



City Council

February 3, 2026
Packet Addendum #3

From: [Tawnya Somauroo](#)
To: [City Council](#)
Subject: Where is the equity analysis for the 1155 Pine Street acquisition?
Date: Sunday, January 25, 2026 11:26:45 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.

Dear Mayor Leh and Members of City Council,

This proposed acquisition at 1155 Pine Street raises some red flags, beginning with the absence of a clear equity analysis in the Council materials and estimation of the full lifecycle costs that Council is about to ask residents to incur.

The City has created an EDI lens through which every action is supposed to be viewed, yet the Council packet does not include an equity impact analysis. I respectfully request that staff be directed to include a formal equity analysis before this item comes back to Council for further consideration, consistent with the City's own stated plans for Council communications. An estimation of complete lifecycle costs should be part of that equity assessment.

There are serious equity questions around the 1155 Pine Street proposal that Council has a duty to discuss openly before potentially adopting this plan.

First, it is claimed that these rail cars have great 'sentimental value' to residents, but the City has NOT surveyed or meaningfully consulted residents about this project. Absent any survey or outreach, there is no empirical basis to conclude that this project provides public benefit beyond a perceived benefit to a very narrow subset of residents. Under the EDI framework, equity is not just about outcomes, but about who is asked, who is heard, and who is not. In this case, the residents who will ultimately bear the long-term costs are dimly aware the City is moving to make this purchase. This acquisition wasn't in the city council work plan, wasn't discussed during the annual budget meetings, at the Finance Committee or in a Planning Commission meeting. It feels like it came out of nowhere.

Second, the primary beneficiaries of this transaction are the current landowners. By purchasing a portion of the property at what some would call an inflated, speculative negotiated price (\$400K) that includes compensating the landowners for rail car relocation costs, the City will materially increase the value of the remaining privately owned parcel while transferring future responsibility and risk to residents.

Third, it is a significant concern that this project does not qualify for Historic Preservation funding. The City's formal historic preservation process ensures that preservation investments meet established standards for historical significance, integrity, and public benefit, ensuring fairness and consistency in fund use. In this case, those standards were not met. Using general fund money bypasses those safeguards.

Fourth, the full lifecycle costs of this acquisition have not been assessed or disclosed. Future costs include maintenance, restoration, weatherproofing, safety, accessibility, staffing, and eventual repair/removal costs. An equity analysis requires knowing those costs so that tradeoffs with other equity-focused priorities can be discussed in the sunshine.

Finally, the benefits of this acquisition are narrow and geographically concentrated to the Main Street area. The project offers aesthetic and symbolic value local to that area, while sacrificing opportunity costs such as: housing affordability, access to services, cultural representation of underrepresented communities, or other stated equity priorities. Renters, lower-income households, and residents outside the downtown area will bear the costs of this project for years without receiving commensurate benefits that Main Street residents receive.

Please ask staff to provide an equity analysis for this project with an estimation of complete lifecycle costs so that the public can understand the full potential impacts of this project.

Regards,

Tawnya Somauroo

From: [Charlie Lommen](#)
To: [City Council](#); [Clerks Office](#)
Subject: Support for 1155 Pine
Date: Tuesday, February 3, 2026 12:49:53 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.

Dear Mayor and Members of City Council,

I am writing to voice my support for the City of Louisville's proposed acquisition of the part of 1155 Pine with the train cars.

This project has been rooted in community efforts from its very beginning. Today it stands as a remarkable and unique entrance to the city. Louisville has a rich history with the mining and rail industry playing key roles. I firmly believe that this plan is in keeping with the spirit of uplifting the history and community of this wonderful town.

I hope that all the wonderful men and women on this council can see how much it means to our community to have this project remain and be supported. I humbly request that you thoroughly consider this proposal and continue making Louisville a unique and vibrant place to live.

Best,
Charlie Lommen

From: [Chip Heldman](#)
To: [Clerks Office](#)
Subject: Fwd: Caboose & train car
Date: Tuesday, February 3, 2026 12:42:08 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.

To whom it may concern,

I have been a homeowner and resident of Louisville since 1997. I would love for the East gateway to the city to include the caboose and freight car! These are a part of our history and important to us.

PLEASE support this; it is great for our community and it is important to preserve our history.

Best regards,
William "Chip" Heldman
296 S Adams Drive, Louisville

From: [Sarah Ochsankehl](#)
To: [City Council](#)
Cc: [Andy Ochsankehl](#); [Clerks Office](#)
Subject: Public Comment in Support of 1155 Pine St. Acquisition
Date: Tuesday, February 3, 2026 12:37:08 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.

Dear Mayor and Members of City Council,

My husband and I are writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

We respectfully encourage the City Council to support this item. Thank you for your service and consideration.

Sincerely,
Sarah and Andy Ochsankehl

Sarah Ochsankehl
(c) 972.974.0991

From: [Kate Dunlap](#)
To: [Clerks Office](#); [City Council](#)
Subject: Fwd: Please purchase 1115 Pine St. Property
Date: Tuesday, February 3, 2026 12:35:19 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.

Re-sending because it bounced back.

Dear Louisville City Council Members,

I'm writing in support of the city's potential purchase of the corner property near downtown with the train car - 1155 Pine Street. This property is the primary eastern entrance into town, and that train car is a key part of our town's history. If the city doesn't purchase the property, it could be redeveloped as a generic building. This is a great opportunity for the city. Please move forward with purchasing this property. Thanks,

--

Kate Dunlap (she/her)
303-503-7209
667 W. Lilac Ct.

--

Kate (she/her)

From: [Anna Marshall](#)
To: [Clerks Office](#)
Cc: [City Council](#)
Subject: Support for city acquisition of 1155 Pine Street
Date: Tuesday, February 3, 2026 12:34:47 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.

Dear Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Anna Marshall
Resident of Louisville, CO

From: [Leanne Duhon](#)
To: [City Council](#); [Clerks Office](#)
Subject: Please save the historic train cars!
Date: Tuesday, February 3, 2026 12:33:53 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.

Dear Mayor and Council Members,

I'm a local resident and business owner and I'm really hoping you'll move forward with the purchase of the property at 1155 Pine Street.

Those train cars are a landmark for us, and losing them would be a shame. Using that space as a gateway to downtown is a smart move that protects our history and gives the community something to be proud of.

I'd love to see the city get behind this project. Thanks!

Sincerely,

Leanne Duhon

Leanne Duhon

720.347.3439

www.leanneduhondesignco.com



From: [Lauren Foster](#)
To: [City Council](#); [Matt Post](#)
Cc: [Julia King](#); [Diana Langley](#); [Caleb Dickinson](#); [Josh Cooperman](#); cleh@louisvilleco.gov; [Deb Fahey](#); jkern@louisvilleco.gov; [Barbara Hamlington](#); [Dietrich Hoefner](#)
Subject: Coal Creek Village PUD – Comprehensive Context, Planning Commission Findings, and Applicable City Plans
Date: Monday, February 2, 2026 11:53:36 AM
Attachments: [LittleItaly Concerns Visually.pdf](#)
[LetterToCity_Sept2024.pdf](#)
[10-2024_LF_SUMMARY_OF_MAJOR_PLANNING_DOCUMENTS_AS THEY PERTAIN TO COAL CREEK VILLAGE DEVELOPMENT AND FRONT STREET PROPOSED CONNECTION.pdf](#)
[Concept Site Plan_2026-01-09 \(1\).pdf](#)

[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 City Council Members,

I am writing in advance of your February 3 vote on the Coal Creek Village Planned Unit Development.

City Council is voting on the **ORIGINAL PUD**, and as you know, the conditions attached at this stage matter deeply. If amendments are not required now, later changes become extremely difficult or impossible — regardless of community consensus or improved planning outcomes. The neighborhood has found support in the planning commission, then collaborated with the developer and city to design a **REVISED CONCEPT PLAN** (attached) that provides a win-win-win for the City, the Little Italy Neighborhood, and Markel (developer). **We need YOU**, City Council, to only approve this PUD with amendments that enshrine 3 key portions of the revised concept plan:

- Uphold the planning commission amendment that the Front Street Connection be limited to emergency-vehicle access only.
- MOST IMPORTANT: Add amendments to approval of the PUD that the new concept plan be used in all final designs.

The amendments should EXPLICITLY LAY OUT the three major changes:

1. *Front Street Connection is designed and designated as emergency access only* (not retroactively closed)
2. *A park added at the corner of Front St. and Harper St.*, preserving the character of the historic Little Italy neighborhood while providing additional green space to future Coal Creek residents and current Little Italy residents alike. [This park replaces 3-story townhomes WITHIN the 3 historic blocks which also fall under Old Town Overlay planning rules].
3. *The developer will IMPROVE the existing alley, and dedicate enough land to make the alley public right-of-way.* This is critical:
 1. Residents have received written communication from the City that they may lose access to their properties in the future (can provide email from city staff if requested). Some homes ONLY access from the alley, and many garages are alley access only.
 2. The City will maintain the alley once it is public right-of-way, as they do with nearly every other alley city-wide, but which they have never done for

the Little Italy neighborhood.

3. Markel has agreed to offset costs associated in rebuilding the 3-fences (2 chain link, one 6' wooden) that will need to be torn down in order to accommodate the alley location versus its currently used pathway. If accountability for these costs needs to be assigned please do so at this hearing. The three properties with fences over the property line are Anita Menendez (1009 Harper), Lauren Foster & Terri Johnson (1011 Harper), and Julie (last name not known) at 1021 Harper.

Markel and the City have agreed to the feasibility of the revised plan. Markel has sent out surveyors, met requirements, and had their planning group re-design this so that they only lose 1 unit (187 instead of 188 in the original PUD). They are happy with this new design and agree that it represents improved planning (no double side-by-side alley, better separation between old and new, safer walking and biking routes for future and current residents into town or to Louisville Middle School. I personally reached out to Matt Post via email inquiring: "[Markel] said the city was open to this plan. We just wanted to confirm since you were not on the call that the city is as amenable to this plan as the one we all discussed together," Matt replied to us saying that: "Hi Lauren, Yes. We are willing to support this plan as proposed, with further review, which will be a condition of approval recommended to the City Council."

This is not a request to delay or oppose development. It is a request for thoughtful conditions that align with the City's adopted plans, the Planning Commission's recommendation, and a solution that works for future residents, existing neighbors, and the City as a whole.

Please approve the Coal Creek Village PUD only with specific amendments that uphold the Planning Commission's decision and REQUIRE THE REVISED PLAN for all future steps in the planning process. It is critical to add the following portions of the concept plan as your amendments EXPLICITLY and FORMALLY:

1. Emergency-access only on Front St.
2. Public park at the corner of Harper and Griffith Street (no townhomes or other units).
3. Harper alley improvements and public right-of-way dedication.

Thank you for your time, care, and service to our community.

