dear Planning Commission,

Dustin Sagrillo, 1435 Front St. here. After a thorough review of the Coal Creek Village request for approval of Resolution 10, I believe it is important to say that I strongly oppose and **strongly disagree with staff's recommendation** to approve the resolution as written for the following reasons.

- 1. Too dense.** The plan claims the reasoning for the change is to reduce commercial space. This plan reduces the commercial space by 6,490 square feet (approximately 32%) but increases the number of dwelling units by 368% and provides zero single family homes which would be more inline with the character of the adjacent Little Italy neighborhood. The
- 2. Negatively impacts the character of the adjacent historic neighborhood.** Old Town Louisville is not urban. It's a historic small town and should not be overrun by high density housing projects that significantly change the nature of the existing neighborhood. This is in no way preserving the character identity of Little Italy as stated on page 15 of the Staff Report under PRINCIPLE NH-4 - The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment (p. 38)
- 3. Not 'Attainable'** - As proposed 72% (154 of the 214) of the dwelling units will be not for sale apartment buildings, this means 72% of this development is not attainable and certainly helping "owners to gain equity in their homes". The proposed "attainable" micro townhomes have a starting price of \$1000/sqft. These units may be cheaper than the other townhomes but the design and size is not sustainable housing. These units are smaller than the proposed studio apartment and would be a mistake if allowed to be built.
- 4. Waivers ask for too much and should not be approved.** - This plan is dependent on 7 waivers used to modify the zoning and ultimately pack too much in too little space. This is not in line with who we say we are in Louisville.
- 5. Inadequate space for access to Coal Creek Village via the corner of Front St and Harper.** The space available is too small and should be redesigned to allow only for the existing alley access for Little Italy with a pedestrian access and emergency access to Coal Creek Village only. If allowed as currently proposed traffic will negatively impact Little Italy, making a neighborhood street and main thoroughfare will cause havoc when the train is passing and during pick up and drop off from LMS.
- 6. The current plan encroaches on Little Italy, its nature and its character.** The proposed housing at the far West corner of Front and Harper is not an adequate buffer between the two neighborhoods. The current plan puts what looks to be 10 dwelling units in a space that would be used for 1 dwelling if compared to the Little Italy plat. Again this is too much in too little space.
- 7. Inaccurate site description in project narrative.** The site currently has 100 year old trees, native plants and wildlife habitats including Swansen Hawk nests. The opinion that the site has no significant natural features is subjective and biased to support the narrative.

While I support the previous plan for Coal Creek Crossing as approved I wholeheartedly do not support this new plan and I strongly recommend that the commission **NOT APPROVE** Resolution 10, Series 2024 Recommending to the Planning Commission Approval of a Preliminary Planned Unit Development (PUD), Preliminary Plat, an

Ordinance Rezoning a Portion of the Property from CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) to MU-R (Residential Mixed Use), Amending Exhibit A, Land Use Exhibit, Referenced in LMC Chapter 17.14, and a Special Review Use to permit multi-unit dwellings on the ground floor in the MU-R zone district.

In my opinion this developer needs to return to the 51 dwelling units as approved. This project is too much in too little space.

Best Regards,



Dustin Sagrillo - REALTOR since 2005

"I help you love where you live and enjoy the process of getting there."

**Accredited Buyer Representative, ABR
Certified Negotiation Expert, CNE
Senior Real Estate Specialist, SRES
Colorado Collaborative Divorce Professionals**

RE/MAX of Boulder
2425 Canyon Blvd #110
Boulder, CO 80302
Direct: (303) 748-1719
dustinsagrillo@gmail.com
www.thesagrillgroup.com

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Click [here](#) to search both MLS systems in one place using my RE/MAX of Boulder app.

See website for details about The Sagrillo Group Scholarship Fund.

Oh by the way, I'm never too busy for your referrals!

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Dustin Sagrillo - REALTOR since 2005

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Rob Zuccaro

Subject: FW: Markel project

From: Jeanne Lewis [<mailto:jeanne.m.lewis@gmail.com>]
Sent: Tuesday, August 3, 2021 7:02 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Markel project

To: City of Louisville,

Regarding : Michael Markel's building projects in Louisville

Markel is planning on building a mixed use including commercial at S Boulder rd and the RR tracks (Coal Creek?) . Markel has NEVER completed the project at Hecla Way & S Boulder Road in the ugly vacant lot entrance at NorthEnd!

The residents are very unhappy and those plans have now expired. We highly encourage you to get some guarantees that this new development will have the commercial built first and Not just another residential area.

Louisville needs Markel to complete building on the vacant lot at S Boulder & Hecla Way prior to going into another development!!! This has been going on for years (4-5) now and nothing but BROKEN promises from Markel.

If the city approves another development we will likely see more broken promises and more vacant lots around our nice small town!

Please advise what the residents here in North End, at S Boulder & Hecla Way, might be able to do in order to help this issue along? This vacant and often trashy lot, looks so unattractive for the area here in Louisville.

Thank you very much for your time in this matter.

Jeanne Lewis

jeanne.m.lewis@gmail.com

727-417-3539

--

Jeanne Lewis

From: [LLC LLC](#)
To: [Planning](#)
Subject: PUPIL-346-2021 ZON 347-2021 SRU-520-2024
Date: Saturday, September 7, 2024 12:15:59 PM

Dear Planning Commissioners,

I have lived in the Little Italy neighborhood since purchasing my home 31 years ago. I've attended several meetings over the decades re the blighting, revitalization, railroad fast tracks and development of the east side of the railroad. Today, I am writing about the development of the land north of Little Italy-The Coal Creek Village. My intent is to protect the Historic Little Italy neighborhood, my neighborhood.

Please consider my concerns as you make decisions for the proposed development of Coal Creek Village.

1) Traffic inside the Little Italy neighborhood. I am absolutely opposed to the Front St connection through Little Italy to the north into the Coal Creek Village development. Allowing traffic to and from the development to pass through the existing neighborhood would be disruptive, unsafe, busy, noisy and unnecessarily negatively impact the neighborhood. The development plan already has 2 access streets to S. Boulder Rd and 1 access to 95th St. Providing access to Griffith St directly through the Little Italy neighborhood potentially increases traffic by 100s of vehicles per day. This volume of traffic would ruin the small compact neighborhood and create a backlog of traffic at the intersection of Front and Griffith streets. Griffith St already has an unsafe situation in the morning and afternoon when it is flooded by vehicles and students going to Louisville Middle School. Griffith St., also, already backs up with traffic for each passing train. I am in support of an access on Front St into the development for emergency response, pedestrians and bicycles. I am not in support of increased cars. Perhaps gated or pylons or the like of other limiting access that has been employed by the city elsewhere could be used here.

2) There is an alley on the north side of Little Italy that needs to remain open. Currently it is used for residents to access garages and private property. The plan for Coal Creek Village shows the alley used as a water detention area for the development. As there are already flood risk in that area, water needs to be diverted farther north away from the existing homes. There is already a natural marshy area with cat tails closer to the existing car wash that could possibly be enhanced to support detention water.

3) Density. There's a request to rezone and increase the density from the prior density zoning that was decided for this development. I am not in support of this rezoning request. Traffic, noise, light pollution has already impacted Little Italy from the Delo development. Increasing density from the plan that was already set forth in the Coal Creek Village development would further impact this neighborhood.

4) Green space. The Delo development to the South of Little Italy is lacking in shade. The area is hot and dry. Let us not create another paved, hot, and dry development without consideration of shade, permeable ground and greenery larger than a planter. The existing trees on the land proposed to be developed, although in need of tending and trimming, serve as perch areas for great horned owls, red tailed hawks and rarely bald eagle. Although these birds of prey are usually looking for the opportunity to take a backyard chicken, they are a magnificent sight either in flight or at rest. I would support the Coal Creek Village development incorporating the unique opportunity of highlighting the cat tails, cottonwoods and ecosystem

(including salamanders) that is already present on the land.

Louisville is a cool town. Let's not make the necessary efforts for housing deter from the small town vibe by rezoning the plan for even higher density and allowing development to severely impact an often overlooked historic neighborhood by creating a thoroughfare for vehicles. denying access to garages and properties and eliminating an ecosystem. The Coal Creek Village can be an example of how development can protect what is worth protecting while being utilized to serve the housing needs of our small town.

Thank you for your time and consideration.

Linda Cateora
1439 Front St
Louisville

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From: [Sanam Pejuhesh](#)
To: [Planning](#)
Subject: Little Italy resident asking for consideration for our children and citizens
Date: Sunday, September 8, 2024 8:12:25 PM

Dear Planning Commission,

I have been a resident of the historic Little Italy neighborhood for three years. I am supportive of bringing new housing and commerce to Louisville; however, the development as currently planned is too dense for the area, with more housing units than the Delo development on half the acreage. Front Street and Little Italy will be adversely impacted by the current design. I am writing to request that the Planning Commission ask for amendments to the proposed plan:

1. **Please** remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially with LMS within two blocks. These connections should be revised to multi-use pathways with emergency vehicle and pedestrian access only. If this moves forward, it will negatively impact our neighborhood's children who play in the sleepy little old town streets of Little Italy. It will undermine our property value and increase traffic, potential accidents and harm to our kids.
Please keep the entry/exit for this development to South Boulder Road and Highway 42 only.
2. The proposed density, at more than twice the density of the recent Delo development to the south, is too high and a special exception to density requirements should not be granted. The proposal should be half the size and density of dwellings.
3. Please increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level. Please take into account the wildlife that use these areas for survival that will be negatively impacted and lost due to this project.

Thank you for your attention and support on this urgent matter.

Sincerely,
Sanam Pejuhesh

--

Sanam Pejuhesh, LPC, RPT
she/her/hers
Play Therapist, Parenting Coach
Join The Village--my Facebook Parenting Community:
<https://www.facebook.com/groups/465659387899856>
Website: www.coloradoplaytherapy.com
Phone: 303-717-1749

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From: [Jody Ash](#)
To: [Planning](#)
Subject: Coal Creek development
Date: Saturday, September 7, 2024 5:54:27 PM

Case # PUP-L-346-201, ZON-347-2021, SRU-520-2024

Dear Planning Commission,
First, I want to thank you for your service to Louisville!

As a long time resident of Old Town Louisville of 20 years and resident/homeowner of the historic Little Italy neighborhood for 8 years, I am here to voice concerns regarding the Coal Creek development.

While I am supportive of bringing vibrancy, accessibility and financial health to our beloved town, which is inclusive of adding more housing, the Coal Creek development as currently planned is much, much too dense for this area as proposed. This density proposal is unacceptable for Louisville, especially in historic Old Town. A part of this concern is the weight load on top of the shallow mines that exist here. Has this been explored? It could greatly affect the existing historic homes in our neighborhood including many levels of infrastructure. The other very concerning issue is the traffic and parking load. If you have spent time in Little Italy, you would clearly see we have multi-generational households, my home is one of them. We also have 5 rehabilitation homes, which houses many people in these homes. These contribute to more cars than our parking and streets can handle now, let alone overflow parking from the dense proposed development that lacks sufficient parking for the density. Our community cannot absorb that, we are struggling as is.

Front Street and Little Italy will be severely and adversely impacted by the current design. While I support development in general, it needs to be done within the framework of respecting our small town feel and long time residents quality of life. I would also greatly appreciate your consideration of our historic designation as well as our property values being affected.

In light of this, I request that the Planning Commission ask for amendments to the proposed plan:

1. Please, please remove the Front street road thoroughfare, and all motorway connections to Front St. and the Little Italy alley behind Harper Street. Our neighborhood and our streets are wonderfully sleepy now and are not designed for increased traffic and parking, especially with the nearby Middle School. A new design would alter our neighborhood in uncountable ways, including our property we have spent years making beautiful and cherish. These connections should be revised to multi-use pathways with emergency vehicle access and pedestrian traffic only. The Harper Street residents with north garage/property entries will still need access. Please understand, If this moves forward as proposed, it will negatively impact our quality of life and property values. I also want to point out that LMS drop off and pick up should also be considered, as this is currently also a problem with traffic. In light of these points, Please keep the entry/exit for this development to South Boulder Road and Highway 42 only, near the commercial areas.
2. The proposed density, at more than twice the density of the recent Delo development to the south, is much much too high and a special exception to density requirements should NOT be granted. The proposal should be cut by at LEAST half, although we would greatly prefer one quarter.

3. Please, increase green space, tree coverage and ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 1000-yr flood level. Drainage needs to be considered and designed into this space.
4. Please be considerate of the impact on existing birds of prey. We have so much wonderful wildlife that will be affected by this and we lose more of their habitat yearly. Please leave some existing mature trees.

Thank you for your attention and support on this urgent matter.

Sincerely,
Jody Ash
Jerrica Ash
Rebel Bishop
1430 Front Street
Little Italy -Ward 1

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From: [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo@louisvilleco.gov)
To: [Planning](#)
Cc: EKayMarchetti@louisvilleco.gov
Subject: Public Comments Regarding Coal Creek Village - STRONGLY DISAPPROVE
Date: Monday, September 9, 2024 1:15:23 PM

Dear Planning Commission,

Dustin Sagrillo, 1435 Front St. here. After a thorough review of the Coal Creek Village request for approval of Resolution 10, I believe it is important to say that I strongly oppose and **strongly disagree with staff's recommendation** to approve the resolution as written for the following reasons.

- 1. Too dense.** The plan claims the reasoning for the change is to reduce commercial space. This plan reduces the commercial space by 6,490 square feet (approximately 32%) but increases the number of dwelling units by 368% and provides zero single family homes which would be more inline with the character of the adjacent Little Italy neighborhood. The
- 2. Negatively impacts the character of the adjacent historic neighborhood.** Old Town Louisville is not urban. It's a historic small town and should not be overrun by high density housing projects that significantly change the nature of the existing neighborhood. This is in no way preserving the character identity of Little Italy as stated on page 15 of the Staff Report under PRINCIPLE NH-4 - The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment (p. 38)
- 3. Not 'Attainable'** - As proposed 72% (154 of the 214) of the dwelling units will be not for sale apartment buildings, this means 72% of this development is not attainable and certainly helping "owners to gain equity in their homes". The proposed "attainable" micro townhomes have a starting price of \$1000/sqft. These units may be cheaper than the other townhomes but the design and size is not sustainable housing. These units are smaller than the proposed studio apartment and would be a mistake if allowed to be built.
- 4. Waivers ask for too much and should not be approved.** - This plan is dependent on 7 waivers used to modify the zoning and ultimately pack too much in too little space. This is not in line with who we say we are in Louisville.
- 5. Inadequate space for access to Coal Creek Village via the corner of Front St and Harper.** The space available is too small and should be redesigned to allow only for the existing alley access for Little Italy with a pedestrian access and emergency access to Coal Creek Village only. If allowed as currently proposed traffic will negatively impact Little Italy, making a neighborhood street and main thoroughfare will cause havoc when the train is passing and during pick up and drop off from LMS.
- 6. The current plan encroaches on Little Italy, its nature and its character.** The proposed housing at the far West corner of Front and Harper is not an adequate buffer between the two neighborhoods. The current plan puts what looks to be 10 dwelling units in a space that would be used for 1 dwelling if compared to the Little Italy plat. Again this is too much in too little space.
- 7. Inaccurate site description in project narrative.** The site currently has 100 year old trees, native plants and wildlife habitats including Swansen Hawk nests. The opinion that the site has no significant natural features is subjective and biased to support the narrative.

While I support the previous plan for Coal Creek Crossing as approved I wholeheartedly do not support this new plan and I strongly recommend that the commission **NOT APPROVE** Resolution 10, Series 2024 Recommending to the Planning Commission Approval of a Preliminary Planned Unit Development (PUD), Preliminary Plat, an

Ordinance Rezoning a Portion of the Property from CC-MU (Commercial Community – Mixed Use) and R-M (Residential Medium Density) to MU-R (Residential Mixed Use), Amending Exhibit A, Land Use Exhibit, Referenced in LMC Chapter 17.14, and a Special Review Use to permit multi-unit dwellings on the ground floor in the MU-R zone district.

In my opinion this developer needs to return to the 51 dwelling units as approved. This project is too much in too little space.

Best Regards,



Dustin Sagrillo - REALTOR since 2005

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See website for details about The Sagrillo Group Scholarship Fund.

Oh by the way, I'm never too busy for your referrals!

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From: [Debra Sirkin](#)
To: [Planning](#)
Subject: Coal Creek Village Planned Unit
Date: Monday, September 9, 2024 3:15:45 PM

We live at 1085 Johnson Lane in Louisville, in DeLo Townhomes, directly across from the OTHER proposed heavily dense new housing development.

We are ALREADY very concerned about traffic flow through our neighborhood because if this very large plan, and the last thing this part of Louisville needs is yet one more, even MORE DENSE housing development right near an already very heavy traffic intersection.

We are very concerned that the City of Louisville is not thoroughly considering the impact of TWO very dense housing communities that are within 2 blocks of each other.

Residents who already live between these two major developments will become sandwiched in by construction, traffic, noise, tall buildings, let alone the impact this would have upon the safety of the nearby school, parking (which already isn't even adequately accounted for in the FIRST DELO development), and general quality of life that makes Louisville such a special place to live.

We further concur with all the other concerns expressed by other neighbors who have signed the community letter.

Thank you for your consideration,

Debra Sirkin and Brian MacLeod
1085 Johnson Lane
Louisville

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From: [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo@louisvilleco.gov)
To: [Planning](#)
Cc: EKayMarchetti@louisvilleco.gov
Subject: Public Comments Regarding Coal Creek Village - STRONGLY DISAPPROVE
Date: Monday, September 9, 2024 1:15:23 PM

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- 1. Too dense.** The plan claims the reasoning for the change is to reduce commercial space. This plan reduces the commercial space by 6,490 square feet (approximately 32%) but increases the number of dwelling units by 368% and provides zero single family homes which would be more inline with the character of the adjacent Little Italy neighborhood. The
- 2. Negatively impacts the character of the adjacent historic neighborhood.** Old Town Louisville is not urban. It's a historic small town and should not be overrun by high density housing projects that significantly change the nature of the existing neighborhood. This is in no way preserving the character identity of Little Italy as stated on page 15 of the Staff Report under PRINCIPLE NH-4 - The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment (p. 38)
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- 4. Waivers ask for too much and should not be approved.** - This plan is dependent on 7 waivers used to modify the zoning and ultimately pack too much in too little space. This is not in line with who we say we are in Louisville.
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- 6. The current plan encroaches on Little Italy, its nature and its character.** The proposed housing at the far West corner of Front and Harper is not an adequate buffer between the two neighborhoods. The current plan puts what looks to be 10 dwelling units in a space that would be used for 1 dwelling if compared to the Little Italy plat. Again this is too much in too little space.
- 7. Inaccurate site description in project narrative.** The site currently has 100 year old trees, native plants and wildlife habitats including Swansen Hawk nests. The opinion that the site has no significant natural features is subjective and biased to support the narrative.

While I support the previous plan for Coal Creek Crossing as approved I wholeheartedly do not support this new plan and I strongly recommend that the commission **NOT APPROVE** Resolution 10, Series 2024 Recommending to the Planning Commission Approval of a Preliminary Planned Unit Development (PUD), Preliminary Plat, an

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Best Regards,



Dustin Sagrillo - REALTOR since 2005

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Oh by the way, I'm never too busy for your referrals!

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From: [Lauren Foster](#)
To: [Planning](#)
Subject: Delay vote until developer/planning department meet with and make two SMALL amendments to the preliminary plat
Date: Tuesday, September 10, 2024 10:06:14 AM

FROM: Lauren Foster, Little Italy Resident, 1011 Harper St, Louisville, CO

Dear Planning Commission,

I appreciate your service to the community in reviewing plans for new developments and planning for Louisville's future. Your role to "evaluate each proposal against municipal ordinances and the desires of the neighborhood" is a vital one and is especially relevant this Thursday, September 12th, regarding the Coal Creek Development. While I am, overall, supportive of the development, the Highway 42 Revitalization Plan, and the goal to provide more accessible housing in Louisville, the developers and planning department have not yet considered or collaborated with their neighbors in Little Italy. If the preliminary plat is approved today, the planning department has advised us that our most urgent concern (increased traffic in Little Italy) would be difficult or impossible to change in later stages of the review process. **Please delay tonight's decision until the planning department and developer meet with concerned citizens and consider the minor changes needed to address their concerns.**

In the section pertaining to new developments like Coal Creek, the Louisville Municipal Code states: "The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced *while still being in harmony with the surrounding neighborhood.*"

Furthermore the charge for a Special Review Use Analysis states: "*External and negative impacts on adjacent properties are controlled for and reduced.*"

While it is the charge of the planning department to make sure a new development meets code standards and requirements, which they have thoughtfully and thoroughly reviewed, it is your charge as the commission to help balance this with the existing community. I, personally, am supportive of the Coal Creek development. The development is VERY high density relative to the rest of Old Town, however they thoughtfully request LESS building coverage than the minimum for an MU-R zoned area. **The major impacts to the community that must be revised by the developer BEFORE approval of the preliminary plat are:**

1. The connection between Front St. and South Boulder Road must be designed as a multi-use bike, pedestrian pathway with emergency vehicle access only. Any connection to the Little Italy alleyway should also be designated as emergency vehicle access only.
 1. Front Street through Little Italy is already too narrow for two cars to pass abreast, and street parking in the neighborhood is already at capacity. The street cannot host a significant increase in traffic from the new development, which already has 3 entry/exit points and does not need another.
 2. Louisville Middle School attendees within and surrounding Little Italy are already in a zone designated as "walkable" (no public school bus access), so children are consistently walking through the neighborhood to get to school. A dramatic

increase in traffic on an already narrow road with narrow sidewalks would drastically increase safety risk and potential car/pedestrian accidents.

3. The traffic study shown by the developer highlights that ALREADY there are delays at the South Boulder Road and Highway 42 intersection, increasing the amount of non-development/Louisville traffic that cuts the commercial corner to avoid the intersection. Providing connectivity here will route an inordinate amount of cars on a street designed for low-density residential uses. Even just the added burden of 188 new units, some with multiple cars, driving through the neighborhood, instead of on the major roadways designed to handle traffic (including South Boulder Road, Highway 42, Main Street, and Griffith Street) will dramatically increase the number of cars, potentially by hundreds per day.
4. City planning documents regarding this connection are outdated and based on information/data that no longer apply OR support the incorporation of a multi-use pathway with emergency only access:
 1. The Future Land Use Exhibit, *which is the only city document that explicitly calls for a connected Front St to South Boulder Rd*, was written and published in the early 2000's, back when a railroad station was anticipated at the Coal Creek development property. This no longer applies, as any future railway station is currently planned at the north end of downtown to the west of the railroad tracks where the new railroad underpass was constructed. There is not a need for this connection anymore, especially considering its adverse impact and the outdated city plans.
 2. [The Transportation Master Plan \(2019\)](#) *does NOT explicitly call for connectivity between Front Street and South Boulder Road*. It does however call for the following:
 1. #1 - Operate efficiently and safely for all users (the above highlights the inefficiencies, dangers and safety risks of the Coal Creek planned connection)
 2. #2 - Be a cohesive and layered system (describes a mix of uses including walking and biking which this multi-use access point will achieve)
 3. #8 - "reducing emissions and supporting mode share and sustainability" (closing this connection and encouraging other transport into walkable downtown meets this goal without reducing downtown access)
 4. Please read the 2019 TMP, which unequivocally supports the proposed amendment of emergency only access and a multi-use pathway and is the most recent, formal plan for the city relevant to this issue. Some other key quotes from the Transportation Master Plan that apply here:
 1. "Traffic congestion and cut-through regional traffic are getting worse. Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking"
 2. "In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places"
 3. "Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed-use neighborhoods centered around reliable and frequent transit service. Benefits of TOD include increased mobility and transit

ridership, reduced regional congestion, enhanced economic competitiveness. TOD design concepts should include a mix of uses, integration of bicycle accommodation, plazas and public space, and specialized retail and services for commuters."

4. "A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools and key destinations including parks, the Recreation Center and other community centers. For school children, these programs can help instill habits of walking and biking, along with safety and education around multimodal mobility. For older adults, Safe Routes programs can promote active aging, and contribute to health benefits."
2. The developer should remove four of the 188 units on A Road and B Drive such that the existing alley (in use as access to garages and properties by residents and maintained by the city since at least 1952) can continue to exist without encroaching on the unplatted lands in the Northwest corner of Little Italy. Furthermore, the city and developer should work with the two unplatted landowners (both of whom are involved in this Little Italy response) to FINALLY (and formally) complete the alley easements that were never completed in the early 1900s within Little Italy, though that was always the intention.
 1. All the safety concerns listed under the Front St. connection apply if there is a connection through the alleyway.
 2. Removing only 4/188 units allows the developer to efficiently move forward with preliminary plat approval and community support, *without triggering any adverse possession* of the closure of a throughway to building/garage access on private property that has been maintained by both residents and the city for decades. There is no good reason to prioritize 2% of the project in a way that adversely impacts the existing neighborhood access. Closing the alley affects half the residents in Little Italy. Adverse possession would delay this project for years until it is resolved and cost all parties involved an unnecessary amount of money.
 3. The drainage plan on page 17/32 of the PUD shows surface drainage FROM the development TOWARDS the alley, then the alley routes flood waters into Outlot D. It is NOT APPROPRIATE for the developer to do their drainage plan by routing water into Little Italy. Removing these four units and moving C Avenue north would allow for a strip of green space/grading that would be an appropriate drainage plan for this downgradient portion of the city to route water into outlot D.
 4. It would also provide a slightly larger green buffer between Little Italy and the new development as well, helping to maintain the existing neighborhood character.

Thank you to the Planning Commission and City Council for your time and service. I know you will do right by our community and neighborhood, which is overall pro-development, by delaying the preliminary plat vote until these two major items have been addressed in harmony with existing resident concerns.

Sincerely,
Lauren Foster

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From: [Micah Abram](#)
To: [Matt Post](#)
Subject: Coal Creek Village community comment - : Case # PUPL-346-201, ZON-347-2021, SRU-520-2024
Date: Tuesday, September 10, 2024 9:06:31 PM
Attachments: [image001.png](#)

Dear Matt,

Thank you very much for spending time with my neighbors and me on Monday reviewing the Coal Creek Village plans. We look forward to speaking with the Commission this Thursday. Sincerely, Micah

Subject Line: Case # PUPL-346-201, ZON-347-2021, SRU-520-2024

Dear Planning Commission,

Thank you for your time and service in reviewing the Coal Creek Village development proposal. I appreciate the Commission's role in balancing community needs with new growth, and I acknowledge the importance of expanding housing options in Louisville.

I'd like to highlight that both the Louisville Municipal Code and the Special Review Use Analysis emphasize the importance of designing new developments in harmony with existing neighborhoods. It is crucial that this principle is respected in the planning of Coal Creek Village, particularly as this is the first public opportunity for Little Italy residents to voice their concerns. Despite multiple attempts, residents have received no response from the developer, and this lack of engagement makes it even more important for the Planning Commission and City Council to ensure a balance is struck between new and existing developments, taking into account the needs of current residents before the preliminary plat is approved.

As a homeowner in the historic Little Italy neighborhood for over 20 years, and as the parent of a middle school-aged child attending Louisville Middle School, I have specific concerns regarding the current design of this development, particularly with respect to traffic and safety.

After meeting with the project's lead planner, I understand that density and green space are being addressed. However, my primary concerns remain focused on traffic flow and access:

- Front Street Connection: I strongly urge the Commission to limit the Front St. connection to emergency vehicle access only. Allowing full vehicle access will significantly increase traffic in our neighborhood, creating safety issues and congestion,

especially near the middle school.

- Alley Connection: It is important to maintain the existing alley access for current residents without overburdening it with additional traffic from the new development. The alley is not equipped to handle increased traffic and should not become a thoroughfare.

Given these concerns, I respectfully request that the Planning Commission postpone approval of the preliminary plat until the planning department and the developer meet with concerned residents of Louisville. This will allow for a more thorough consideration of community input and ensure that the development does not compromise the safety, access, and quality of life for current residents.

Thank you for your attention to these concerns and for your continued efforts to protect and enhance the Louisville community.

Sincerely,

Micah Abram, Andrew Maass, and Annabelle Maass
1003 Harper St.
Louisville, CO

Micah Abram (she/her/hers)
Assistant Dean, Office of Advancement
School of Education
University of Colorado Boulder
(o) 303-492-8554
(m) 303-807-7620

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From: [Micah Abram](#)
To: [Matt Post](#)
Subject: Case # PUPL-346-201, ZON-347-2021, SRU-520-2024
Date: Tuesday, September 10, 2024 9:12:28 PM

Dear Planning Commission,

Hi, my name is Annabelle Maass, and I am 12 years old. I live in Little Italy, and I walk to school at Louisville Middle School. I love my neighborhood, but I am really worried about how much more traffic there will be when a new neighborhood is built.

Right now, it's already hard to cross the tracks near my house, and sometimes I feel scared when cars go by really fast. I know it's going to be even harder and scarier if there are more cars. I have to be really careful when walking to school, and I don't think it's safe for kids like me to have even more cars around.