Respectfully,
Lauren Foster
1011 Harper Street

P.S. I have attached the following potentially useful documents to support decision making:

1. LittleItaly_Concerns_Visually (a powerpoint demonstrating issues with original PUD, resident concerns, new traffic study data, etc.)
2. LetterToCity_Sept2024 (one of many attempts to collaborate by neighbors over this multi-year process... Markel finally worked with us on the revised plan after Planning Commission's vote)
3. 10-2024_LF_Summary of major planning documents (direct quotes from ALL relevant city documents that support this revised plan)
4. Concept Site Plan_2026-01-09 (the COLLABORATIVELY designed, revised concept that should be set BY CITY COUNCIL as amendments to the original PUD).

Amendments should EXPLICITLY call out the aforementioned 3 key items:

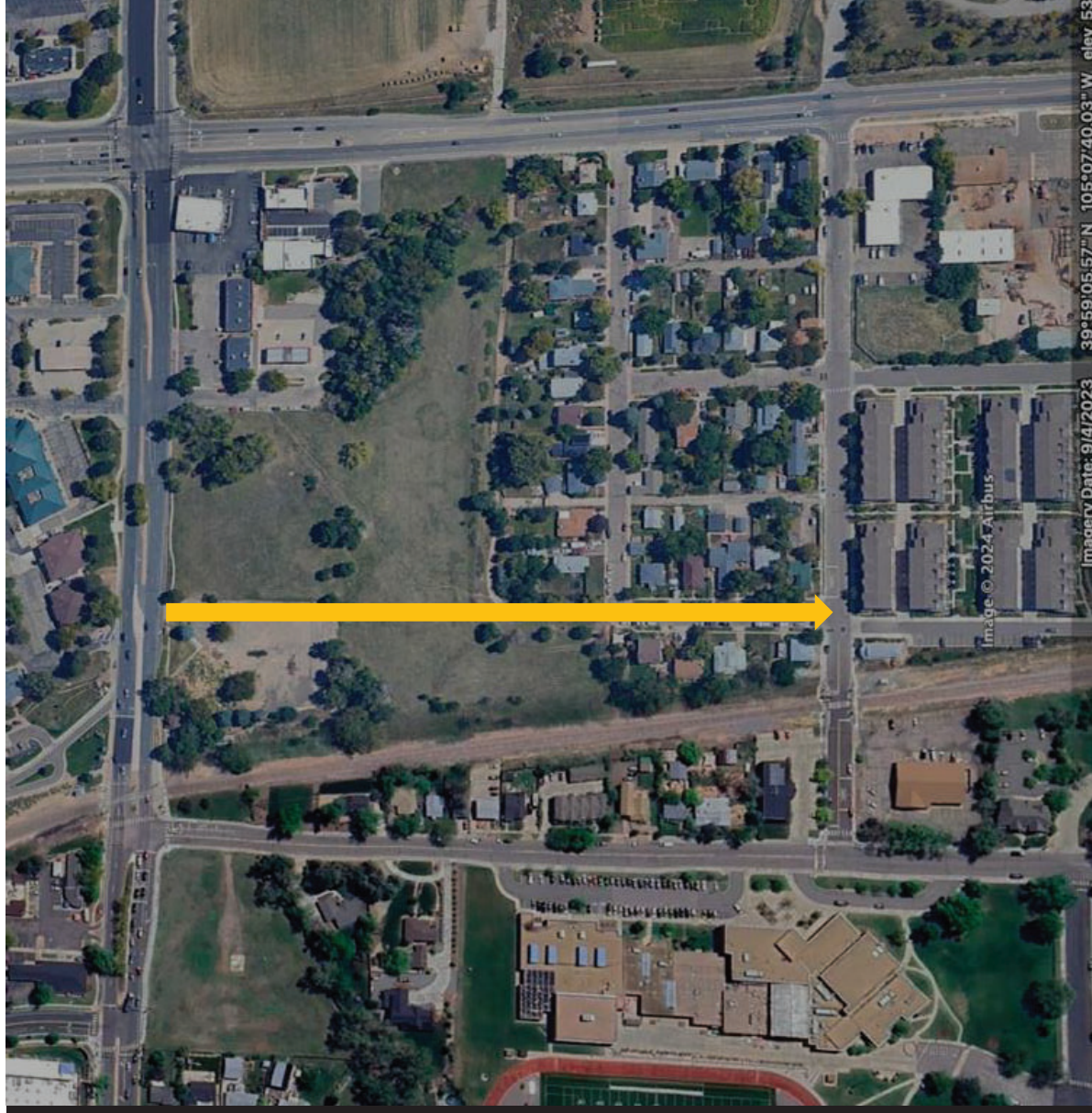
1. **Emergency-access only on Front St.**
2. **Public park at the corner of Harper and Griffith Street (no townhomes or other units).**
3. **Harper alley improvements and public right-of-way dedication.**

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

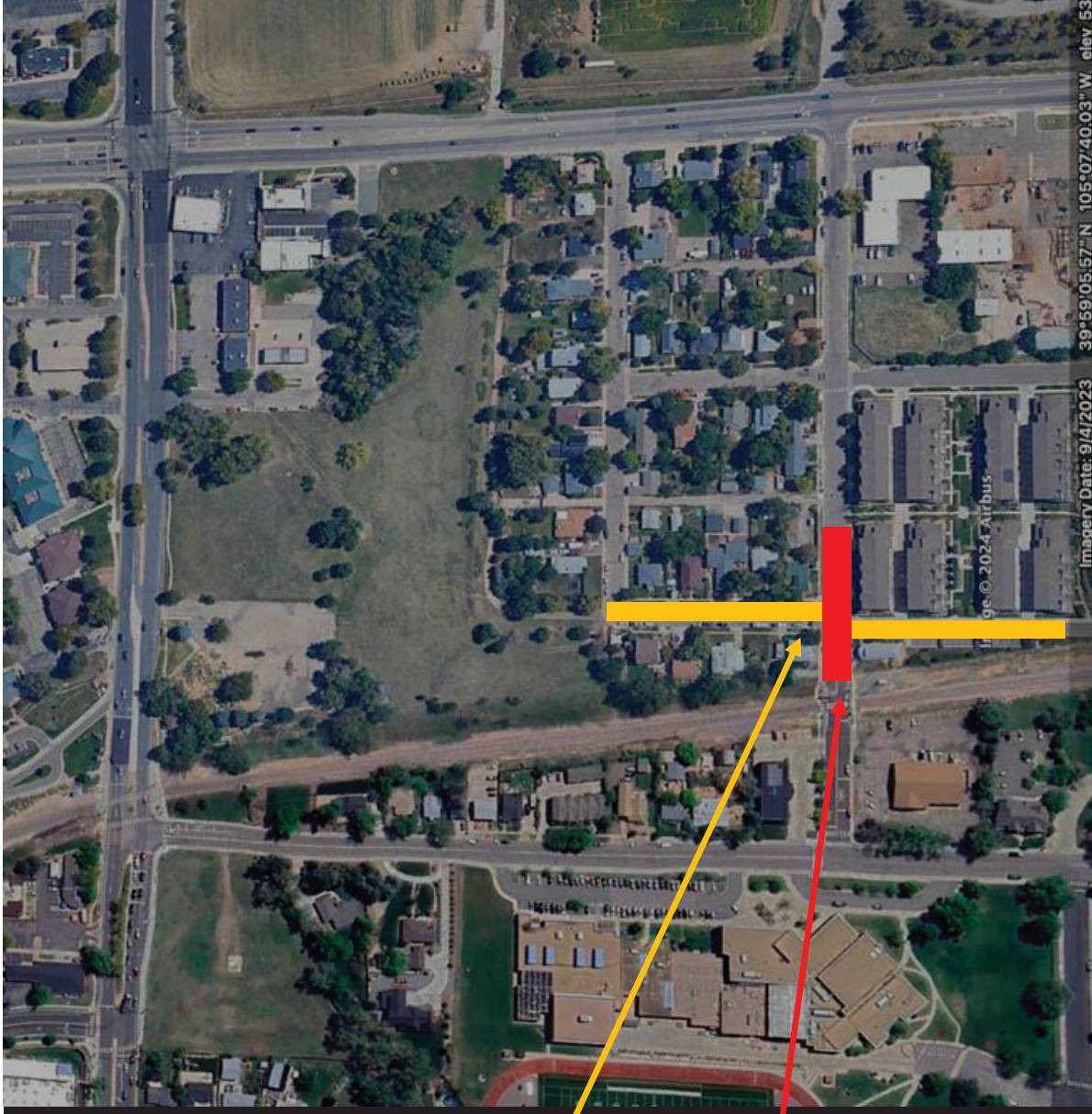
Routing traffic from South Boulder Road through tiny Little Italy, into school safety zone:

- Proposal connects Front St. from South Boulder Road to dead end at DELO (physical offset, private road)



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.



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) – says it explicitly “supersedes older plans”
 - Historic Preservation Plan (2015)
 - South Boulder Road Connectivity Plan (2019)
 - Future42 (2022)
- Only OLD plans 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)

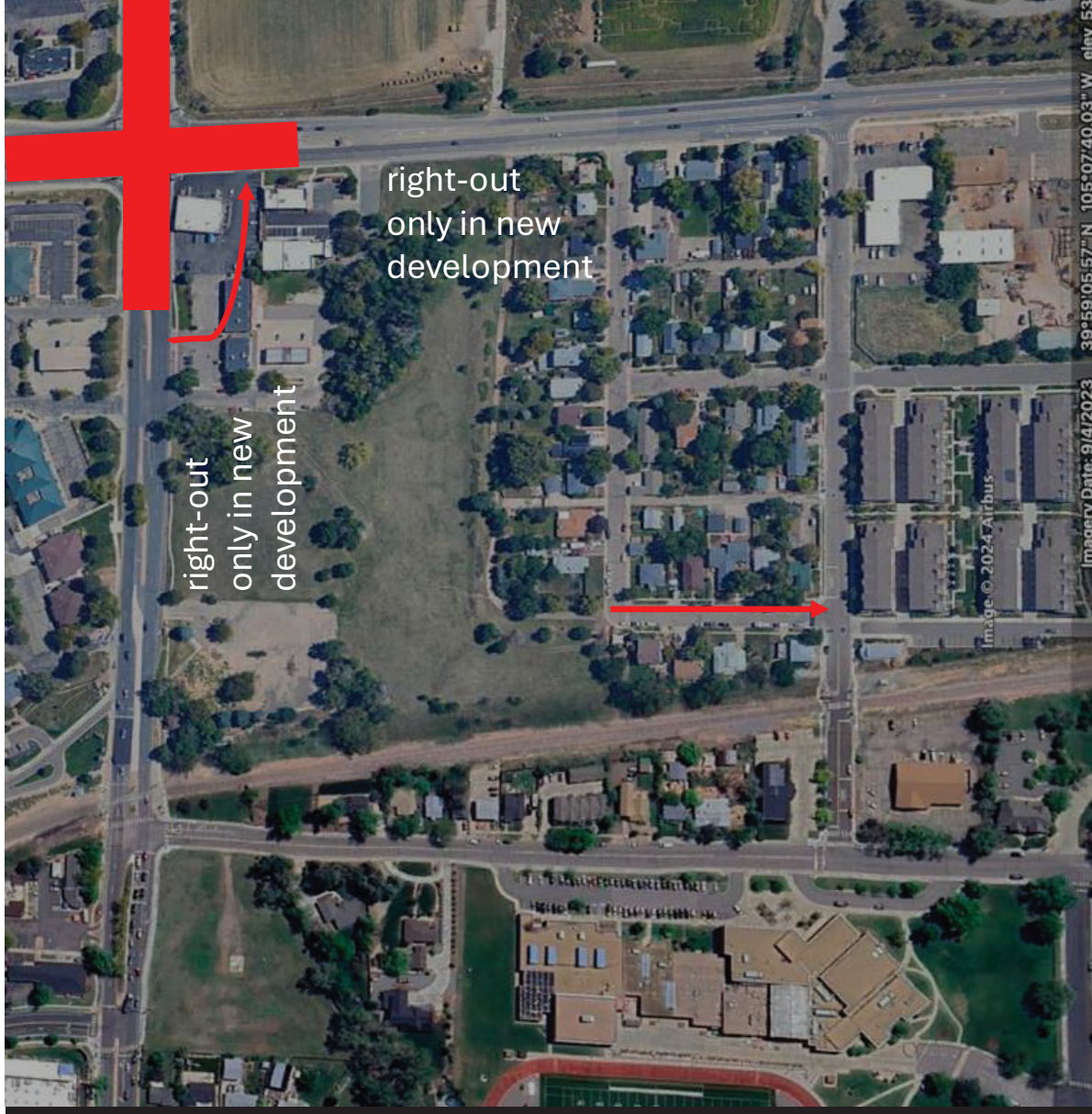
Coal Creek village is at the bottom of one of the more significant drainage basins in the city, and is a seasonal wetland that helps mitigate flood risks in the surrounding neighborhoods and regional roads (S. Boulder Rd., SH42).

- 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

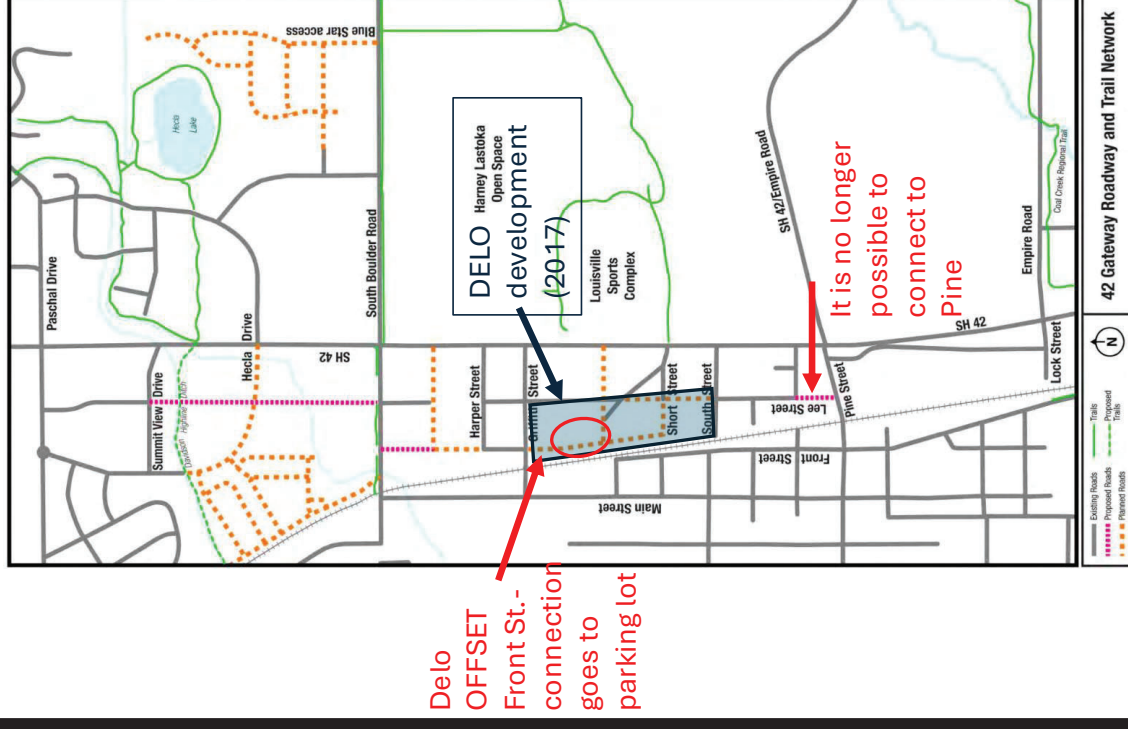
- City says connection will:

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.

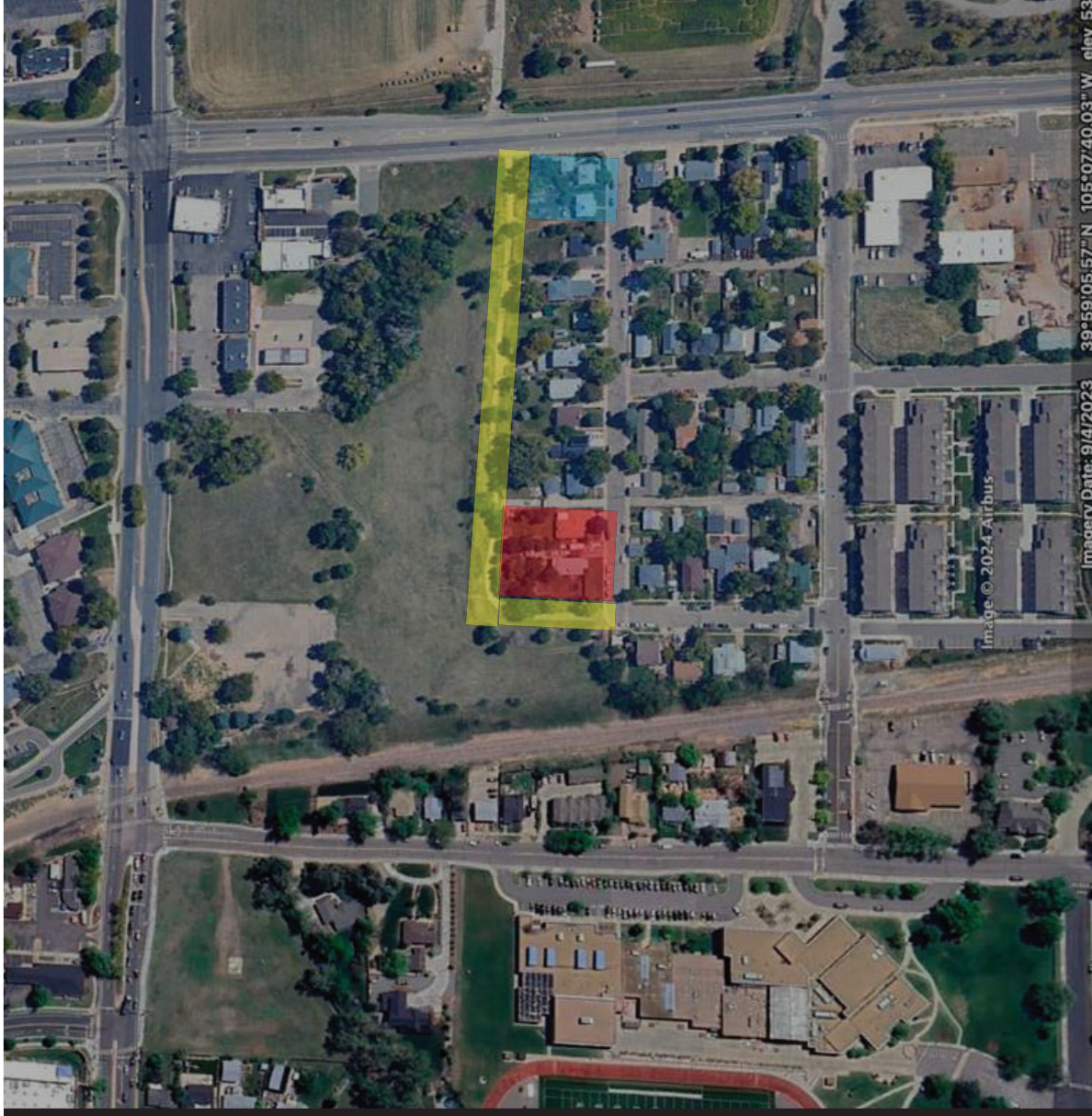
Future Roadway Network



42 Gateway Roadway and Trail Network

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



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

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)

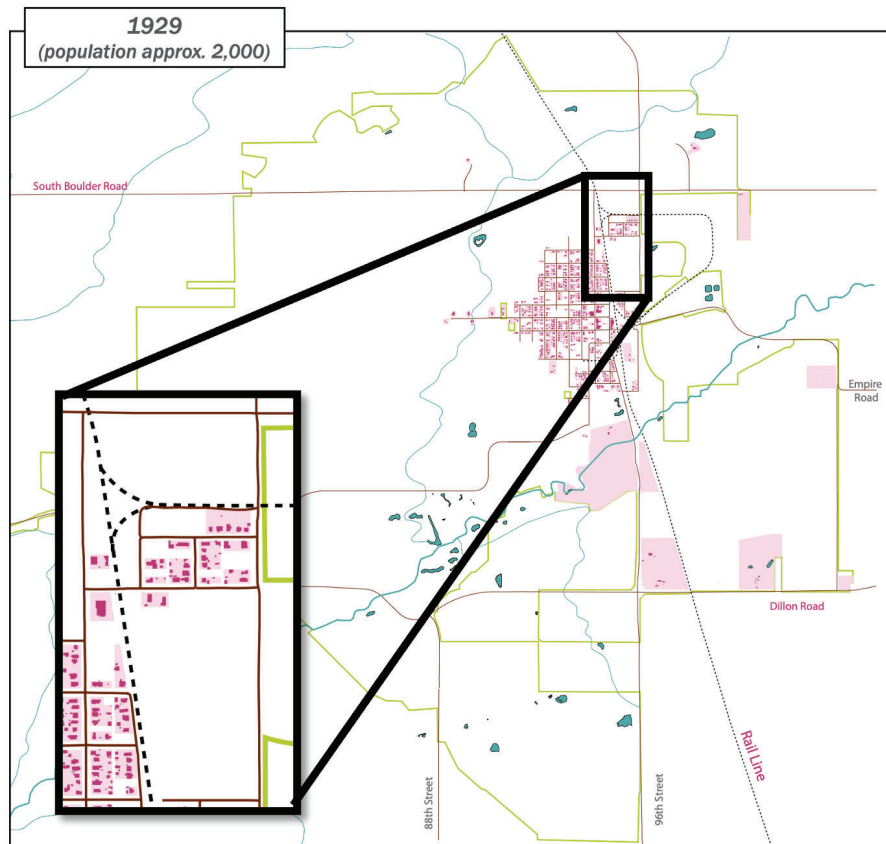
- “In areas where new development or redevelopment is anticipated, the City’s policy is to facilitate design that promotes walkable and bikeable places.”
- “The City’s adopted design guidelines and standards should be reviewed and updated as needed to promote the development of walkable places. There 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:

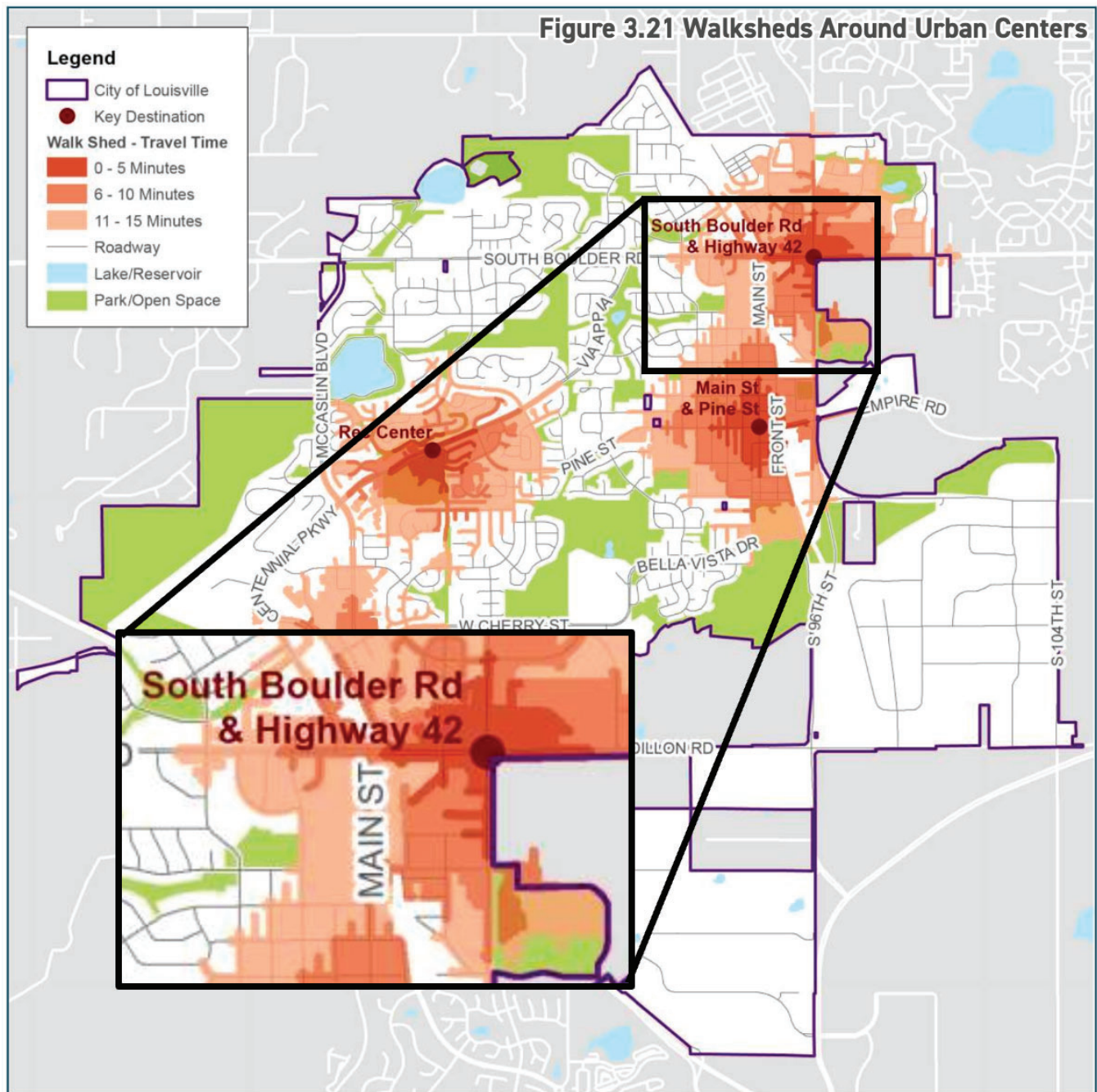
Transportation Master Plan (2019):

- 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.

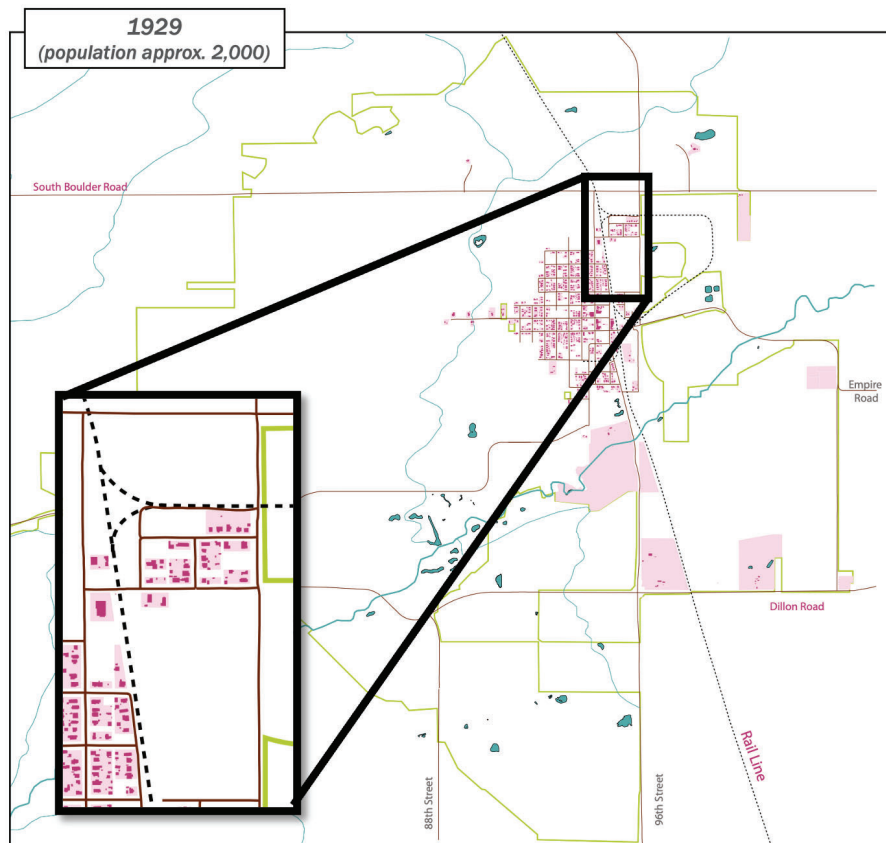
2015 Preservation Master Plan quotations:

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

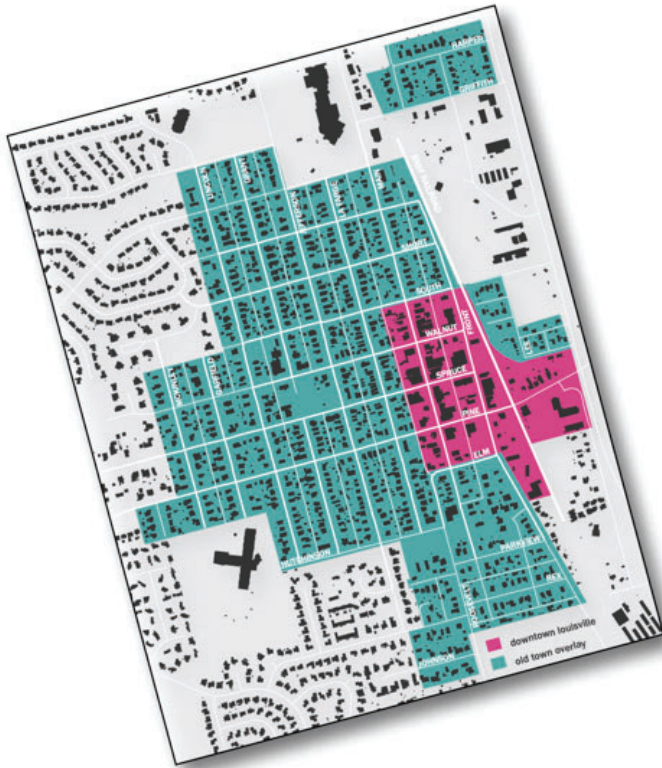
Louisville's small town character, its history, and its sense of place, all of which make our community a desirable place to call home and conduct business."

- "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”



-
- 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.”