I hope you can help make it safer for kids like me by not letting the new roads have too many cars. Maybe we could just have a path for bikes and people to walk instead of cars everywhere. Please think about how this will make it harder for me and my friends to get to school safely.

Thank you for reading my letter and for helping to keep our neighborhood safe.

Sincerely,
Annabelle Maass
Louisville, CO

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From: [lauryl danuff](#)
To: [Planning](#)
Subject: Coal Creek Development Comments
Date: Tuesday, September 10, 2024 4:00:13 PM

Hello Planning Department,

I am writing to address the possible development of the field near my house on Front Street, the Coal Creek Station on the corner of South Boulder Rd and Highway 42.

I have some serious concerns about the project, as a resident of Little Italy. Also as a citizen and resident of Louisville, I am seriously concerned that this kind of proposal is found acceptable and is recommended for approval by city officials. I would like to start by saying I am NOT opposed to the development of this land, instead quite worried about the inconsistencies and boldness of the plan proposed. It does not feel that it is actually proposed for the good of the community as stated, as it does not comply with Louisville laws and codes, and doesn't reflect the past or current culture, while likely creating safety concerns and hazards.

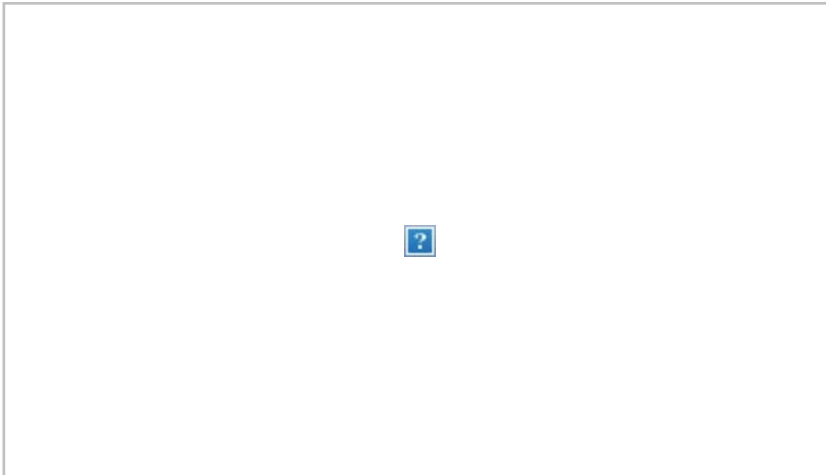
The most pressing problem for my neighbors and I is the street configuration in the plan and the way it affects Little Italy. Front Street is a small and slow street that cannot and should not take extra traffic. Nor should changes be made to Front Street that would widen the street but negatively impact the yards and houses that border it. The increased traffic and reduced parking impact to the Front Street and surrounding residents could be avoided by keeping the two neighborhoods separate and placing a connection for Front Street that is only useable by pedestrians and emergency vehicles. There is no current need or reason for Front Street to connect directly through to South Boulder Rd. There are multiple other entrances and exits to the proposed development, and many more possibilities for entrances and exits on South Boulder Road and Highway 42 that wouldn't impact anyone living around the proposed building area.- It is unnecessary, unsafe, and unfair for Little Italy to bear the increase in traffic because of this development. These roads are already directly affected by the Louisville Middle School morning and afternoon traffic and a neighborhood that children walk through to get to school and back. Decreasing the safety of our children should be considered in the plans. It is also necessary to preserve the alley behind Harper Street, as many residents use this as access to their properties, to their out buildings, and the residents as well as the city and county use it to access the utilities for the neighborhood. PLEASE ask these developers to alter the plans so that Little Italy's streets are not affected by this new neighborhood!

The zoning changes also seem problematic - The city has established these zoning uses for purposes that serve this city and community and should not be so easily thrown out. This plan asks for seven waivers, which is excessive. The area this development is closest to is Little Italy, which has an old town feel and density. The proposed plan mentions it's adjacent neighborhoods multiple times, but it's closest (and really only) adjacent neighborhood is Little Italy. The plan fails to explain what aesthetic the developers believe they are matching as well as how the plan does so. It's location is in the "Downtown Louisville" area, known for historic homes, nice lot sizes, small town feel, etc. The first approval of 51 units much more closely reflects all these values and aesthetics, while 188 units - none of which are single family homes - does not. The developers have said this will help with "revitalization" and that these are "attainable" priced units. There is no connection between highly packed in apartments and "micro townhomes" and old town Louisville revitalization. They fail to make the connection in the plan, and I fail to find the connection in reality. These townhomes are approximately the size of my garage, and are expected by the developers to start selling for \$300,000. This makes the price per square foot approximately double what most real estate in Louisville currently sells for. Even if "attainable" meant something in real estate terms, no one can argue that this is attainable or revitalizing to the community in any way. The Little Italy

neighborhood is varied and eclectic and historic and the plan proposed is none of these things. Little Italy is roomy and sleepy and has a small town feeling, none of which is reflected in the plans for this development. The word "urban" is used over and over in the plan, while Louisville prides itself on staying small, keeping the "urban" out. PLEASE ask the developers to rethink the style, density, and aesthetic of the plan. And city officials and commissioners - PLEASE reconsider what you know of Louisville and it's residents when it comes to urban feelings and attitudes.

My last point to make is that the plan says there is no natural features on the land, which is categorically untrue. Goodhue ditch runs through it, for example, and the plan's solution for piping it is one that, if it failed, could send water into Little Italy, depending on the grading, which is not discussed in the plan. There are also multiple very old old trees that live in that field, that house and are part of the ecosystem for many different species of wildlife, including our cherished birds of prey. The proposed plan wipes all of this out entirely, which, again, feels very much opposed to the general culture and attitudes of Louisville residents and government, and of Boulder County.

I offer sincere wishes that the powers that be don't allow this plan to pass through as written. Please use your professional positions to reflect the wishes of the people to maintain the neighborhood that we love, rather than to meet the wishes of a developer who knows nothing of it.



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From: [Mark-Linda](#)
To: [Planning](#)
Subject: Coal Creek Village
Date: Tuesday, September 10, 2024 10:37:06 PM

Dear Planning Commission and City Council

Please do not approve the preliminary plat for Coal Creek Village until the planning department and developer meet with concerned citizens of Louisville.

Over the years, I have personally met with 3 different planners and the prior developer. With each personnel change within the planning department the conversations have left with each person's departure. Each new planner needs to be oriented to this development. In my meeting on 9/9/24 with the current city planner, Matt Post, I learned he has been in the position since December 2023. As a new employee he has inherited a project that he has not had input on and is unaware of the large problems within this plan that will severely impact the adjacent historic neighborhood, Little Italy.

Coal Creek Village is based on a plan formerly called Coal Creek Station. I had direct communication with the developer of Coal Creek Station, Bill Arnold. Bill died and the new developer has changed the name, changed the plan and not met or heard concerns of citizens. The new developer has not responded to my communication attempts.

My immediate concerns:

1) The Coal Creek Village plan has motorway connection with Front St inside Little Italy and the alley just bordering Little Italy on the North. Neither Front St nor the alley are designed to support increased vehicle traffic. Currently, Front St cannot support the two-way traffic it already has. Vehicles must yield to each other if they meet on the street.

2) The base plan, Coal Creek Station was designed for a train station on the property where Delo now sits. There are townhouses and apartment buildings on the property that once was for a train station. Front St connection is moot because it has been blocked by buildings. If the Front St connection were to be built with a terminus at Griffith St it would be a nightmare. Griffith St isn't designed to support increased traffic because its terminus is Main St at the crosswalk for the Louisville Middle School! During school drop-off and school pick-up that intersection is hazardous.

With the development of Delo, the Coal Creek Station plan for a Front St connection is no longer logical. Rather a multi-use access closed to all vehicles, except emergency vehicles, would provide walkable safe route to school for students in new Coal Creek Village plan.

Ultimately my request is for time. Time to open communication between the citizens of Louisville, the planning department and the developer. Please table this vote.

Mark Zeman
Resident 31 years
1439 Front St
Louisville



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Dear Louisville Planning Commission,

The Louisville residents in the historic Little Italy neighborhood, as well as local community members, are pro-development, but have the following major concerns about the Coal Creek development as it is currently described in the PUD. We urge the planning commission not to approve the Preliminary Plat until the planning department and developer have met with Little Italy residents and considered a few major revisions to preserve existing neighborhood character. Three major items that need amendment before approval of the Preliminary Plat are summarized here and described in detail below:

1. Remove motorway connections to Front St. and the Little Italy alley behind Harper St. These roads are not designed for increased traffic and parking, especially since Louisville Middle School students are expected to walk to school (no bus) within these blocks. These connections should be revised to multi-use pathways with emergency vehicle access only.
2. Reduce the number of townhomes on A Road and B Drive by 4 in order to maintain the existing alley, along with existing Little Italy property access, including unplatted lands. As designed the development could trigger Adverse Possession and delay the development. Moreover, this would safely ensure surface drainage of flood waters to Outlot D, which are currently routed through the existing alley.
3. Increase green space, tree coverage and definitively ensure sufficient drainage within and surrounding Coal Creek village with designs up to a 100-yr flood level.

First, and most importantly, Little Italy is strongly opposed to a connected motorway along Front St. between the Coal Creek development and Little Italy neighborhood. We propose that the road be designed only for emergency vehicle access but restricted to bikes and pedestrians at all other times, either through the use of pylons or a gate. Without this important safety measure, motorists will cut through the Little Italy neighborhood, reducing safety and increasing traffic substantially in a small, historic area that was not designed to accommodate throughway traffic. As currently planned, the Coal Creek development has three entrance and exit locations onto South Boulder Road and Highway 42. There is no need for additional auto traffic through the Little Italy neighborhood. With 188 dwellings planned this would completely alter the character and safety of the historic neighborhood, and impact school drop-off at Louisville Middle School. A previous development on Weldon Way in Louisville created an unsafe accessway and the City had to retroactively close this connection. Little Italy asks that this connection be removed in an amendment before approval is granted, not retroactively once it has become a problem as in the Weldon Way development.

Second, the development provides a connection to the existing alley, which triggers all the concerns described above connecting the development to Front St. Little Italy asks that there be no connection to the existing alley, which is used by many residents to access their properties, particularly alley-facing garages. The plan appears to cut into (or completely cut off) access to the existing alley (which is 20' wide) at the west end near C Avenue. Narrowing the alley is also not an appropriate or necessary development choice and will adversely impact current Louisville residents in Little Italy. If the developer removes only 4 units of the planned 188 on A Road and B Avenue they can proceed with the

development without triggering Adverse Possession by impacting existing Little Italy access to their properties along the alley, which has been maintained in its current configuration since at least 1952.

Third, the plan does not appear to provide enough green infrastructure, and the storm line management is lacking. This is especially important given that the current lot has a small wetland region in the northeast that serves as critical habitat and a migration pathway for birds of prey, and that the entire lot is a major drainage point for the city. As designed, the amount of impermeable surface will increase flood risks to the historic Little Italy neighborhood and nearby major streets of South Boulder Road and especially Highway 42. The developer needs to design the plans to include best management practices for green storm-water infrastructure, including space for stormwater capture to prevent flooding (outlot D is not sufficient given the drainage directions noted on page 17/32 on the PUD). On the current PUD, the existing dirt alley is set up to channel water into outlot D, with drainage directions showing water is directed towards Little Italy and its alleyway along the entire adjoining region. A dirt alley will not be able to route the amount of water without major damage that the City will be responsible for regularly managing, especially as flood risks increase in a changing climate. Little Italy residents would bear the brunt of this poor design.

Besides water and flood management risks, the elevation drawings have no trees on the alley-loaded dwellings, negatively impacting the current residents. Alley loaded units need to be given the same attention as other units by providing trees between the Little Italy neighborhood and new development. The section of the Coal Creek development facing the historic Little Italy neighborhood lists no trees (Block 2 and Block 3), or only 1 tree/300sf (Block 1) as compared to 1 tree per 20 linear foot on Blocks facing South Boulder Road, Highway 42, and- internal to the development- Cannon Circle. While there are trees on the drawing, the requirements listed in the boxes do not include trees. Little Italy would like a commitment from the developer to plant relatively mature trees as is drawn on the landscaping plan, but not listed in the Block requirements on that same page. These greenway adjustments will help to address other resident concerns about a potential heat island and/or the right of quiet enjoyment within the Little Italy neighborhood.

In addition to these three major concerns, the Little Italy neighborhood will be permanently altered by this development. The developer should provide improvement to the existing alleyway, burying of utility lines to connect with the development's proposed updated service, improvement to sewer lines in Little Italy (only 10" diameter on Harper Street and with increase of flood waters from development this will become untenable), and general improvements to the neighborhood, including access to improved utility services coming to the Coal Creek development. Lastly, has there been an analysis of the potential impact of underground mines on construction/development safety?

The City of Louisville, its government and people, are making a lot of changes to accommodate this development including Rezoning and Special Review Use. The above requests are not much to ask, are even supportive of the development, yet bring community care to an otherwise dangerous and unsafe situation for Little Italy, DELO residents and Louisville Middle school families and staff.

Section 17.08.374 of the Louisville municipal code states: ""The planned unit development includes usable, functional open space for the mutual benefit of the entire tract; and is designated to provide variety and diversity through the variance of normal zoning and subdivision standards so that maximum long range benefits can be gained, and the unique features of the development or site preserved and enhanced ***while still being in harmony with the surrounding neighborhood.***" In order to meet this requirement, the developer and planning department must work with Little Italy residents to address their major concerns. If the preliminary plat is approved the city planner has advised that changes involving Front St. and/or the alley used by residents (our highest and foremost concern) will be almost impossible to amend. The charge for a Special Review Use Analysis states: "***External and negative impacts on adjacent properties are controlled for and reduced.***" Existing Louisville residents have not had a voice until now, and more time is needed for their voices to be heard.

Please do not approve this preliminary plat until the planning department and developer negotiate solutions to existing resident concerns. Thank you, and we look forward to finding common ground from one historic residential area to a new (if approved) residential area.

Sincerely,

Residents of Little Italy and Supportive Community Members
(83 signatures collected via change.org petition management):

<u>Name</u>	<u>City</u>	<u>Postal Code</u>	<u>Signed On</u>
Lauren Foster	Louisville	80027	9/5/24
Parke Pleasants	Louisville	80027	9/5/24
Anita Menendez	Louisville	80027	9/6/24
Victoria Facemire	Louisville	80027	9/6/24
Nick Facemire	Louisville	80027	9/6/24
Micah Abram	Louisville	80027	9/6/24
Jerrica Ash	Boulder	80301	9/6/24
Juliane Leckey	Louisville	80027	9/6/24
Moses River	Louisville	80027	9/6/24
Sandra Beranek	Lafayette	80026	9/6/24
Michael Mahan	Louisville	80027	9/6/24
Peter Kostoff	Denver	80231	9/6/24
Ash Colby	Louisville	80027	9/6/24
Lisa Brooke	Portland	97214	9/6/24
Sawyer Pierce	Louisville	80027	9/6/24
Linda Cateora	Louisville	80027	9/7/24
Else Roth	Englewood	80150	9/7/24
MARK Zeman	Louisville	80027	9/7/24
Sondra Hittle	Boulder	80303	9/7/24

Sanam Pejuhesh	Louisville	80027	9/7/24
Tami Cantrel	Denver	80226	9/7/24
Maribel Saldana	Golden	80403	9/7/24
Conrad Zeman	Louisville	80027	9/7/24
Niko Silvis	Luisville	80027	9/7/24
Joan Doolittle	Louisville	80027	9/7/24
Jose Rodriguez	Louisville	80027	9/7/24
Mary Thompson	Louisville	80027	9/7/24
Janice Larson	Louisville	80027	9/7/24
Carol Wilson	Denver	80231	9/7/24
Kelly Bocker	Louisville	80027	9/7/24
Ellen Kirk	Louisville	80027	9/7/24
Kirstan Vaughan	Winder	30680	9/8/24
Julie Maes	Louisville	80027	9/8/24
Rafael Rodriguez	Lafayette	80026	9/8/24
Naeem janjua	Sacramento	95832	9/8/24
Erika Rikhiram	Clermont	34711	9/8/24
Divya Nagendran	Aurora	60505	9/8/24
Adam Kaluba	Burleson	76028	9/8/24
Joyce Goglio	Louisville	80027	9/8/24
Tammy Lastoka	Louisville	80027	9/8/24
Todd Lastoka	Denver	80220	9/8/24
Jayden Lastoka	Louisville	80027	9/9/24
Sara Blumhardt	Louisville	80027	9/9/24
James C. Lastoka	Louisville	80027	9/9/24
Dustin Sagrillo	Louisville	80027	9/9/24
Lauryl Danuff	Louisville	80027	9/9/24
Scott Carey	Louisville	80027	9/9/24
Jody Ash	Louisville	80027	9/9/24
Jennifer Benshoof	Louisville	80027	9/9/24
Kay Weaver	Louisville	80027	9/9/24
Joanna Roberts	Bronx	10461	9/9/24
Andrew w Maass	Louisville	80027	9/9/24
Cynthia Corne	Louisville	80027	9/9/24
Lisa Zavarella-DeBoy	Louisville	80021	9/9/24
Ali Frusciano	Louisville	80027	9/9/24
Marissa Rodrigues	Longmont	80501	9/9/24
Dawn Mcneal	Fergus Falls	56537	9/9/24
Bob Musslewhite	Louisville	80027	9/9/24
Mark Gasper	Louisville	80027	9/9/24

Ella Miller	Louisville	80027	9/10/24
Terri Johnson	Louisville	80027	9/10/24
Bob Tofte	Louisville	80027	9/10/24
Wendy Appel	Louisville	80027	9/10/24
Allyson Stone	Louisville	80027	9/10/24
Allister Layne	Conyers	30094	9/10/24
Chante Ash	Louisville	80027	9/10/24
Steven Morigi	Denver	80234	9/10/24
Wild Heritage Gardens	Louisville	80027	9/10/24
Amber Morelock	Manor	78653	9/10/24
Mary Rizzi	Louisville	80027	9/10/24
Roxann Waneka	Lafayette	80026	9/10/24
Robin Waneka	Louisville	80027	9/10/24
David Brandt	Oklahoma City	73149	9/10/24
will Scherer	Louisville	80027	9/10/24
Abbe Gilroy	Louisville	80027	9/10/24
Bruce Bernhardt	Louisville	80027	9/10/24
Constance Bernhardt	Louisville	80027	9/10/24
Dan Barnes	Louisville	80027	9/10/24
Stephanie Hartstein	Denver	80219	9/10/24
Derek Wood	Louisville	80027	9/11/24
Katie Facemire	San Antonio	78249	9/11/24
Jorge Bautista	Corona	92882	9/11/24
Kirsten LoGalbo	Abbotsford	54405	9/11/24

From: [Sharon Maes](#)
To: [Planning](#)
Subject: Coal creek
Date: Wednesday, September 11, 2024 6:21:33 PM

Sent from my iPad I disagree wholeheartedly with this idea of coalcreek unit
In our already confected part of town surrounded by traffic.
There must be a better location for this, but not for our area.

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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!

--

Rita Zamora

From: [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo@lhvc.com)
To: [Planning](#)
Subject: Public meeting comments for Coal Creek Village Mixed Use Development...
Date: Thursday, October 10, 2024 12:09:38 PM

Greetings Board Members,

Dustin Sagrillo, 1435 Front St, Louisville, CO 80027. I was one of the attendees at the 9/12 meeting that did not get a chance to express my concerns before the end of the meeting. Unfortunately I will be out of town for tonight's meeting so I'm sending this message instead.

Many issues and concerns were expressed and I agree with what my neighbors said on the night of the 12th. First and foremost I am appalled that the city planners on this project would "strongly recommend" the approval of this resolution. This tells me they are not residents of the city and they have no idea how this city became as great as it is today.

The idea that this project should have an "urban" feel is out of line with the character of the adjacent neighborhood let alone the entire balance of the City of Louisville.

The word "Attainable" being used to describe the proposed 'for sale' property is ridiculous. Don't be fooled, this developer does not care about affordable housing in Louisville. If he did he'd be building condos instead of apartments. Roughly 75% of the proposed development will be privately owned, for rent apartments. How is that making Louisville more attainable? Again the term is not a real estate term and is empty and meaningless in the context they're implying. For example, anything is attainable if you have enough money. You could even buy a local, treasured, par three golf course only to close it down to build your house if you have enough money; just as this developer did with Haystack Mountain Golf Course. <https://www.lhvc.com/story/2021/05/05/news/tee-time-coming-to-an-end/6205.html>

"Micro Townhomes" - don't be fooled here either, these are condos and are not an affordable or marketable product practically speaking. As proposed they're smaller than a small two car garage and even worse they're two stories. When you subtract the room needed for a staircase and utility closet these are comparable to living in two dumpsters stacked on atop the other but at least two dumpsters would be affordable. These "attainable" homes as proposed will have a market price of \$1000/sqft. Wow, thanks a lot Markel for doing our town such a huge favor in proposing these units as the main selling point in your presentation. I for one strongly oppose this piece of the plan. It's a bait and switch tactic for more apartments as I see it.

The community of Little Italy has tried several times to meet with the city and the developer with minimal response. The bottom line is they both point at each other as who is responsible for pushing the Front St as a main thoroughfare issue. It seems as neither knows what's going on and neither seem to care about the impact to the adjacent historic neighborhood. The connection at Front St should be for emergency access only. The neighborhood, railroad crossing and middle school cannot handle the traffic this proposed development will bring.

This change puts too much in too little space. It's not needed nor wanted, especially if it's 75% rental units which does nothing to help grow the community of homeowners here in Louisville.

The fact that the city staff would use the original plat to get out of providing dedicated open space is embarrassing and shameful. The lots platted would have been sold in 1,2,3,or 4 parcels

per owner and homes would have been developed in line with what you see in old town today. The city also would have retained space for a park as the development progressed just as they did in old town. The idea that this plat be compared or used as a technicality to omit dedicated community space also tells me we have the wrong people in the planning department positions as they are not in line with the planners that came before and made this city what it is today.

The transition between the existing neighborhood and the proposed new development is laughable. The architecture and curb appeal of the renderings are atrocious and in no way resemble anything in the adjacent neighborhood. The existing alley behind Griffith should be used as alley access to single family homes in the proposed space that resemble the size and shape of homes on the Little Italy side of the alley. This would make a more reasonable buffer and that line of homes could use the alley and access to Front St as a reasonable compromise to the neighborhood accessibility issue.

Why are we not talking about the long overdue underpass to connect the ball fields, King Soopers commercial area and trail connectivity to Lafayette? This is the time to make these improvements. If this development continues as proposed it'll be the last nail in the coffin forever cutting off the access the city has long needed and wanted.

The little or no front and back yards on the proposed townhomes backing to the railroad tracks is unreasonable. How does one access their "front door"? When they stand on their doorstep and the weed control rail car pass by spraying poison is it considered a selling point? LOL

I will say my favorite part of the meeting was when the developer attempted to explain the snow removal and storage plan, or lack thereof. I don't think "climate change" is a responsible plan for lack of forethought in regards to watershed and snow storage and I have no idea how the planners would strongly approve this resolution which paves the way for this plan or something similar to move forward.

Please don't agree to pass this resolution. This is not in line with who we say we are in this great city we love.

Best Regards,



Dustin Sagrillo - REALTOR since 2005

"I help you love where you live and enjoy the process of getting there."

**Accredited Buyer Representative, ABR
Certified Negotiation Expert, CNE
Senior Real Estate Specialist, SRES
Colorado Collaborative Divorce Professionals**

RE/MAX of Boulder

2425 Canyon Blvd #110

Boulder, CO 80302

Direct: (303) 748-1719

dustinsagrillo@gmail.com

www.thesagrillogroup.com

Each office independently owned and operated.

Click [here](#) to search both MLS systems in one place using my RE/MAX of Boulder app.

See website for details about The Sagrillo Group Scholarship Fund.

Oh by the way, I'm never too busy for your referrals!

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From: [LLC LLC](#)
To: [Planning](#)
Subject: PUPIL-346-2021 ZON 347-2021 SRU-520-2024
Date: Saturday, September 7, 2024 12:15:59 PM

Dear Planning Commissioners,

I have lived in the Little Italy neighborhood since purchasing my home 31 years ago. I've attended several meetings over the decades re the blighting, revitalization, railroad fast tracks and development of the east side of the railroad. Today, I am writing about the development of the land north of Little Italy-The Coal Creek Village. My intent is to protect the Historic Little Italy neighborhood, my neighborhood.

Please consider my concerns as you make decisions for the proposed development of Coal Creek Village.

1) Traffic inside the Little Italy neighborhood. I am absolutely opposed to the Front St connection through Little Italy to the north into the Coal Creek Village development. Allowing traffic to and from the development to pass through the existing neighborhood would be disruptive, unsafe, busy, noisy and unnecessarily negatively impact the neighborhood. The development plan already has 2 access streets to S. Boulder Rd and 1 access to 95th St. Providing access to Griffith St directly through the Little Italy neighborhood potentially increases traffic by 100s of vehicles per day. This volume of traffic would ruin the small compact neighborhood and create a backlog of traffic at the intersection of Front and Griffith streets. Griffith St already has an unsafe situation in the morning and afternoon when it is flooded by vehicles and students going to Louisville Middle School. Griffith St., also, already backs up with traffic for each passing train. I am in support of an access on Front St into the development for emergency response, pedestrians and bicycles. I am not in support of increased cars. Perhaps gated or pylons or the like of other limiting access that has been employed by the city elsewhere could be used here.

2) There is an alley on the north side of Little Italy that needs to remain open. Currently it is used for residents to access garages and private property. The plan for Coal Creek Village shows the alley used as a water detention area for the development. As there are already flood risk in that area, water needs to be diverted farther north away from the existing homes. There is already a natural marshy area with cat tails closer to the existing car wash that could possibly be enhanced to support detention water.

3) Density. There's a request to rezone and increase the density from the prior density zoning that was decided for this development. I am not in support of this rezoning request. Traffic, noise, light pollution has already impacted Little Italy from the Delo development. Increasing density from the plan that was already set forth in the Coal Creek Village development would further impact this neighborhood.

4) Green space. The Delo development to the South of Little Italy is lacking in shade. The area is hot and dry. Let us not create another paved, hot, and dry development without consideration of shade, permeable ground and greenery larger than a planter. The existing trees on the land proposed to be developed, although in need of tending and trimming, serve as perch areas for great horned owls, red tailed hawks and rarely bald eagle. Although these birds of prey are usually looking for the opportunity to take a backyard chicken, they are a magnificent sight either in flight or at rest. I would support the Coal Creek Village development incorporating the unique opportunity of highlighting the cat tails, cottonwoods and ecosystem

(including salamanders) that is already present on the land.

Louisville is a cool town. Let's not make the necessary efforts for housing deter from the small town vibe by rezoning the plan for even higher density and allowing development to severely impact an often overlooked historic neighborhood by creating a thoroughfare for vehicles. denying access to garages and properties and eliminating an ecosystem. The Coal Creek Village can be an example of how development can protect what is worth protecting while being utilized to serve the housing needs of our small town.

Thank you for your time and consideration.

Linda Cateora
1439 Front St
Louisville

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From: [tamar krantz](#)
To: [Rob Zuccaro](#); [Jeff Hirt](#); [Matt Post](#); [Steve Brauneis](#); [Planning](#); [Planning Commission](#)
Subject: Re: Misinterpretation of code at Hearing last night-- Public Land Dedication Required
Date: Saturday, October 12, 2024 9:41:43 AM
Attachments: [image.png](#)
[image.png](#)

Planning Commissioners and Staff,

I am thinking hard about the importance of our code that requires 15% public land dedication for residential developments. Future residents and neighbors at Coal Creek Village require open space and quality public spaces for their wellbeing.

Please recall the community engagement summary presented at the August 8th Planning Commission Hearing.

The survey question and responses below show that residents clearly want new development to prioritize Open Space and Quality Public Spaces.

In addition to following the municipal code, please follow the desires of the community.

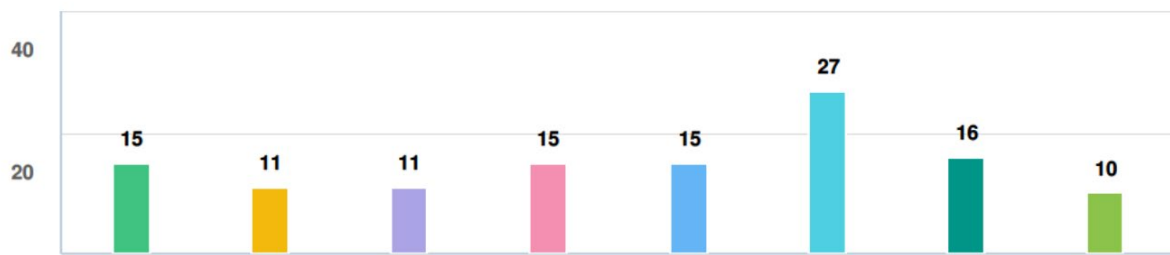
Tamar

What does “development that maintains or enhances our unique quality of life” mean to you?

Open Space was the clear definer for this value. Other topics received relatively high support, as well, except for Zoning Regulations, Historic Preservation, and Public Art and Community Identity.