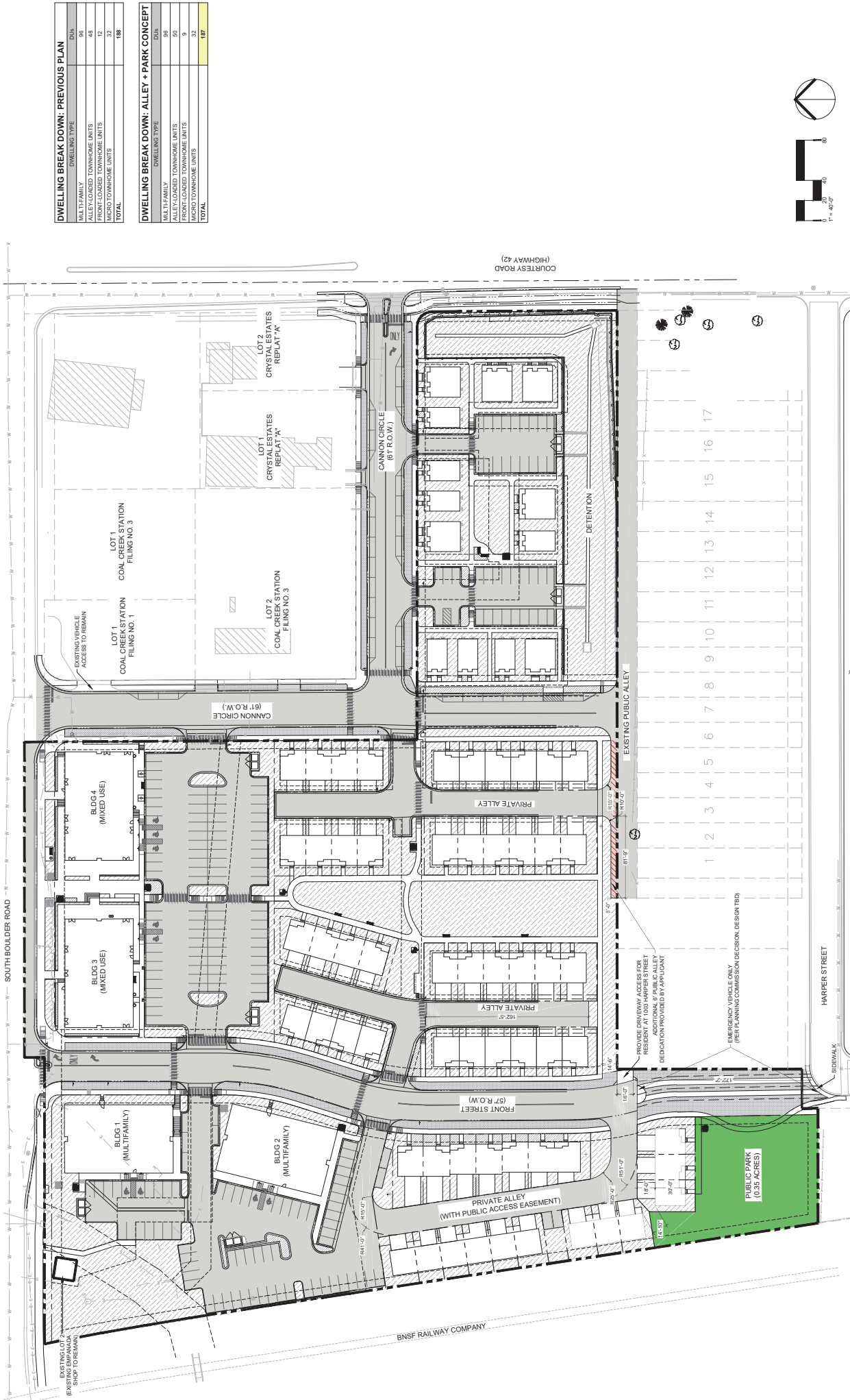
- “Relying upon completed historic contexts to make informed choices, the City should prioritize surveying its most significant and physically intact places. Surveys should be phased, with each project recording approximately 50 properties. Recommended surveys: Louisville Historic Residential Subdivisions”
- 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.”



DWELLING BREAK DOWN: PREVIOUS PLAN

DWELLING TYPE	DW
MULTI-FAMILY	96
ALLEY-LOADED TOWNHOME UNITS	48
FRONT-LOADED TOWNHOME UNITS	12
MICRO TOWNHOME UNITS	32
TOTAL	188

DWELLING BREAK DOWN: ALLEY + PARK CONCEPT

DWELLING TYPE	DW
MULTI-FAMILY	96
ALLEY-LOADED TOWNHOME UNITS	48
FRONT-LOADED TOWNHOME UNITS	12
MICRO TOWNHOME UNITS	32
TOTAL	188



COAL CREEK VILLAGE | CONCEPT SITE PLAN

01.09.2026

From: [Jody Ash](#)
To: [City Council](#); cdickenson@louisvilleco.gov; [Josh Cooperman](#); cleh@louisvilleco.gov; [Deb Fahey](#); [Judi Kern](#); [Barbara Hamlington](#); [Dietrich Hoefner](#)
Subject: Coal Creek Village PUD
Date: Monday, February 2, 2026 1:17:19 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.

Dear City Council Members,

On February 3rd a very important topic for our neighborhood will be on your agenda, Coal Creek Village PUD. Although I am not excited about the density proposed for this development, I also believe in solutions for compromise.

Little Italy is the oldest historical neighborhood in Louisville. We have chosen to buy in this neighborhood for its quiet, peaceful, close to downtown location but also its 'out of the hussle' location. Our neighborhood really is truly special. All neighbors are friends, we have block parties and get together, and play in the quiet streets.

Please consider the revised concept plan. Our neighborhood has worked with the developer to provide a better, safer solution for our neighborhood and our community.

A park needs to be added at the corner of Front and Harper to preserve the character of our neighborhood as well as providing much needed green space to sequester CO2, provide space in nature for the new residents and their pets and keep with Louisville's history of making Parks a priority.

Please uphold the Planning Commissions amendment for the Front Street connection to be permanently Emergency Access Only. This is vital for safety not only on Front and Harper, but Griffith as well where it connects to Main St. at the Middle school. As you may know, this intersection is already a danger due to anxious drivers experiencing long wait times to get through the intersection at school drop off and pick up.

Also, please consider our Harper Street neighbors Alley concerns.

Markel and the City have agreed this plan is feasible.

Thank you very much for your consideration to help preserve the quality of life for Little Italy residents!

In Gratitude,

Jody Ash

1430 Front Street

PPLAB Chair

Bee City Committee

Owner, Wild Heritage Gardens & Design

303.883.7035

Louisville, CO

“Never doubt that a small group of thoughtful, committed, citizens can change the world. Indeed, it is the only thing that ever has.” – Margaret Mead

From: [Mark-Linda](#)
To: [City Council](#)
Subject: February 3 Coal Creek village
Date: Monday, February 2, 2026 1:29:30 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 Name Is Mark Zeman At 1439 Front Street, a 30 year resident. I am writing regarding the upcoming Feb 3 vote on the Coal Creek Village Planned Unit Development.

City Council is voting on the **original PUD**, and unless amendments are required now, later changes will be extremely difficult or impossible. The Planning Commission heard extensive public testimony and added an amendment recommending that the Front Street connection be **emergency-vehicle access only**, recognizing the safety and traffic risks of routing South Boulder Road traffic through a three-block historic neighborhood and middle school walking route.

After that hearing, the developer worked with our community to better protect our Historical area of Louisville. The latest proposal is a win . win, win . for all involved.

Subject: Please Require Key Amendments to Coal Creek Village PUD

th the neighborhood and City staff on a revised concept plan that represents better planning. It maintains emergency-only access on Front Street, improves and dedicates the existing alley as public right-of-way, and adds a small park at Harper and Griffith — all while barely impacting unit count.

This is not a request to delay development. It is a request for thoughtful conditions that benefit the city, the developer, and existing residents.

Please approve the PUD **only with amendments** that reflect the Planning Commission's recommendation and require the collaborative concept plan for all future steps.

Thank you for your service to our community,

From: [Dustin Sagrillo 303-748-1719](mailto:Dustin.Sagrillo@louisvilleco.gov)
To: [City Council](#); [Matt Post](#)
Cc: [Julia King](#); [Diana Langley](#); [Caleb Dickinson](#); [Josh Cooperman](#); cleh@louisvilleco.gov; [Deb Fahey](#); jkern@louisvilleco.gov; [Barbara Hamlington](#); [Dietrich Hoefner](#)
Subject: Coal Creek Village PUD concerns...
Date: Monday, February 2, 2026 3:47:44 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.

Hello City Councilors and Matt,

I'm writing regarding the proposed Coal Creek Station project. I'm not opposed to additional housing—Louisville needs it. That said, the current plan creates serious and avoidable impacts on the historic Little Italy neighborhood, and I'm asking you to approve the project only with key conditions.

First, the plan creates parallel alleys which is a waste of space and leaves existing owners essentially **no access** between the proposed multi-story buildings and the historic neighborhood. The new plan incorporating the use of the existing alley and improving, incorporating it into the new development and making it a city maintained alley is a major improvement to the builders original plan.

Second, on **Front Street access**: we are not NIMBY about this project—but we are absolutely **NIMFY** (“not in my front yard”) when it comes to turning Front Street into a through-route. It is reasonable to approve the plan with the condition that **Front Street be emergency access only**. If opened to regular traffic, it could increase cut-through traffic through the historic neighborhood by roughly **nine-fold** (or more), which would undermine safety and quality of life.

Operationally, it also makes little sense as a primary outlet: any vehicle traveling south on Front Street and attempting to head west on South Boulder Road would immediately face a stop sign, a railroad crossing, middle-school traffic, and a stoplight—constraints that already back up during peak hours. Even more concerning is the likelihood of commuters using the Front/Griffith connection to “beat the light” at Hwy 42 and South Boulder Road, effectively turning Front Street into a shortcut/race track.

Emergency access is all that's needed. New residents can still walk and bike downtown safely. For vehicles, it is reasonable to route traffic via Hwy 42 and Griffith (right on 42, right on Griffith), rather than pushing it through the historic neighborhood.

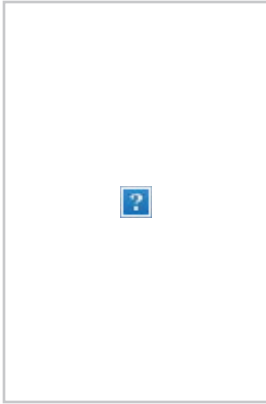
Finally, **parks/open space** are foundational to Louisville's identity—parks, open space, trails, and multimodal connectivity are not optional extras. Approving this plan without a meaningful park/open space component would be a major departure from those values, especially if a technicality is used to justify eliminating it. Please require a publicly accessible park/open space as part of the approval.

Your roles are temporary; your decisions are permanent. As public servants, I ask that you condition approval to protect neighborhood safety, preserve historic character, and uphold the

community standards that make Louisville a wonderful place to live.

Thank you for your time and consideration.

Best Regards,



Dustin Sagrillo - REALTOR since 2005

"Love where you live; enjoy the process of getting there."

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Certified Negotiation Expert, CNE
Senior Real Estate Specialist, SRES
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RE/MAX of Boulder

2425 Canyon Blvd #110

Boulder, CO 80302

Direct: (303) 748-1719

dustinsagrillo@gmail.com

www.thesagrilllogroup.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!

From: [Ash Colby](#)
To: [City Council](#)
Subject: Coal Creek Village PUD
Date: Monday, February 2, 2026 4:15:38 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.

Hello,

I am writing to voice my opinion on two matters. I am asking that the city council uphold the condition put in place by the planning commission, and that this preliminary PUD is only passed with an amendment or condition requiring only the revised concept plan to be used as this moves forward. The need for the connection of Front Street only being available to emergency services and first responders is crucial for the longevity of the Little Italy neighborhood. Just yesterday from the window of my home on Front St, I witnessed multiple people walking their dogs, biking, and playing in the street. If our street were to openly connect to South Boulder Rd, the possibility of actions like this continuing are slim. The amount of traffic our tiny quiet neighbourhood would endure on a daily basis would disrupt our lives an immeasurable amount. Pulling cars out of driveways, walking dogs, socializing with neighbors, and more would become a challenge, whereas now it is a normal part of daily life. This is why I am also arguing for the proposed notion of adding a park to the vacant corner between Little Italy and the new development. A space like a park would provide an area to socialize, play, and walk dogs, while also adding a needed separation between the quiet and historic neighbourhood we live in and the cookie cutter sardine can neighbourhood that is proposed. I hope my words will be considered, and that the voices of my neighborhood and our supporters are heard.