Answer Options	Total Votes Received	Priority Votes (In-Person Only)
Open Space	97	37
Quality Public Spaces	79	20
Community Character	66	13
Public Art and Community Identity	52	6
Community Centers	51	7
Historic Preservation	50	5
Zoning Regulations	47	9

Q3 What does "development that maintains or enhances our unique quality of life" mean to you?



Question options

- Zoning Regulations - laws to protect neighborhood character related to land use, buildings, and density
- Community Centers - places for neighbors to connect
- Public Arts and Community Identity - representation of Louisville's community culture through public art
- Historic Preservation - protection and enhancement of Louisville's architectural and cultural heritage
- Quality Public Spaces - safe and well maintained public spaces that enhance neighborhoods

1/2 ▼

On Fri, Oct 11, 2024 at 3:54 PM tamar krantz <tamarkrantz@gmail.com> wrote:

Dear Director Zuccaro, Senior Planner Post, Planning Commission Chair, and Commissioners,

There seems to be a misinterpretation of code applied at the Planning Commission Hearing last night during the hearing on the Coal Creek Village Mixed-Use Development.

A public land dedication or fee in lieu is required but none was included. During the meeting last night, the issue was boiled down to what I believe to be a misinterpretation of the word "adequate". I have copied the transcript of the conversation below for your reference.

First of all, boiling this down to one word ignores the purpose and intent of the entirety of Title 16, Subdivisions. To make the determination that *NO* public land dedication is "adequate" is an enormous stretch. Common sense, our Comprehensive Plan, the HWY 42 Framework Plan, and the purposes expressed in the general provisions for subdivisions in LMC 16.04.020 require a public land dedication or fee in lieu. Please take the time to review the purposes set forth in 16.40. 020, specifically, purposes C and N. Please review the entire context of 16.60.060, Public Sites and Dedications. Taken in context, it is clear that a new development of this size requires "focal points for the community", "open space" or "public amenities" and the need to "provide for adequate and convenient open spaces...and recreation". The importance of this is reiterated in our code; the code gives the Planning Commission the authority to require more public space if 15% is not adequate (LMC.16.16.010 B and E). Relying on a stretch of one word, in one exception, to discount the public good is unacceptable.

While I believe that Director Zucaros's interpretation of the word "adequate" is out of context, I also believe it is incorrect.

First, I hope you will agree with a minor clarification: I believe Chair Brauneis and Director Zuccaro were referring to the word “satisfactory” in the code section that allows an exception to the public land dedication requirement for previously subdivided land. LMC16.16.60 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.”*

The subdivision plat does not comply with this exception. You will see that there is *NO* public land dedication in the subdivision plat from 1890. This is neither adequate nor satisfactory. Was there even a city council at the time? If the applicant, Markel Homes, refused to add a public land dedication, they may wish to argue that zero was acceptable and refer to a plat from 1890. However, given that the city council and planning commission have the authority to interpret *ZERO* public land dedication as unsatisfactory and that the planning commission and city council have the authority to require more, the city would prevail.

I believe that you will be able to solve this problem at the hearing when it is continued on December 12. The applicant, Jason Markel, expressed willingness to work with the community, planning staff, and the commission to look into the traffic concerns. I was very impressed with his patience and expressions of flexibility, especially when it came to making Front Street a thorough street. When asked about the public land dedication, he sounded willing to work with the findings of staff and the planning commission.

Staff, why not ask if they would provide a public land dedication?

Commissioners, why not follow the city code and send this back to be redesigned with a public land dedication? This is a preliminary plat and PUD, giving you the opportunity to give input before a final.

Let me reiterate a few reasons for a public land dedication that would require a small sacrifice in proposed density.

- The small park, tiny pocket parks, and drainage areas are not adequate and will not serve the increased density that the waiver requests would allow. Future residents require more outdoor space and breathing room
- A community designed with smaller indoor living areas requires an adult gathering area such as a dog park, picnic pavilion, pool, exercise area, basketball court, or other amenity.
- Residents of Little Italy would like to have a buffer between their homes and the development

- Reserving a space for a passenger rail station would be a well-justified use for a public land dedication.

Thanks for considering this.

Tamar Kranz

Louisville

Transcript of Conversation on Public Land Dedication from [10/10/24 video](#):

At 2:33:25 in the hearing Jeff Moline asked the applicant about his "thinking about the parks dedication".

At 2:35:40 Jason Markel addressed the public land dedication. He said, "I'm not the expert, but what I do remember is that because this was happening years ago with different staff, everyone dug in really firmly on that aspect of things and I believe the city attorney was involved and we had a lot of different discussions about that . It wasn't overlooked. It was dug into and thought through. And that was the staff's finding. Rob, do you have more to add about that?"

At 2:36:30, Director Zukarro said: "So the public land dedication, when a property is already subdivided, our practice has been that even if it was subdivided 100, 110, 120 years ago our practice has been that we don't seek a public land dedication because it has already been subdivided. The code language does maybe have some discretion there but that's been our practice."

Chair Brauneis then said: "I take it that your interpretation of the word "adequate" to mean what was in place at the time it was subdivided and so at the time it was subdivided in the 1890's there was no land dedication required so that was considered adequate at the time."

Director Zuccaro responded, "I think that's the logic but "adequate" is up open for anybody to determine of course."

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SUMMARY OF MAJOR PLANNING DOCUMENTS AS THEY PERTAIN TO COAL CREEK VILLAGE DEVELOPMENT AND FRONT STREET PROPOSED CONNECTION:

Overview of all documents and key quotations:

TRANSPORTATION MASTER PLAN:

Not a single line of support for a connected Front St and MANY, MANY things that are opposed.

- **The TMP is explicitly designed to REPLACE previous development plans** (such as the 2016 Coal Creek Station, 42/S 96th Street Gateway Alternative Analysis, and the South Boulder Road Small Area Plan). This document supersedes those former plans for guidance regarding transportation decisions in Louisville:
 - Pg 1-3: “Previously, the City’s transportation goals were housed within multiple planning documents that the City developed over time, including ... In recognizing the benefits of coordinated transportation planning city-wide, rather than incrementally for specific corridors or areas of the city, the City has developed this Transportation Master Plan (TMP)... “The TMP takes into account these past plans and incorporates the previous goals, strategies, and recommendations when still consistent with the City’s current transportation goals.”
 - For example, the 2016 South Boulder Road Small Area Plan discusses connectors, including the Kaylix connector, which is explicitly described as a part of the 2019 TMP. However, the out-of-date Front Street connection has been REMOVED from the 2019 TMP because it clashes with the goals of the TMP, Boulder County TMP, Future42 report, and Preservation Master Plan.
- **Six of the eight TMP goals are focused on concepts that are fundamentally opposed to the Front St. to South Boulder Road auto connection.** They instead support safety, reductions in auto traffic within the Old Town Overlay to incentivize walking and biking, and improvements to safety in key areas (including South Boulder Rd/SH42 and Louisville Middle School). These goals are likely, in part, a response to the following concerns repeated throughout the plan from Page 2-2:
 - “Traffic congestion and cut-through regional traffic are getting worse.”
 - “Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking.”
 - “Louisville Middle School is located in an area with a significant amount of travel for multiple purposes and is also near some intersections with higher numbers of collisions.” (Pg. 3-27)
- **Mentions of development or developer** are all related to meeting the goals of the TMP which discourage connection of Front Street and encourage focuses on walkable/bikeable places and developments:
 - Pg. 3-12: “Higher density housing... can help reduce reliance on automobiles for trips in areas that are walkable with a variety of uses in close proximity.”
 - “Allowing transit-supportive development patterns and land uses, such as mixed-use development at higher densities, can accommodate a variety of trips without the need for driving, therefore reducing stress on the transportation network.” (Pg. 3-17)

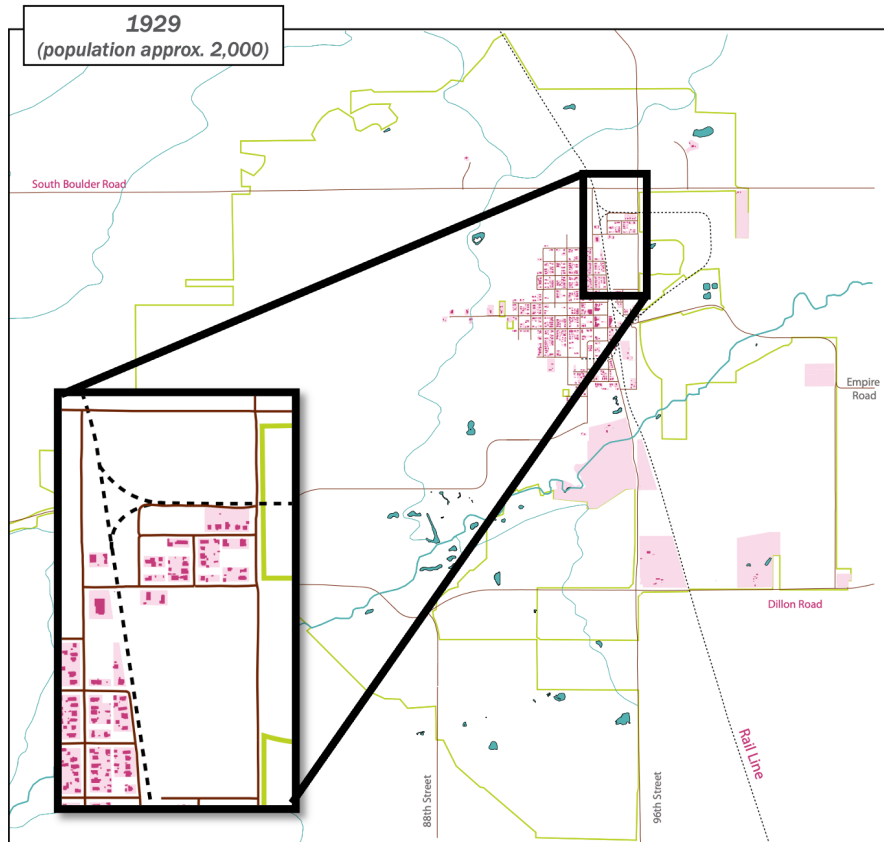
- “In areas where new development or redevelopment is anticipated, the City’s policy is to facilitate design that promotes walkable and bikeable places.”
- “The City’s adopted design guidelines and standards should be reviewed and updated as needed to promote the development of walkable places. There should be a focus on promoting walkable places in the city’s main commercial corridors along McCaslin Boulevard and South Boulder Road, especially as redevelopment opportunities occur.” (pg. 4-10)
- “Land use decisions and site planning for new developments should consider how to leverage investments in transit.” (pg. 4-30)
- “Program 2: TDM incentivizes non-vehicular transportation modes... Louisville should promote or require TDM as part of new developments”
- **Top 3 policies, top 3 projects, and top 3 programs are all focused on reductions in car traffic and/or increased focus on safe/accessible walking/biking, especially in neighborhoods like Little Italy and Louisville Middle School (called out as an area of concern in all TMP discussions regarding traffic accidents and walking/biking to school):**
 - **“Policy 1** Summary: Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode.
 - This policy provides a guide for the design of new streets or for improving infrastructure on existing streets and should take into consideration the surrounding context and land uses.
 - Pedestrian, bicycle and transit facilities should be considered a priority in all road designs”
 - **“Policy 2** Summary: In areas where new development or redevelopment is anticipated, the City’s policy is to facilitate design that promotes walkable and bikeable places.”
 - **“Policy 3** Summary: Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed- use neighborhoods... and TOD helps to reduce congestion and support environmental sustainability.”
 - **Project 1:** Corridor Improvements is focused on “improve safety and multi-modal access” through larger corridor-level improvements. This project discusses plans for The Little Italy area, none of which mention a connection, but all of which highlight safety and congestion concerns on these corridors and the potential to impact nearby neighborhoods.
 - **Project 2** lists two improvements near Little Italy (see maps) which are focused on (1) a safe bike route (BK11), and (2) a Louisville Middle School connection Off-Street Shared Path (MU5)
 - **Project 3**, connectivity and safety improvements, states: “Research shows that investment in walkable environments, and neighborhoods that are pedestrian-friendly often attract a disproportionate level of commercial activity.”
 - **“Program 1:** A Neighborhood Traffic Management Program (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City’s family-friendly small-town character.”
 - They list “diverters to restrict vehicular movements” as an example tenant and the eligibility includes: “speeding, traffic volume/cut-through traffic, crashes, child safety issues, location of designated school routes.” Little Italy and the proposed Front Street connection meet every single one of these key considerations.
 - **“Program 2:** Transportation Demand Management (TDM) TDM strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving.”
 - **“Program 3:** Safe Routes to School - The goal is to reverse the decline in children walking and bicycling to schools and increase kids’ safety. Safe Routes to School activities include infrastructure improvements for sidewalks and crossings; safety, education and encouragement programs; Walking School Bus or Bike Trains.”

- Two explicit connections ARE proposed to complete gaps in Louisville where they are recommended (Kaylix Connector and CTC Connector). Front Street, Little Italy, and Coal Creek developer property are shown on every map throughout the report with no connection and all discussion or mention of these areas is focused on safety, for residents and Louisville Middle School students, in the face of being near one of the highest-crash intersections in the city.
 - There is no content anywhere that mentions or supports a connected Front St from South Boulder Road, through ONE CITY BLOCK to where it dead ends at the discontinuous Delo parking access simultaneous to 1-2 car backups at the railroad and Louisville Middle School safe school route. This is not only NOT a part of the TMP, it is extensively rebutted throughout.

Preservation Master Plan (2015)

The preservation master plan

- “The “Little Italy” neighborhood encompassed the approximately twenty-five homes north of Griffith Street between Main Street and Highway 42. Italians eventually became the largest single ethnic group in Louisville, with bocce courts, numerous popular restaurants and other local businesses, and the continuing prevalence of Italian surnames marking their influence on the community.” (pg. 7)
- Pg 10: 1929 Development map shows majority of Little Italy present in 1929.



- “Louisville’s older houses... recall the importance of living in close knit, friendly neighborhoods.” (pg. 14)
- Pg. 16: Little Italy is an important part of Old Town Overlay, which was “created to protect against insensitive new constructure in the oldest residential areas of Louisville”
- Focus on more collaboration with other city entities. Currently there is not someone in the historic planner role to review the Coal Creek village plan, so that will fall to the Planning Commission:

- **Objective 4.1** - Encourage greater collaboration between the Historic Preservation Commission and other City Boards and Commission. **Objective 4.2** - Maintain and enhance cooperation between Planning staff and other City departments, including Louisville Historical Museum”
- “Historic Preservation Commission members are positioned to collaborate with other City Boards and Commissions while the Planning staff has opportunities to further integrate preservation more into the full range of municipal activities.”
- “Evaluate potential amendments to the municipal code to allow waivers from design standards in exchange for preservation of historic resources through the PUD process.” (Pg. A-2)

Future42 Plan (2022)

The Future42 plan is focused on safety on the 42 corridor, and does not include recommendations for connecting South Boulder Road to Little Italy via Front, or any other, street. Some key quotes here, and a full list below.

- “Vehicular traffic will be safer with the implementation of a design that is more in line with the context of the adjacent land uses” (pg. 8)
- “These zoning districts play a huge part in how the roadway should interact and be built contextually... and with at least 29% of peak-hour trips being entirely within the community, there is opportunity to offset some of these trips through multimodal connectivity.” (pg. 15)
- “the project team will need to work with the State Historic Preservation Office, and local jurisdiction historical preservation programs to minimize impacts on historic sites.” (pg. 29)
- “It should be noted that there are two major drainage basins located within project limits (Coal Creek [7.58acft 100-yr detention required] and Bullhead Gulch)... Water quality and detention requirements were preliminary determined based the site area and imperviousness in each major basin... Where regional extended detention basins are utilized, it should be evaluated if the project volume requirements can be combined and/or shared with adjacent developments.” (pg. 54)

Louisville South Boulder Road Connectivity Plan (2019)

Does not include ANY provision, mention, or conceptual goal for connection of Front Street and is the most recent document, coupled with the 2019 TMP, that describes plans in this part of Louisville.

All detailed quotes are provided in the ensuing pages. These summarize over 250pgs of major city plans:

2019 Transportation Master Plan quotations:

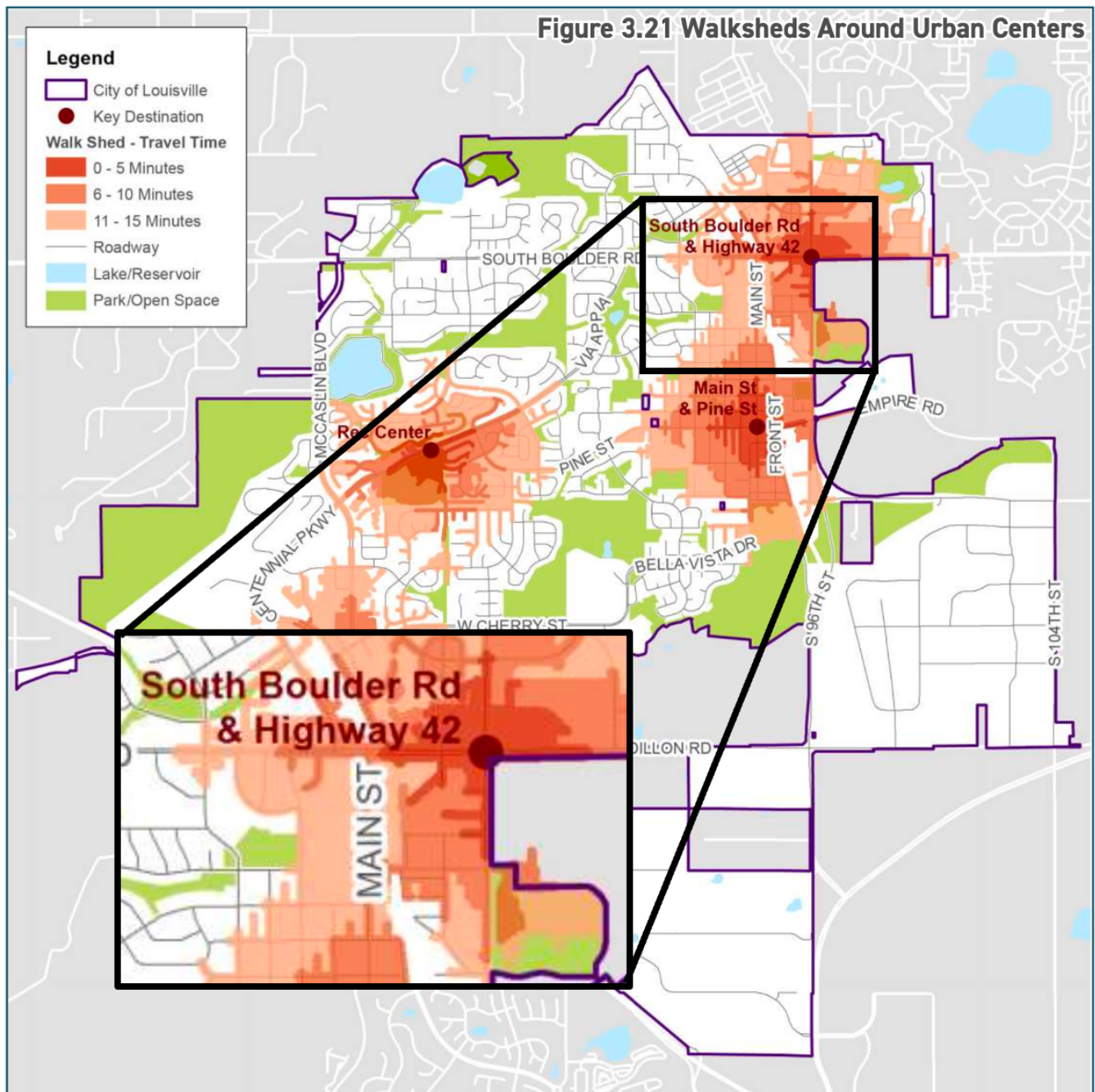
Transportation Master Plan (2019):

- Pg 1-2: “Finding more ways to limit vehicle travel by providing convenient and viable multimodal alternatives has also been a priority for the City. Providing better access to non-vehicular options can help those who are not able to drive or do not have access to personal vehicles, and can help reduce traffic congestion and vehicle emissions.”
- Pg 1-3: “Previously, the City’s transportation goals were housed within multiple planning documents that the City developed over time, including ... In recognizing the benefits of coordinated transportation planning city-wide, rather than incrementally for specific corridors or areas of the city, the City has developed this Transportation Master Plan (TMP)... “The TMP takes into account these past plans and incorporates the previous goals, strategies, and recommendations when still consistent with the City’s current transportation goals.”
- Pg 1-5 to 1-8 TMP Goals:
 - “1. Operate efficiently and safely for all users... The transportation network must also be safe for all users. It should be designed in a way that minimizes crashes”
 - “2. Be a cohesive and layered system of streets and trails for walking, biking, transit, driving, and recreation. “
 - “4. Utilize new technologies to provide safe, reliable, clean, and convenient transportation choices.”
 - “5. Increase mobility options and access for people of all ages, abilities, and income levels... It must improve mobility and remove barriers for drivers and non-drivers, younger and older people, families and individuals, regardless of income.”
 - “6. Provide complete streets that are inviting, enhance livability and reflect the City’s small-town atmosphere. Streets should be designed to work for all modes of transportation. Complete streets are functional and inviting to a variety of users, whether they be on foot, on bike, or in a car. They should be designed to feel safe, promote use by all modes, and reflect Louisville’s small- town character.”
 - “8. Improve environmental and community health by reducing emissions, and supporting mode share and sustainability... The transportation system should be designed to encourage the use of alternative modes of transportation, and minimize the barriers toward the use of such facilities. The system should also promote technologies that lead to greater efficiency and more accessible multi-modal networks.”
- Pg 2-2: “Major themes from the community input included:
 - While driving is how most people get around, the participants wanted more investment in multimodal infrastructure such as underpasses, transit connections, bike lanes, and safer road crossings.
 - The city’s trails are a great amenity for residents and continued investment in trails is desired.
 - Traffic congestion and cut-through regional traffic are getting worse.
 - Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking.
- Pg 2-3
 - “Comments most frequently addressed biking and walking connectivity, with many ideas for new or improved connections. Safety was also a frequent topic, with more specific concerns noted by mode throughout the community geographically.”
 - “The public input summary identifies major areas of focus along SH 42/S 96th Street, South Boulder Road ... Many of these comments related to improving connectivity and accessibility for multiple modes, and improving areas of congestion.”

- Pg. 2-5:
 - “The survey indicated that key barriers to transportation within Louisville included the following: Walking... some intersections don’t feel safe, and vehicle speeds may negatively affect feelings of safety and comfort”
 - “The top priorities were identified as access to bike/pedestrian destinations, regional transit service, first and last- Sidewalks & curb ramps mile connections to transit, and bike lane improvements.”
 - “The top three types of projects that people identified were for bike/pedestrian underpasses, commuter rail, and intersection safety improvements for all modes.”
- Pg. 2-7: “More connections to and within destinations are needed for walking and biking access.”
- Pg. 3-12: “Higher density housing, like apartments and townhomes, can be complementary to transit stops and can help reduce reliance on automobiles for trips in areas that are walkable with a variety of uses in close proximity. More affordable housing is desired in the region and the City has recently endorsed the Boulder County Regional Housing Strategy to expand affordable housing options.”
- Pg. 3-17
 - “Nonwork-based trips are typically much shorter. These shorter trips can be more strongly influenced by enhancing modal options, particularly walking and biking.”
 - “Allowing transit-supportive development patterns and land uses, such as mixed-use development at higher densities, can accommodate a variety of trips without the need for driving, therefore reducing stress on the transportation network.”
- Pg. 3-18
 - “Currently, 31% of trips within Louisville, or to or from Louisville, are 3 miles or less in distance. Short trips are more easily completed using a mode other than driving. Three miles equates approximately to a 15-minute bike ride at average speed. Providing high-quality choices for non-car modes can reduce the demand on existing roadways and ease congestion. Adequate infrastructure that people perceive as safe and attractive helps to promote walking and biking. The share of short trips is predicted to remain constant through 2040. As the total number of trips in Louisville is projected to increase by 25% between today and 2040, shifting a portion of the short trips from driving alone to another mode could result in meaningful impacts to overall travel conditions.”
 - “Louisville has the potential to increase the share of trips made by walking, biking, and transit through investments in infrastructure supportive of those uses.”
- Pg. 3-20 “Challenges along the corridor are drivers speeding downhill, limited pedestrian crossings, a freight rail line, and cut-through traffic from Boulder and Lafayette.”
- Pg. 3-21 “Traffic volumes cause delays in the Downtown area, especially at the South Boulder Road signal. There are open spaces and parks to the east, but they are difficult to reach on foot and by bike due to a lack of crossings.”
- Pg. 3-24 “South Boulder Road west of Highway 42/S 96th Street to Main Street operates at a LOS E, S 96th Street south of Downtown is a LOS E, and Highway 42/S 96th Street between Pine Street and South Boulder Road is estimated to be LOS F”
- Pg. 3-26
 - “1. Main Street is signed as a 25 mph roadway, and while there is some speeding near Louisville Middle School, most cars travel well under the speed limit within Downtown. To the south, on County Road, speeding has been observed.”
 - “2. South Boulder Road experiences peaks during typical commute hours, with considerable eastbound delays in the PM, especially between Main Street and SH 42/S 96th Street. In the AM approximately 60% of cars are traveling westbound, towards Boulder,

while the split is reversed in the PM. Speeding is most problematic for eastbound vehicles traveling down the hill east of Washington Ave.”

- “7.The speed limit on S 96th Street is 40 mph, however most cars travel well over that.”
- Pg. 3-27:
 - “The actual and perceived safety of an intersection or a corridor can greatly impact people’s desire to utilize certain routes, particularly for those on foot or bike.”
 - “Safety surrounding schools is also a key factor in mobility and health.”
 - “Louisville Middle School is located in an area with a significant amount of travel for multiple purposes and is also near some intersections with higher numbers of collisions.”
 - “Pedestrian safety in relation to schools is a key factor for mobility and health.”
- Pg. 3-28: “Figure 3.20 shows the concentration of crashes over a span of three years (2013-2015). The areas around the intersection of McCaslin Boulevard and Dillon Road, the intersection of South Boulder Road and Highway 42/S 96th Street, and the intersection of Pine Street and Highway 42/S 96th Street stand out for their especially high concentration of crashes.”
- Pg. 3-29: “Having a complete transportation network will afford people the option to make trips using a variety of modes, whether it is driving, walking, bicycling or riding transit.”
- Pg. 3-30: “The walkability of an area is heavily influenced by the quality of the pedestrian infrastructure, including width and surface of the path or sidewalk, block lengths, buffering and separation from vehicles, relationship of sidewalks to buildings, intersection distances and treatments, lighting and other amenities such as landscaping and seating.”
- Pg. 3-31: “Downtown Louisville has a score of 82 and is considered “very walkable,” suggesting that most errands can be accomplished on foot.”
- Pg. 3-32: “Figure 3.21 shows the areas within a five-, ten-, and fifteen-minute walk of key destinations in Louisville. The walksheds indicate the areas from which people are most likely to reach a central destination on foot.”