Thank You

Ash Colby

From: [lauryl danuff](#)
To: [City Council](#); [Diana Langley](#)
Subject: Coal Creek Village PUD Discussion Feb 3rd
Date: Monday, February 2, 2026 4:25:43 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.

Hello City Council Members-

I am a long time Louisville resident who is PRO thoughtful and responsible growth.

I am writing in regard to two very specific items in the discussion tomorrow evening about the Coal Creek Village PUD.

The first is to ask that you uphold the recommendation by Louisville's Planning Commission to keep Front Street closed except to emergency vehicles.

The second is to ask you to impose a condition or amendment on the PUD that the revised concept plan that will be presented by the developer Markell be the plan presented and used for planning and discussion going forward.

These two actions would resolve a large amount of the community unrest around this proposed development. It would also solve some very real problems for the city and the neighborhoods adjacent which exist in the original plan. The neighbors, the developer, and the City's Planning Department have worked long and hard to come up with this most recent plan that works, in compromise, for all three parties, some calling it a win-win-win. It is a very considerate plan - and it would be wise for the city to back something it can proudly tout as resident approved. While some wish to prevent the development from happening at all, I am opposed only to not being heard as a citizen of Louisville, and to not being considered, as a resident of the closest and only adjacent neighborhood to the proposed development.

My major concerns around opening Front Street are:

- Major safety risks of funnelling traffic directly towards Louisville Middle School where traffic and pedestrians already clog the roadways twice per day. As well as funnelling 900% more traffic down streets where children walk and ride bikes to and from school currently, with a presumed increase in pedestrian traffic with a lot of new housing units.

- Traffic that chooses one of the other two routes away from the Middle School will have to go down Griffith to the horrible intersection on 95th or cut through the Delo streets, many of which are private roads and parking lots. The most recent traffic study shows that this funneling extra traffic away from the South Boulder Rd and 95th Intersection does not solve that intersection's major problems, AND it creates major problems for many other already stressed intersections.

- Little Italy is one of the oldest neighborhoods in Louisville and has retained its charm and liveability, despite the growth around it. The streets are quiet and walkable, cats roam safely, children play safely, neighbors chat in the street, and we are able to have a quiet experience. I live on the block of Front Street that would be affected by this plan, and am very clear that going from a car every 7-8 minutes to a car every 40 seconds would drastically change my quality of living on this block. The streets of Little Italy were not built to handle large amounts of traffic - despite the claims from the city officials. The lived experience of this block is a slow one, a one-lane one.

- The Planning Department has consistently claimed that the Front Street connection is necessary to create a grid system in north-east Louisville, as grid systems help with traffic

flow, pedestrian safety and sight, etc. This is true that a grid system is a great thing, but this is a case where the theory doesn't match reality. All it takes is a Google view of the area to see that the railroad track on the west breaks any grid pattern, which is already disturbed by the Middle School as well. To the north across South Boulder Rd, none of the commercial or neighborhoods are built on a grid. The east contains open space, the 7th Generation Farm and the Ball Fields - no grid there. To the south of the proposed site is Little Italy, which does contain a whole of 2 square blocks of grid which is immediately disturbed by Delo. South of Delo are some more not-gridded blocks. **THE PROPOSED DEVELOPMENT IS NOT DESIGNED AS A GRID.** We need to drop this narrative, as there is no grid to connect to and creating a grid is not possible.

The Planning Commission understood, when hearing the citizens and residents, that it's important to keep Front Street closed. Please consider this as you hear the presentation. Please also consider that the newly proposed plan also solves for these problems.

My other major issue with the original design is around the land dedication. I am aware that the practice of waiving the land dedication requirement or the fee in lieu is being addressed by the city in the new comprehensive plan and other places. However, in this situation, no previous plat, approved or not, was asked to dedicate the 15% or any other amount to public open space or parks, at any time in history. This rule is meant to protect a piece of land from having multiple developers dedicate the land. This development has found some sort of loophole where they don't have to dedicate and don't have to pay the fee in lieu, regardless of the plot's history.

Please note that the developer is willing to add a public park into the southwest corner of the revised site plan. This was requested by residents of Little Italy, partially to add the green space needed to be consistent with Louisville's character, and partially to create a buffer between small and historic Little Italy and the modern, 3 story townhomes planned for that corner. This also helps to address issues such as snow storage and drainage that have been a concern.

There is also a concern with the alley proposed, the poor planning of a "double alley" situation along with further restrictions in flow and connectivity - the very thing the city is trying to avoid. The revised plan allows for connectivity between the two neighborhoods, a single, developed alley where there should have been one all this time, and ensures the folks who live in Harper will forever have access to the back side of their properties which has been in question in the past.

With all of this in mind, please use your positions as decision makers to really reflect what the community wants, needs, and is asking for.

Lauryl on Front Street

From: [Madison Rogers](#)
To: [Planning](#)
Subject: Keep Front Street Closed - Develop Coal Creek Village Responsibly
Date: Monday, February 2, 2026 5:20:51 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.

Good afternoon,

My name is Maddie Rogers. I am a student at the University of Colorado Law School and a Louisville resident.

I am emailing to ask that the Louisville City Council uphold the Planning Commission's amendment making the Front Street connection emergency access only.

Development is obviously important for Louisville's growth. Among other things, it strengthens local economy, addresses housing needs, and expands the tax base. But development doesn't have to come at the expense of Louisville's current residents nor the preservation and safety of its existing neighborhoods. Responsible development focuses on growth while preserving community character. It makes the city safer, increases walkability, improves public spaces, and fuels local engagement and economic opportunities together.

Residents of Little Italy and DELO have collaborated with Markel Homes to give you solutions that meet these goals. It's unreasonable for the city's planning department to ignore these cooperative proposals when they address all parties' concerns: safety, access, preservation of historic character, and developmental support. Opening Front Street undermines these priorities.

Please only approve the PUD with amendments that reflect the Planning Commission's recommendation to keep Front Street closed (except to emergency vehicles). Support the collaboratively developed concept plan that represents a win for everyone involved.

Thank you,
Maddie Rogers

Madison G. Rogers

J.D. Candidate at the University of Colorado Law School | Class of 2027

Madison.G.Rogers@colorado.edu

American Indian Law Clinic | Student Attorney

Women's Law Caucus | CWBA Representative

Colorado Law Animal Legal Defense Fund | President

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

PackardDierking
ATTORNEYS AT LAW

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

Juliana M.H. Massaro

Attorney
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Phone: 303.447.0450 x 114 Fax:
303.447.0451

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From: [tamar krantz](#)
To: [City Council](#); [Diana Langley](#)
Cc: [Erik Swiatek](#)
Subject: Conditions for approval for Coal Creek Village
Date: Monday, February 2, 2026 5:22:48 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.

Dear City Council Members,

Please incorporate the staff recommended conditions into your final approval of the Preliminary Planned Unit Development, Preliminary Plat, and Special Review Use applications for Coal Creek Ranch. I am very happy that the developers and staff were willing to work with the community to make the changes that you see in the revised plan.

I hope that you will incorporate the staff recommended conditions with a few changes.

(1) Please add the specific details requested by the Little Italy community members to the third condition. It is my understanding that this can be done by adding the text in *italics* below. Filling out this condition will give needed assurance to the community and still align with the developers voluntary changes.

Bullet 3: The improvements described in the traffic calming exhibit (Attachment 8), including the Front Street/Harper Street design concept, shall be incorporated into the Final PUD and Plat applications, subject to further staff review. *Specific required items from the design concept, (1) the Front Street connection will be designated "emergency access only" and designed accordingly, (2) the corner of Harper and Front St. will have a park and no units, (3) the Harper alley will be improved and designated City right-of-way. The PUD will not be approvable if staff review eliminates any of these aspects of the design concept.*

(2) Please add a condition to adhere to the municipal code regarding the public land dedication.

Though I strongly prefer that a dedication be made to meet the needs of the future community, It would be simple to add a condition that the fee-in-lieu for the public land dedication be paid.

You may wish to dig deeper into why this staff analysis gives a different reason for not requiring a public land dedication from what was included in the last analysis.

In the previous packet, staff has stated that no dedication was required because of the

exception for when *“satisfactory dedication arrangements were made and approved by the city council at the time of annexation or previous subdivision of the same property”* (LMC 16.16.060 (b)(4)). This reasoning failed because the word “and” requires both conditions in the sentence to be met. The non-existent previous land dedication is NOT “satisfactory”.

Now, the staff analysis has weakened the reasoning. The analysis cites a decade old decision, predating the current staff, and predating this application. For the reasons above, the previous interpretation was in error. There is nothing in our code that requires adherence to an “established interpretation”, especially one that does not comply with current code.

Please also note that your packet states, “If the project proceeds to a Final PUD and Final Plat, which would constitute a new development application, the proposal will be referred to the PPLAB for review and recommendation regarding the public park and streetscape landscaping.” By adding a condition for a fee-in-lieu, there is a greater possibility for consensus between PPLAB and council and more certainty for the developer. Thanks for considering this! Tamar Krantz,
Louisville

From: [Barbara Kish](#)
To: [City Council](#); [Diana Langley](#); [Rob Zuccaro](#)
Subject: Ordinance 1914 - 1155 Pine Street
Date: Monday, February 2, 2026 6:17:33 PM
Attachments: [Objection Ordinance No. 1914 - 1155 Pine Purchase.pdf](#)

[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 Mayor Leh, City Council and Staff,

Attached is my comments to Ordinance 1914 - Proposal to Purchase of 1155 Pine and Railcars.

Thank you, Barb Kish

From: [Anita Menendez](#)
To: [City Council](#)
Subject: Coal Creek Village PUD
Date: Monday, February 2, 2026 6:23:59 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.

As a long time Little Italy resident I wanted to voice my concerns regarding the impact of the Coal Creek Village development on our neighborhood.

1. City Council is voting on the **original Planned Unit Development (PUD)** for Coal Creek Village.

2. The Clear Ask (What We're Requesting)

We are asking City Council to:

1. **Uphold the Planning Commission's amendment** making the Front Street connection **emergency access only, and**
2. **Approve the PUD only with an amendment** requiring the **revised concept plan** to be used for all future planning steps.

This is not a delay request. It is a request for **better planning that is thoughtful to both the need for development and existing neighborhoods.**

One sentence you can use:

Please only approve the PUD with amendments that reflect the Planning Commission's recommendation and the collaboratively developed concept plan that represents a win-win-win for the city, developer, and Little Italy residents.

3. Why the Front Street Connection Is a Problem

The proposed Front Street connection would route traffic from **South Boulder Road / Highway 42 — one of the city's most congested and high-crash intersections — through a three-block historic neighborhood.**

Key issues:

1. **It is not a true street grid**
 - The "grid" is less than two blocks wide and dead-ends.
 - Traffic backs up into a **railroad crossing and a private parking lot.**
2. **It creates real safety risks**
 - Front and Griffith are part of a **school walking and biking route.**

- The traffic study **did not analyze bike or pedestrian safety**.
 - Routing new traffic through Front St. contradicts the Safe Routes to School priorities.
 - **“Pedestrian, bicycle and transit facilities should be considered a priority in all road designs.”** (*Transportation Master Plan*, p. 4-5)
3. **It does not solve traffic problems**
- There is **no westbound or northbound access** from the development — only southbound.
 - The connection **does not improve the major intersection** at South Boulder Road.
4. **The developer’s own traffic study shows extreme impacts**
- **Over 900% increase in traffic through Little Italy**, compared to only a **47% increase in weave maneuvers** on South Boulder Road.
 - No pedestrian or bike safety was considered.
5. The City’s own plans do not support it
- **“The Transportation Master Plan takes into account these past plans and incorporates the previous goals, strategies, and recommendations when still consistent with the City’s current transportation goals.”** (*TMP*, p. 1-3)
 1. The City’s own Transportation Master Plan supersedes older plans and does not support a Front Street auto connection.
 - **“Safety was a key theme. A lack of safe or perceived lack of safe and comfortable facilities is a barrier to walking and biking.”** (*TMP*, p. 2-2)
 1. Front Street would create exactly the problem the TMP is trying to solve.
 - **“Vehicular traffic will be safer with a design that is more in line with the context of adjacent land uses.”** (*Future42*, p. 8)
 1. Future42 reinforces context-sensitive, multimodal design

This connection routes traffic from a failing intersection through a historic neighborhood and middle school walking route without improving the intersection itself.

4. The Alley Behind Harper Street

The City:

- **Does not maintain** this alley and has **never improved it**, unlike nearly every other alley in Louisville.
- Has told residents they may **lose access to the back of their properties**.

Why this matters:

- Some homes have **primary entrances** from the alley.
- Many garages are **only accessible from the alley**.
- Improving and granting official City right of way would maintain resident access and equitably provide city services in Little Italy.

5. Building Height & Historic Character

The original PUD proposes **three-story townhomes within the few blocks of the Little Italy**

historic neighborhood.

Concerns:

- Breaks the **historic scale and character** of the neighborhood.
- Conflicts with the **Old Town Overlay**, which has been **strictly enforced for existing residents** — even for back-alley garages.

The original PUD proposes buildings that are not permitted under the Old Town Overlay and destroy the character of Little Italy.

6. What Changed After the Planning Commission Hearing

Two critical developments occurred **after** the Planning Commission meeting:

1. Planning Commission Amendment

- Commissioners recognized the Front Street connection as untenable.
- They added an amendment recommending **emergency-vehicle-only access**.
- Quotes from the 10/9/25 planning commission hearing:
 - Debra Baskett: "I am persuaded by the neighbors that this is an untenable situation to have the connection go through... It is possible to do the development without the connection and I would like to see that direction pursued."
 - David Bangs: "The connection, I understand policy, and I respect the concerns of the neighbors, and I'm even more concerned about the school... and the limitations we have in that area... I want to find a middle ground, a compromise. Let's have a connection, but for emergency access only..."
 - Jeff Hirt: "If we approve this development that allows for that connection in Front Street, I really feel like this development is going to have a really detrimental effect."
 - Steve Brauneis: "I'm wrestling with policy versus reality of that particular area, that is a concern."

2. Revised Concept Plan (Developer + Neighborhood)

The developer worked collaboratively with the neighborhood and City staff on a new design that:

- Keeps the Front Street connection **emergency-only**.
- **Improves and dedicates the alley** as public right-of-way.
- Adds a **public park at Harper & Griffith** that benefits both existing and future residents.
- Avoids poor planning outcomes like **back-to-back alleys**.
- **Barely changes unit count**, making it a reasonable compromise for developer.

City staff has indicated this revised plan would likely be approvable in final.

A better plan already exists, and it addresses safety, access, and historic character without undermining the development.

7. Why This Is a Reasonable Request

- We are **not opposing the development**.
- We are supporting **better planning and safer outcomes**.
- We are asking City Council to **use its authority now**, when conditions still matter.

Please approve the PUD only with amendments that reflect the Planning Commission's decision and the win-win-win revised concept plan.

Kindly,

Anita Menendez
Broker Associate, REALTOR®, ASP
RE/MAX ELEVATE
404.747.8140

From: [Bruce Bernhardt](#)
To: [City Council](#)
Subject: City Council Meeting about Coal Creek Village development
Date: Monday, February 2, 2026 8:07:14 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.

Dear City Council Members,

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

5 Attachments • Scanned by Gmail

From: [cindy Bedell](#)
To: [City Council](#)
Subject: Coal Creek Village Agenda Item 2/3/26 Public Comment
Date: Monday, February 2, 2026 11:42:31 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.

Dear Mayor Leh and City Councilmembers,

I am writing to submit public comments on Coal Creek Village Preliminary PUD / Plat and Rezoning.

1.) **Traffic:** The traffic that will be created by this amount of housing units + commercial development will further exacerbate the congestion and deterioration of LOS on South Boulder Road, especially at the intersection with 42. This will not only cause daily unsatisfactory service but also concern for emergency evacuation.

Downsize this development. (Is it 188 or 187 units? There seems to be some discrepancy in the packet). The development that was originally approved for this site, and expired in 2019, was for 51 units (+ 29,472 square feet of commercial).

188 or 187 housing units (+13,534square feet of commercial space} is too much density for the traffic capacity of nearby street infrastructure. Reduce the number of housing units allowed. The applicant is requesting an additional 137 or 138 housing units compared to the prior development proposal.

2.) **Traffic Impact on neighborhoods:** Please consider the adjacent "Little Italy" neighborhood's requests to mitigate traffic impacts, especially that the Front Street and Harper Street connection be emergency vehicle, bicycle, and pedestrian access only, consistent with the Planning Commission recommendation.

3.) **Architecture:**

The stark, modern architectural designs submitted are not consistent with the character of nearby neighborhoods, such as "Little Italy". These should be modified to be more consistent with nearby historic neighborhoods. The height, mass, and scale are not consistent with the existing neighborhood character.

4.) **Public Land Dedication:**

The proposal suggests a privately owned but publicly accessible .35-acre (15,246 square feet) park in the southwest portion of the site, since the last review. This is not sufficient for a development of this size. A public land dedication of at least the Louisville required minimum should be required for this 10.7 acre parcel.

Thank you for your consideration of these points,
Cindy Bedell
Ward 2
Louisville

From: [Mark-Linda](#)
To: [City Council](#)
Subject: Coal Creek Village PUD
Date: Tuesday, February 3, 2026 9:29:35 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 Louisville City Council

Re: Coal Creek Village PUD

The proposed PUD for Coal Creek Village has several issues affecting the adjacent Little Italy neighborhood. The Planning Commission recognized these issues and recommended several amendments to the proposed PUD. The Developer, Markel Homes, has spent countless hours listening and working with the Little Italy neighbors, redesigned their plans to meet the Planning Commission amendments and neighbors' concerns.

1) The original PUD has Front St connecting to S. Boulder Rd. The traffic study shows a 900% increase in traffic at Front St and Griffith St. Front St and Griffith St. is a T intersection. West towards the 3 schools on Main St or East towards Hwy 42 which will already have access from the development. The planning commission recognized this would be detrimental to the neighborhood and the Middle School at Griffith and Main (also a pre-school, K-8 school and karate school)

The amendment and new design will make the Front St between the Development and Little Italy an emergency access only. Simple traffic calming measures are NOT enough to avert a 900% traffic increase through one of the oldest Louisville neighborhoods onto a school corridor. Emergency Access only, please.

2) The original PUD has 2 parallel alleys. A new alley for the PUD and the existing alley. The existing 100+ year old alley is not platted. There's a threat that the City of Louisville will close the existing alley. This would deny access to garages and properties that back to the alley.

The amendment to work with neighbors led to a new design. Only 1 alley that is city maintained. The combined alley will take property from the Little Italy residents and property from Markel Homes and provide improved alley and better vehicle flow.

3) Little Italy neighbors have voiced concern that there is not a land dedication for this development. The loop-hole making the land dedication not required, in this situation, is that there was a development plan in the 1800s when land dedication wasn't a thing.

Markel Homes has worked with Little Italy neighbors and has made changes in their new design to include a land dedication, a park, that will serve to buffer the architectural transition between old and new.

Please recognize the hours of conversation between Markel Homes and Little Italy residents in developing a better proposal and include the changes when voting.

Linda Cateora
1439 Front St
Louisville

From: [Lisa Mullings Clauset](#)
To: cityclerk@louisvilleco.gov
Cc: [City Council](#)
Subject: Public Comment in Support of 1155 Pine Street Acquisition
Date: Tuesday, February 3, 2026 11:29:30 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 Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville. This project makes Louisville unique and really encourages our community to preserve history.

I encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,
Lisa Clauset
Louisville, CO

From: [Brian Duhon](#)
To: [City Council](#); cityclerk@louisvilleco.gov
Subject: Public Comment in Support of 1155 Pine Street Acquisition
Date: Tuesday, February 3, 2026 11:29:52 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 Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely, brian duhon
Louisville, CO

From: [Joseph Pemberton](#)
To: [City Council](#); cityclerk@louisvilleco.gov
Subject: Public Comment in Support of 1155 Pine Street Acquisition
Date: Tuesday, February 3, 2026 11:47:18 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 Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Joseph
Boulder County Resident and Employed in Louisville,CO.

Sent from my iPhone

From: [Lisa Dierauf](#)
To: [City Council](#)
Cc: [Lisa Dierauf](#)
Subject: Thoughts on proposed developments
Date: Tuesday, February 3, 2026 11:59:06 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.

Hi there. I have been a Louisville resident for 32 years. I remember when Cherry Street was a dirt road!

First of all, I'd like to say thanks for your hard working on making Louisville a great city! Projecting into the future is not an easy thing.

In general, I am not opposed to building UP, as this allows us to leave room for precious open space. (Do pay attention to viewsheds though.) But I am not okay with the rate and amount of building proposed in the draft Comprehensive Plan. The added congestion will impact the quality of Louisville. This whole area of Colorado is growing so fast. As a unique and historic city, let's pace ourselves and leave room for all of us to breath. This is not a race. And you can't get open spaces back once built upon.

Just a reminder, the benefits of Open Space are many. These include mental and physical health; habitat for biodiversity; a place for social interactions; economic value; and environmental benefits like better air quality, less noise pollution, and storm water management.