- Pg. 3-33: “Expanding the bicycle network with safe facilities will improve access to more destinations, and encourage biking by making riders feel more comfortable.”
- Pg. 3-36: “These short travel times indicate that biking is a convenient way for people living and working in Louisville to access local destinations—and that people are likely to make trips by bike if safe, comfortable, and attractive facilities connect to the places they wish to go.”
- Pg. 3-41: “Figure 3.26 depicts the areas within a five- and ten-minute walk of RTD bus stops in and around Louisville. Many of the residential areas in Louisville can access a bus stop within a ten-minute walk.” [Little Italy and Coal Creek are in a 0-5min transit shed]
- Pg. 4-3: Recommendations that support a multi-modal connection (emergency only automobiles) at Front St between Little Italy and Coal Creek:
 - Policy 1: Great Streets
 - Policy 2: Guidelines for Walkable and Bikeable Places
 - Policy 3: Transit Oriented Development Guidelines
 - Project 2: All Ages and Abilities Bicycle Network

- Project 3: Connectivity and Safety Improvements
- Program 1: Neighborhood Traffic Management Program
- Program 3: Safe Routes Programs
- Pg. 4-4:
 - “Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode.”
 - “This policy provides a guide for the design of new streets or for improving infrastructure on existing streets and should take into consideration the surrounding context and land uses.”
 - “This Great Streets Policy has the potential to lead to the creation of more livable places, increased comfort and safety for people walking and biking, improve first and last-mile access to transit, reduce congestion, and improve air quality.”
 - “The Great Streets policy incorporates safe and comfortable places for all modes of transportation, including walking, biking, transit users and driver, and users of all ages and abilities. Design is specific to the location and type of facility.”
 - “Great Streets will reduce and eliminate conflicts that could lead to crashes.”
- Pg. 4-5: “Pedestrian, bicycle and transit facilities should be considered a priority in all road designs.”
- Pg. 4-6: “Intersections can become significant barriers to Great Streets if not designed properly.”
- Pg. 4-8: “Generally, a network designed to encourage people of all ages and abilities will include buffers and physical protection from vehicular traffic on roadways with higher levels of vehicle traffic, conflict points, and design speeds.”
- Pg. 4-10:
 - “In areas where new development or redevelopment is anticipated, the City’s policy is to facilitate design that promotes walkable and bikeable places.”
 - “Reducing the reliance on an automobile for short trips and encouraging active transportation options.”
 - “Again reducing the reliance on an automobile for short trips and encouraging active transportation options.”
 - “Implementation: The City’s adopted design guidelines and standards should be reviewed and updated as needed to promote the development of walkable places. There should be a focus on promoting walkable places in the city’s main commercial corridors along McCaslin Boulevard and South Boulder Road, especially as redevelopment opportunities occur.”
- Pg. 4-13/14: “CP1 & 2: SH 42 / S 96th Street” – Developer should focus on putting high profit dollars towards corridor improvements on SH42 instead of increased traffic and safety concerns through dead end neighborhoods.
 - “the corridor is experiencing increasing travel and anticipates further increases over time. Additionally, the City anticipates future transit service along the corridor and the corridor lacks comfortable multi-modal options.”
- Pg. 4-19: “CP5 South Boulder Road Study”
 - “Current issues include congestion, safety concerns at intersections, and an uncomfortable bicycle lane.”
 - “The community desires additional underpasses along the corridor and several at-grade crossing improvements are currently planned as short- term high-priority projects.
 - “Short-term improvements... should focus on crossing improvements for people walking and biking, and providing a buffer or physical separation between vehicles and bicycles in the current bicycle lanes where possible.”
- Pg. 4-22 “BK 11 Bike Route DELO to Downtown”

- Pg. 4-24 “MU5 “Off-Street Shared Path Louisville Middle School connection”
- Pg. 4-26:
 - “Research shows that investment in walkable environments, and neighborhoods that are pedestrian-friendly often attract a disproportionate level of commercial activity.”
 - “The at-grade connections are high-value and relatively low cost and many of the higher-priority at-grade improvements can be considered. The Great Streets and Walkable and Bikeable Places policies informed these selections and should guide the specific improvement at each location”
- Pg 4-28: “GS5 Underpass South Boulder Rd at SH 42 Regional Trail”
- Pg. 4-29:
 - “Project 4 recommends an enhanced connection between the Rec Center, neighborhood bikeways, trails, and Downtown. This focuses on enhancing proposed bikeways through separation and protection from vehicles and widening sidewalks to improve accessibility.”
 - “This project can be phased into separate segments and incorporate a variety of treatment types to enhance the safety and ability of people walking and biking.”
 - “Intersections along the enhanced connection route should be enhanced and prioritized for the safety of people walking and biking while crossing.”
- Pg 4-30
 - “Improvement for those in the community who are transit-dependent should be prioritized.
 - Land use decisions and site planning for new developments should consider how to leverage investments in transit. “
- Pg. 4-34
 - “A Neighborhood Traffic Management Program • (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City’s family-friendly small-town character.
 - Diverters to restrict vehicular movements
 - With limited resources, an NTMP should provide criteria that will aid in prioritization of projects throughout the city. Considerations for eligibility for improvements may include:
 - Speeding
 - Traffic volume/cut-through traffic
 - Crashes
 - Child safety issues
 - Location of designated school routes
 - The City should ensure that investments are made fairly and equally in all parts of the city.
 - NTMPs should utilize a public process that includes data collection, community outreach, identification and evaluation of potential solutions, and community input on identified solutions.
- Pg. 4-35 Transportation Demand Management (TDM) strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving.
 - “Disincentives for driving”
 - “Ordinances and development conditions”
 - “TDM strategies may include a wide range of programs that promote walking, biking, transit, and ridesharing.”
 - “Online tools can include a variety of resources to help making biking, walking, and transit use a convenient way to make trips in the City.”

- “Shared Parking - Shared parking between uses in mixed-use areas, (retail/office and office/residential) create opportunities to share parking due to the varying time-of-day parking demands.”
- Pg. 4-36: Program 3: Safe Routes Program
 - “A Safe Routes program aims to create safe and convenient opportunities to walk or bike to schools”
 - “Safe Routes to School - The goal is to reverse the decline in children walking and bicycling to schools and increase kids’ safety. Safe Routes to School activities include infrastructure improvements for sidewalks and crossings; safety, education and encouragement programs; Walking School Bus or Bike Trains.”
- Pg. 4-41: Program 9: Bicycle-Friendly Designation
 - “Enforcement is achieved through the creation, enforcement, and interpretation of bicycle-friendly laws and ordinances.”
- Pg. 5-2: “Projects can be grouped based on their intent, such as all at-grade crossings that are located around schools, or by location where all projects in the vicinity of Downtown could be grouped.”
- Pg. 5-10:
 - “This program provides funding for transportation projects or programs likely to contribute to the attainment or maintenance of a national ambient air quality standard.”
 - “Transportation Alternatives (TA)... Many TA projects enhance non-motorized transportation, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, and recreational trail program projects.”
- Pg. 5-11:
 - “Funding is intended to be used for transit, TDM programs, multimodal projects that incorporate new technology, studies, and bicycle/ pedestrian projects.
 - The Recreational Trails Program (RTP) funds trails for recreational modes such as walking, hiking, bicycling.
 - *Safe Routes to Schools (SRTS)* The Colorado Department of Transportation (CDOT) administers Colorado’s Safe Routes to School (SRTS) program to make school routes safe for children while walking or cycling to school.
- Pg. 5-17: “The goals identified for the TMP represent building blocks to continue to develop a community with a high degree of mobility that is accessible and safe for people of all ages and abilities to travel.”
- Pg. 5-18: 12/17 listed performance metrics for the TMP would be negatively impacted by connecting one block of Front St through historic Little Italy to South Boulder Road.

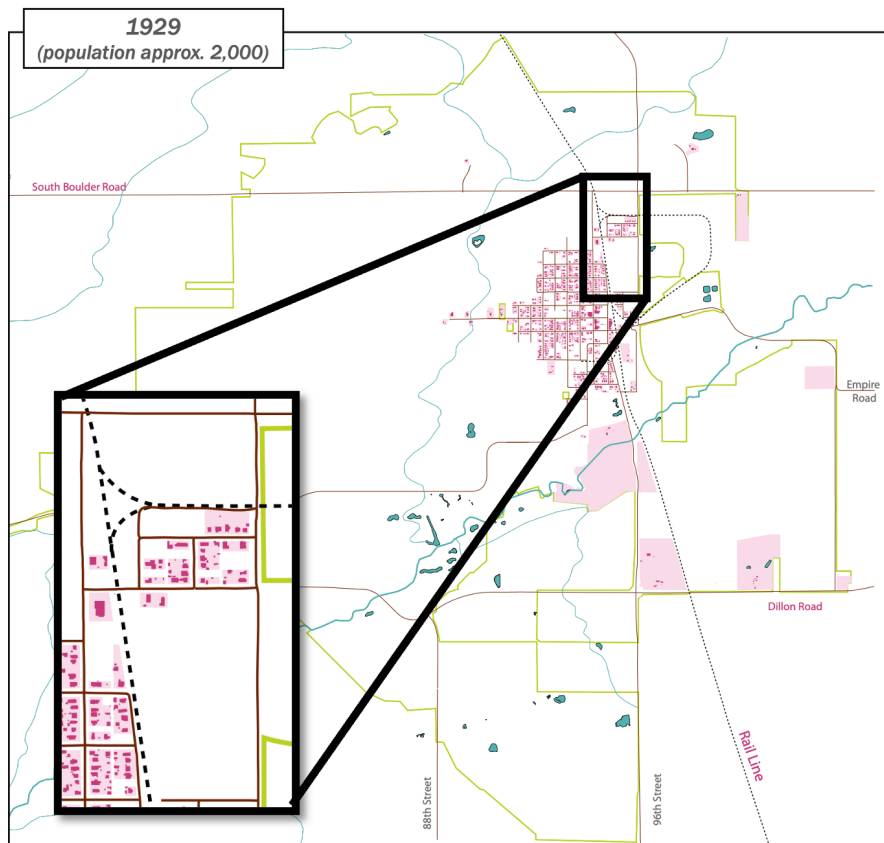
2015 Preservation Master Plan quotations:

Preservation Master Plan (2015):

- Pg II:
 - “The preservation of historic resources is vital for maintaining Louisville’s small town character.”
 - “The citizens of Louisville retain connections to our past by fostering its stewardship and preserving significant historic places. Preservation will reflect the authenticity of

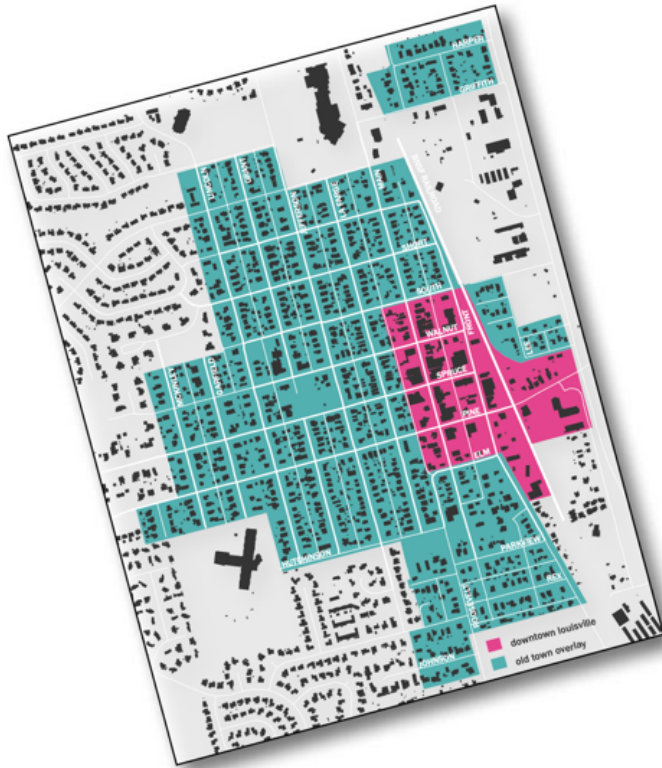
Louisville's small town character, its history, and its sense of place, all of which make our community a desirable place to call home and conduct business."

- "Development continues to change the built environment. Citizens are realizing important resources could be lost."
- Pg 7: "The "Little Italy" neighborhood encompassed the approximately twenty-five homes north of Griffith Street between Main Street and Highway 42. Italians eventually became the largest single ethnic group in Louisville, with bocce courts, numerous popular restaurants and other local businesses, and the continuing prevalence of Italian surnames marking their influence on the community."
- Pg 9: *"I think that to view the historic downtown as a strength is to value several things: our downtown businesses; treasured public institutions located downtown such the Louisville Public Library, Louisville Center for the Arts, and Louisville Historical Museum; and of course the historic residential neighborhoods that give the town such a unique sense of place. Historic Main Street alone is a city asset that I think that many communities envy about Louisville and that we shouldn't take for granted."*
- Pg 10: 1929 Development map shows majority of Little Italy present in 1929.



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- Pg. 14
 - "Preservation is not just about pristine architecture but, more importantly, the sites that define the City's history and evolution."
 - "Louisville's older houses... recall the importance of living in close knit, friendly neighborhoods."
 - "Unlike new planned developments, most historic residential neighborhoods and downtown commercial areas possess a pleasing mix of architectural variety that has evolved over time."
 -

- Pg. 15: “our pursuit of a preservation master plan shows our commitment and dedication to preserving our heritage while placing Louisville in the company of other historic preservation big leaguers.”
- Pg. 16: Little Italy important part of Old Town Overlay “created to protect against insensitive new constructure in oldest residential areas of Louisville”



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- Pg. 25: “Louisville’s “connection to its heritage” is one of the City’s 14 core community values. The desire to recognize, value, and encourage both preservation and promotion of the community’s history inspired the guiding principles for this Plan.”
- Pg. 26:
 - “GOAL #3 Encourage voluntary preservation of significant archaeological, historical, and architectural resources”
 - “GOAL #4 Foster preservation partnerships. **Objective 4.1** - Encourage greater collaboration between the Historic Preservation Commission and other City Boards and Commission. **Objective 4.2** - Maintain and enhance cooperation between Planning staff and other City departments, including Louisville Historical Museum”
 - “Historic Preservation Commission members are positioned to collaborate with other City Boards and Commissions while the Planning staff has opportunities to further integrate preservation more into the full range of municipal activities.”
- Pg. A-1:
 - “Louisville is a livable, walkable city with nearly 30 landmarks.”
 - **“Create interpretive plan for signs at key historic sites**
Interpretive signs are one way to share details about the history and architecture of Louisville landmarks and other important locations”
- Pg. A-2:
 - **“Evaluate expanding Planned Unit Development (PUD) waiver allowances to include preservation** Evaluate potential amendments to the municipal code to allow waivers from design standards in exchange for preservation of historic resources through the PUD process.”

- “Relying upon completed historic contexts to make informed choices, the City should prioritize surveying its most significant and physically intact places. Surveys should be phased, with each project recording approximately 50 properties. Recommended surveys: Louisville Historic Residential Subdivisions”
- Pg. B-1:
 - “Historic Districts: Official recognition for groups of historic buildings that share significance... Louisville (local) historic districts: allows for protection of larger areas than single site designation”
 - “Code Modifications: Potential to maximize development of historic site without significant change to massing, scale, and number of buildings”
- Pg. B-2: “Neighborhood Plans | Recommended in the 2013 Comprehensive Plan, these important (based upon established eligibility criteria) and documents address strategies for preserving the unique and special qualities of each residential area | - Plans address housing rehabilitation, traffic, safe routes to school, aging infrastructure, and monitoring/maintenance of community services. - Intended to ensure plan areas remain livable, stable, and successful in face of growth and changes”

2022 Future42 Plan quotations:

Future42 Report:

- Pg. 8:
 - “The purpose of the Future 42: Connecting People and Places Study is to help shape the future transportation patterns along CO 42 for roadway users of all types, ages, and abilities, which includes bicyclists, pedestrians, and people with disabilities.”
 - “To increase safety, road users will be separated from one another, with protective elements being used to shelter the most vulnerable users (pedestrians and bicyclists) from fast-moving traffic and accommodate future transit use. Vehicular traffic will be safer with the implementation of a design that is more in line with the context of the adjacent land uses and the primary vehicle in the corridor instead of a state highway with a truck as the main design vehicle.”
- Pg. 9: “the South Boulder Road intersection have poor utilization of both travel lanes”
- Pg. 10:
 - “South Boulder Road has a large volume of traffic, making it a busy intersection with CO-42. Due to this congestion, a protected intersection would likely create a bottleneck in traffic, therefore a more traditional intersection with channelized right-turn lanes was proposed.”
 - “A bicycle and pedestrian underpass under the east leg of the intersection and exploration should happen for a southern leg underpass as well. This will allow pedestrians and bicyclists to cross without the potential for conflict with vehicular traffic.”
- Pg. 14: “The goal is for community members to be able to choose any mode they desire and travel safely and comfortably. The study includes recommendations for improved bicycle facilities, pedestrian facilities, pedestrian facilities, bicycle, and pedestrian underpasses, safe motor vehicle facilities, and accommodations for future Bus Rapid Transit (BRT).”
- Pg. 15: “These zoning districts play a huge part in how the roadway should interact and be built contextually... and with at least 29% of peak-hour trips being entirely within the community, there is opportunity to offset some of these trips through multimodal connectivity.”

- Pg. 18: “CO 42 has been the subject of previous planning efforts, both by the City of Louisville and Boulder County. The Future 42 Study is designed to build on and modernize previous planning efforts that have previously been completed... The City of Louisville's TMP was conducted by the City to look comprehensively at transportation conditions and options throughout Louisville and the region for all modes of transportation. The TMP highlights that CO 42 is a valuable corridor for the City of Louisville's long-term development... Providing better access to non-vehicular options can also help reduce traffic congestion and vehicle emissions.”
- Pg. 20: “Most of the traffic impacts could be mitigated through the addition of turn lanes since most of the impacts occur from turning vehicles causing slowdowns... Past planning efforts have recommended that CO 42 be transformed from a vehicular corridor to one that supports multiple forms of transportation including pedestrians, bicycles, and transit. The Future 42 study creates a vision for a multimodal corridor that brings past planning efforts to life. Future 42 will turn CO 42 into a cutting-edge multimodal corridor.”
- Pg. 24: “The intersection of CO 42 and Griffith Street also operates at LOS E during the morning peak due to the high volume of the eastbound left and northbound left turns and difficulty in finding a gap in traffic on CO 42 for drivers because of the high volume of southbound through movement on CO 42. The demand for these turns is high in the morning peak likely due to school drop-off at the Louisville Middle School at Main Street and Griffith Street.”
- Pg. 28: “NAMS identified five future bus rapid transit (BRT) corridors including a BRT along CO 42. The CO 42 BRT line would operate along CO 42 the length of the study area with termini at the intersection of Arapahoe Road and US 287 to the north and the US 36 and Broomfield Station to the south.”
- Pg. 29: “Historic Resources: Preliminary research shows historic resources within the study area... the project team will need to work with the State Historic Preservation Office, and local jurisdiction historical preservation programs to minimize impacts on historic sites.”
- Pg. 34: “Improved safety for all road users was at the forefront for each of the three alternatives during the development processes... lower the current speed limit to fit the context of adjacent land uses and access points.”
- Pg. 54: “It should be noted that there are two major drainage basins located within project limits (Coal Creek [7.58acft 100-yr detention required] and Bullhead Gulch)... Water quality and detention requirements were preliminary determined based the site area and imperviousness in each major basin... Where regional extended detention basins are utilized, it should be evaluated if the project volume requirements can be combined and/or shared with adjacent developments.”

From: [Lauren Foster](#)
To: [Planning](#)
Subject: URGENT: For Oct. 10th Planning Commission Packet
Date: Wednesday, October 9, 2024 3:43:30 PM
Attachments: [image.png](#)
[Concerns_Visually.pdf](#)
[SUMMARY OF MAJOR PLANNING DOCUMENTS AS THEY PERTAIN TO COAL CREEK VILLAGE DEVELOPMENT AND FRONT STREET PROPOSED CONNECTION.pdf](#)

Dear Planning Commission,

Since our meeting on September 12th the developer reached out, saying they wanted to work with the historic Little Italy neighborhood. They attended one meeting with us, and declined to share their drainage plans: "I have concerns about giving our engineer's information out to the public." We also met with the city planners, Matt and Rob, who followed up with the developer to ask them to postpone this meeting (Thursday, October 10th) so that they could work with Little Italy. The developer declined to postpone their meeting.

I have attached some visuals of the major traffic/safety concerns violated by connecting Front St. through the 1 block of historic Little Italy, to a dead-end at an already difficult intersection: (1) the offset Delo development parking access road, (2) the train crossing, (3) the school safety corridor. This intersection was excluded from the developer's traffic study.

The residents of Little Italy believe that connecting auto traffic from South Boulder Road, through the Coal Creek development, into the historic Little Italy neighborhood, is not aligned with any of the City's recent comprehensive plans, especially the Transportation Master Plan from 2019. These included the following, with some key quotes. I have also attached a longer document that pulls out all text relevant to this discussion from over 250pgs of city documents (note: first 3pgs include this summary from the email).

Thank you for voting to postpone or denying this PUD as it is currently described, sincerely,
Lauren Foster
1011 Harper St.

Overview of all documents and key quotations:

TRANSPORTATION MASTER PLAN:

Not a single line of support for a connected Front St and MANY, MANY things that are opposed.

- **The TMP is explicitly designed to REPLACE previous development plans** (such as the 2016 Coal Creek Station, 42/S 96th Street Gateway Alternative Analysis, and the South Boulder Road Small Area Plan). This document supersedes those former plans for guidance regarding transportation decisions in Louisville:
 - o Pg 1-3: "Previously, the City's transportation goals were housed within multiple planning documents that the City developed over time, including ... In recognizing the benefits of coordinated transportation planning city-wide, rather than incrementally for specific corridors or areas of the city, the City has developed this Transportation Master Plan (TMP)... "The TMP takes into account these past plans and incorporates the previous goals, strategies, and recommendations when still consistent with the City's current transportation goals."
 - o For example, the 2016 South Boulder Road Small Area Plan discusses connectors, including the Kaylix connector, which is explicitly described as a part of the 2019 TMP. However, the out-of-date Front Street connection has been REMOVED from the 2019 TMP because it clashes with the goals of the TMP, Boulder County TMP, Future42 report, and Preservation Master Plan.

· **Six of the eight TMP goals are focused on concepts that are fundamentally opposed to the Front St. to South Boulder Road auto connection.** They instead support safety, reductions in auto traffic within the Old Town Overlay to incentivize walking and biking, and improvements to safety in key areas (including South Boulder Rd/SH42 and Louisville Middle School). These goals are likely, in part, a response to the following concerns repeated throughout the plan from Page 2-2:

- o "Traffic congestion and cut-through regional traffic are getting worse."
- o "Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking."
- o "Louisville Middle School is located in an area with a significant amount of travel for multiple purposes and is also near some intersections with higher numbers of collisions." (Pg. 3-27)

· **Mentions of development or developer** are all related to meeting the goals of the TMP which discourage connection of Front Street and encourage focuses on walkable/bikeable places and developments:

- o Pg. 3-12: "Higher density housing... can help reduce reliance on automobiles for trips in areas that are walkable with a variety of uses in close proximity."
- o "Allowing transit-supportive development patterns and land uses, such as mixed-use development at higher densities, can accommodate a variety of trips without the need for driving, therefore reducing stress on the transportation network." (Pg. 3-17)
- o "In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places."
- o "The City's adopted design guidelines and standards should be reviewed and updated as needed to promote the development of walkable places. There should be a focus on promoting walkable places in the city's main commercial corridors along McCaslin Boulevard and South Boulder Road, especially as redevelopment opportunities occur." (pg. 4-10)
- o "Land use decisions and site planning for new developments should consider how to leverage investments in transit." (pg. 4-30)
- o "Program 2: TDM incentivizes non-vehicular transportation modes... Louisville should promote or require TDM as part of new developments"

· **Top 3 policies, top 3 projects, and top 3 programs are all** focused on **reductions in car traffic and/or increased focus on safe/accessible walking/biking**, especially in neighborhoods like Little Italy and Louisville Middle School (called out as an area of concern in all TMP discussions regarding traffic accidents and walking/biking to school):

- o "**Policy 1** Summary: Great Streets, or complete streets, are streets that are designed and operated to be safe and accessible for all users, regardless of ability, age, or mode.
- o This policy provides a guide for the design of new streets or for improving infrastructure on existing streets and should take into consideration the surrounding context and land uses.
- o Pedestrian, bicycle and transit facilities should be considered a priority in all road designs"
- o "**Policy 2** Summary: In areas where new development or redevelopment is anticipated, the City's policy is to facilitate design that promotes walkable and bikeable places."
- o "**Policy 3** Summary: Transit Oriented Development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed- use neighborhoods... and TOD helps to reduce congestion and support environmental sustainability."
- o **Project 1:** Corridor Improvements is focused on "improve safety and multi-modal access" through larger corridor-level improvements. This project discusses plans for The Little Italy area, none of which mention a connection, but all of which highlight safety and congestion concerns on these corridors and the potential to impact nearby neighborhoods.
- o **Project 2** lists two improvements near Little Italy (see maps) which are focused on (1) a safe bike route (BK11), and (2) a Louisville Middle School connection Off-Street Shared Path (MU5)
- o **Project 3**, connectivity and safety improvements, states: "Research shows that investment in walkable environments, and neighborhoods that are pedestrian-friendly

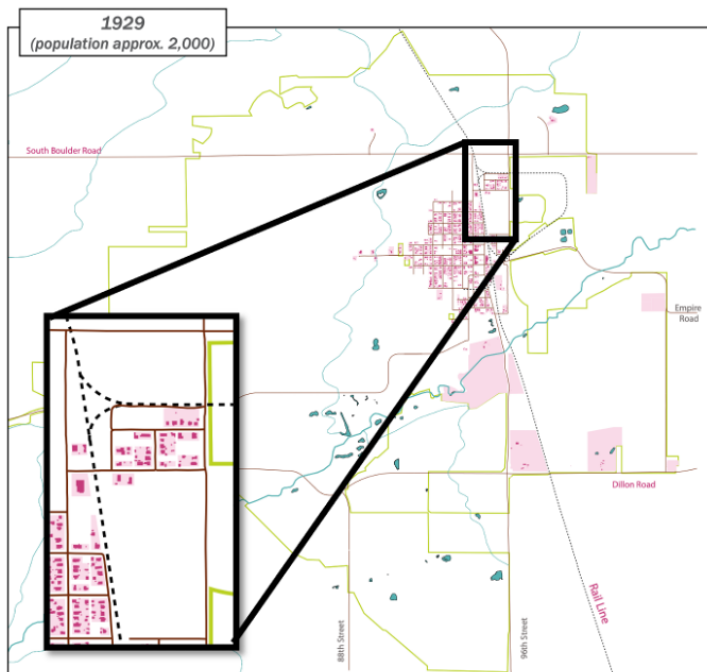
often attract a disproportionate level of commercial activity.”

- o **“Program 1:** A Neighborhood Traffic Management Program (NTMP) focuses on neighborhood-level traffic calming and safety improvements. These improvements help maintain the City’s family-friendly small-town character.”
- o They list “diverters to restrict vehicular movements” as an example tenant and the eligibility includes: “speeding, traffic volume/cut-through traffic, crashes, child safety issues, location of designated school routes.” Little Italy and the proposed Front Street connection meet every single one of these key considerations.
- o **“Program 2:** Transportation Demand Management (TDM) TDM strategies inform, encourage, and incentivize the use of non-vehicular transportation modes and decrease single-occupancy driving.”
- o **“Program 3:** Safe Routes to School - The goal is to reverse the decline in children walking and bicycling to schools and increase kids’ safety. Safe Routes to School activities include infrastructure improvements for sidewalks and crossings; safety, education and encouragement programs; Walking School Bus or Bike Trains.”
- Two explicit connections ARE proposed to complete gaps in Louisville where they are recommended (Kaylix Connector and CTC Connector). Front Street, Little Italy, and Coal Creek developer property are shown on every map throughout the report with no connection and all discussion or mention of these areas is focused on safety, for residents and Louisville Middle School students, in the face of being near one of the highest-crash intersections in the city.
 - o There is no content anywhere that mentions or supports a connected Front St from South Boulder Road, through ONE CITY BLOCK to where it dead ends at the discontinuous Delo parking access simultaneous to 1-2 car backups at the railroad and Louisville Middle School safe school route. This is not only NOT a part of the TMP, it is extensively rebutted throughout.

Preservation Master Plan (2015)

The preservation master plan

- “The “Little Italy” neighborhood encompassed the approximately twenty-five homes north of Griffith Street between Main Street and Highway 42. Italians eventually became the largest single ethnic group in Louisville, with bocce courts, numerous popular restaurants and other local businesses, and the continuing prevalence of Italian surnames marking their influence on the community.” (pg. 7)
- Pg 10: 1929 Development map shows majority of Little Italy present in 1929.



- “Louisville’s older houses... recall the importance of living in close knit, friendly neighborhoods.” (pg. 14)
- *Pg. 16: Little Italy is an important part of Old Town Overlay, which was “created to protect against insensitive new constructure in the oldest residential areas of Louisville”*
- Focus on more collaboration with other city entities. Currently there is not someone in the historic planner role to review the Coal Creek village plan, so that will fall to the Planning Commission:
 - o **Objective 4.1** - *Encourage greater collaboration between the Historic Preservation Commission and other City Boards and Commission. **Objective 4.2** - Maintain and enhance cooperation between Planning staff and other City departments, including Louisville Historical Museum”*
 - o “Historic Preservation Commission members are positioned to collaborate with other City Boards and Commissions while the Planning staff has opportunities to further integrate preservation more into the full range of municipal activities.”
- “Evaluate potential amendments to the municipal code to allow waivers from design standards in exchange for preservation of historic resources through the PUD process.” (Pg. A-2)

Future42 Plan (2022)

The Future42 plan is focused on safety on the 42 corridor, and does not include recommendations for connecting South Boulder Road to Little Italy via Front, or any other, street. Some key quotes here, and a full list below.

- “Vehicular traffic will be safer with the implementation of a design that is more in line with the context of the adjacent land uses” (pg. 8)
- “These zoning districts play a huge part in how the roadway should interact and be built contextually... and with at least 29% of peak-hour trips being entirely within the community, there is opportunity to offset some of these trips through multimodal connectivity.” (pg. 15)
- “the project team will need to work with the State Historic Preservation Office, and local jurisdiction historical preservation programs to minimize impacts on historic sites.” (pg. 29)
- “It should be noted that there are two major drainage basins located within project limits (Coal Creek [7.58acft 100-yr detention required] and Bullhead Gulch)... Water quality and detention requirements were preliminary determined based the site area and imperviousness in each major basin... Where regional extended detention basins are utilized, it should be evaluated if the project volume requirements can be combined and/or shared with adjacent developments.” (pg. 54)

Louisville South Boulder Road Connectivity Plan (2019)

Does not include ANY provision, mention, or conceptual goal for connection of Front Street and is the most recent document, coupled with the 2019 TMP, that describes plans in this part of Louisville.

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