Also, I am concerned about putting a trail along a riparian corridor. These areas that weave along waterways are critical for wildlife -for food, movement, and protection. On other trails along ditches in Louisville, I have seen bald eagles and other birds of prey that ended up flying away because so many people stopped to look at them. The City of Boulder has made a concerted effort to redirect and move trails OUT of riparian areas. I'm sure you are checking in with Louisville's very competent Open Space team. It might be worth it to check in with others as well. Know that for many of us, there is a strong value for having safe spaces for wildlife.

Thanks for listening,

Lisa Dierauf
720-209-6022

From: [Siri Nanz Snow](#)
To: [City Council](#); [City Council](#)
Subject: Public Comment in Support of 1155 Pine Street Acquisition
Date: Tuesday, February 3, 2026 11:59:49 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 Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them from on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,
Siri Snow

From: [Nathan Marshall](#)
To: cityclerk@louisvilleco.gov
Cc: [City Council](#)
Subject: Public Comment in Support of 1155 Pine Street Acquisition
Date: Tuesday, February 3, 2026 12:00:14 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.

Dear Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Nathan Marshall
Louisville, CO

From: [Kate Dunlap](#)
To: cityclerk@louisvilleco.gov; [City Council](#)
Subject: Please purchase 1115 Pine St. Property
Date: Tuesday, February 3, 2026 12:00:33 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.

Dear Louisville City Council Members,

I'm writing in support of the city's potential purchase of the corner property near downtown with the train car - 1155 Pine Street. This property is the primary eastern entrance into town, and that train car is a key part of our town's history. If the city doesn't purchase the property, it could be redeveloped as a generic building. This is a great opportunity for the city. Please move forward with purchasing this property. Thanks,

--

Kate Dunlap (she/her)
303-503-7209
667 W. Lilac Ct.

From: [Dilek Eccles](#)
To: cityclerk@louisvilleco.gov
Cc: [City Council](#)
Subject: 1155 Pine Street
Date: Tuesday, February 3, 2026 12:08:10 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.

Dear Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Dilek Kaufman

Louisville, CO

From: [Leanne Duhon](#)
To: cityclerk@louisvilleco.gov
Cc: [City Council](#)
Subject: Please save the historic train cars!
Date: Tuesday, February 3, 2026 12:13:25 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.

Dear Mayor and Council Members,

I'm a local resident and business owner and I'm really hoping you'll move forward with the purchase of the property at 1155 Pine Street.

Those train cars are a landmark for us, and losing them would be a shame. Using that space as a gateway to downtown is a smart move that protects our history and gives the community something to be proud of.

I'd love to see the city get behind this project. Thanks!

Sincerely,

Leanne Duhon

Leanne Duhon
720.347.3439
www.leanneduhondesignco.com



From: [Chip Heldman](#)
To: cityclerk@louisvilleco.gov
Cc: [City Council](#)
Subject: Caboose & train car
Date: Tuesday, February 3, 2026 12:20:37 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.

To whom it may concern,

I have been a homeowner and resident of Louisville since 1997. I would love for the East gateway to the city to include the caboose and freight car! These are a part of our history and important to us.

PLEASE support this; it is great for our community and it is important to preserve our history.

Best regards,
William "Chip" Heldman
296 S Adams Drive, Louisville

From: [Anna Marshall](#)
To: cityclerk@louisvilleco.gov
Cc: [City Council](#)
Subject: Support of 1155 Pine Street Acquisition
Date: Tuesday, February 3, 2026 12:29:37 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.

Dear Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Anna Marshall
Resident of Louisville, CO

From: traffdr@aol.com
To: [City Council](#)
Subject: 2-3-2026 City Council Meeting Coal Creek Village
Date: Tuesday, February 3, 2026 12:33:51 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.

Dear Honorable Mayor and City Councilors:

Thank you for all you do to help keep our town feeling like a desirable Small Town without closing the doors. We are sorry this comment is so late.

Coal Creek Village:

I am unable to follow all the details, numerous public meetings nor read the very lengthy enclosed engineering and design information on this proposal. I believe property rights should be honored, even if it is a Developer's Property. However, I do not understand the benefit of going from 51 units to 187 units. That is MORE THAN THREE AND A HALF TIMES what was previously approved. How does kind of thing happen and who is to blame? We drive the streets of Louisville nearly every day and we know the rush hour traffic on Highway 42 can be very bad. We expect this will make it worse. The great people in Little Italy need representation. If there are SIX Requested Waivers, how can this be good for the adjacent community and for Louisville? Also, The Union Jack Liquor Store is a very good business, and we would be sad to see them pushed around. South Boulder Road and Highway 42 Intersection as is, is an adequate working intersection now, but adding this much density will just make it take longer to get through. Please consider all the Little Italy Community's pleas. They have worked long and hard and are being considerate. I do not know what the ideal quantity of units are to maintain compatibility with the adjacent neighborhoods, the traffic on the streets and the need to find solutions to the high cost of housing. Empathy is always good to show with concrete improvements, but Suicidal Empathy is very inconsiderate to those who have been here and built a life within the constraints of a small town. Just because you can pack them in, does not mean it is good for all.

Thank you for Considering, Respectfully,

Tom and Diane Rafferty
Ward 3

From: [Leanne Duhon](#)
To: [City Council](#); [Clerks Office](#)
Subject: Please save the historic train cars!
Date: Tuesday, February 3, 2026 12:33:53 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.

Dear Mayor and Council Members,

I'm a local resident and business owner and I'm really hoping you'll move forward with the purchase of the property at 1155 Pine Street.

Those train cars are a landmark for us, and losing them would be a shame. Using that space as a gateway to downtown is a smart move that protects our history and gives the community something to be proud of.

I'd love to see the city get behind this project. Thanks!

Sincerely,

Leanne Duhon

Leanne Duhon

720.347.3439

www.leanneduhondesignco.com



From: [Anna Marshall](#)
To: [Clerks Office](#)
Cc: [City Council](#)
Subject: Support for city acquisition of 1155 Pine Street
Date: Tuesday, February 3, 2026 12:34:51 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.

Dear Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Anna Marshall
Resident of Louisville, CO

From: [Kate Dunlap](#)
To: [Clerks Office](#); [City Council](#)
Subject: Fwd: Please purchase 1115 Pine St. Property
Date: Tuesday, February 3, 2026 12:35:21 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.

Re-sending because it bounced back.

Dear Louisville City Council Members,

I'm writing in support of the city's potential purchase of the corner property near downtown with the train car - 1155 Pine Street. This property is the primary eastern entrance into town, and that train car is a key part of our town's history. If the city doesn't purchase the property, it could be redeveloped as a generic building. This is a great opportunity for the city. Please move forward with purchasing this property. Thanks,

--

Kate Dunlap (she/her)
303-503-7209
667 W. Lilac Ct.

--

Kate (she/her)

From: [Sarah Ochsankehl](#)
To: [City Council](#)
Cc: [Andy Ochsankehl](#); [Clerks Office](#)
Subject: Public Comment in Support of 1155 Pine St. Acquisition
Date: Tuesday, February 3, 2026 12:37:08 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.

Dear Mayor and Members of City Council,

My husband and I are writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

We respectfully encourage the City Council to support this item. Thank you for your service and consideration.

Sincerely,
Sarah and Andy Ochsankehl

Sarah Ochsankehl
(c) 972.974.0991

From: [Charlie Lommen](#)
To: [City Council](#); [Clerks Office](#)
Subject: Support for 1155 Pine
Date: Tuesday, February 3, 2026 12:50:00 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.

Dear Mayor and Members of City Council,

I am writing to voice my support for the City of Louisville's proposed acquisition of the part of 1155 Pine with the train cars.

This project has been rooted in community efforts from its very beginning. Today it stands as a remarkable and unique entrance to the city. Louisville has a rich history with the mining and rail industry playing key roles. I firmly believe that this plan is in keeping with the spirit of uplifting the history and community of this wonderful town.

I hope that all the wonderful men and women on this council can see how much it means to our community to have this project remain and be supported. I humbly request that you thoroughly consider this proposal and continue making Louisville a unique and vibrant place to live.

Best,
Charlie Lommen

From: [Shawn Butler](#)
To: [City Council](#)
Subject: Train Cars
Date: Tuesday, February 3, 2026 12:50:52 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.

Dear Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Louisville, CO

[Yahoo Mail: Search, Organize, Conquer](#)

From: [Ryan Hutnick](#)
To: [City Council](#)
Subject: Public Comment in Support of 1155 Pine Street Acquisition
Date: Tuesday, February 3, 2026 12:57:21 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.

Dear Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

I personally have worked on the train car project with Travis as I have devoted my own personal time to save some of the remaining Louisville historical pieces. These artifacts are dwindling and it will be a sad time to see history get demolished or removed to make way for new fancy town homes and complexes that provide nothing to a small town. The charm of Louisville must be preserved or it faces a sad ending as it becomes just another contractor run town.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,
Ryan Hutnick

From: [Katie H](#)
To: [City Council](#)
Subject: Public Comment in Support of 1155 Pine Street acquisition
Date: Tuesday, February 3, 2026 12:58:50 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.

Hi Mr. Mayor and members of city council:

I am writing in full support of the purchase of the caboose and property at 1155 Pine Street in Louisville.

My husband and I moved to Louisville because we loved how it feels. Louisville was always a quiet, small, cozy place outside of the rush and mad growth of the front range, and the fantastic little miners' and shotgun homes, bungalows and historic buildings on and around Main contributed everything to that feeling. They did and still do house the memories, history and the energy of the people who came before us, like a living museum. But every year there are fewer of them, despite the efforts and heartbreak of the people who try to preserve what's left of Louisville's beautiful, architectural soul.

As my 80-year-old acquaintance who grew up in Louisville would say: I guess you can't stop progress. Let's not let progress be nothing more than sacrifice for the many to benefit a few. We can still choose something because it's the right thing to do. Because it preserves something that might not be tangible or definable, but that matters in a way that brand-new multi-family housing or another trophy home never will. Because a young man who has no obvious connection to the history of Louisville cared enough to preserve something that does. Because Travis brought a beautiful segment of Louisville together in support of his vision. Because a family showed up to help, on foot, carrying shovels on their shoulders. Because this process has dragged on for years and then finally the tide turned.

There's no reason to say no now! Please, let's let Travis Ramos and his wonderful kind heart fulfill their mission for the east gateway to Louisville without further delay, because the caboose and the boxcar are iconic and they hold the felt sense of what makes this town such a wonderful place to live. It's a landmark project filled with history and soul, and so many of us need to know that our leaders care about those things, too.

Thanks for listening and I vote yes, buy the property and make Travis Project Manager for whatever needs to happen going forward!

Respectfully,

Katie Heldman
Louisville, CO

From: [Mamta Shah Saxman](#)
To: [City Council](#)
Subject: 1155 Pine St
Date: Tuesday, February 3, 2026 1:30:47 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.

If we could create a unique historical site for our community, I think it would be great.

Mamta
Sent from my iPhone

From: [City of Louisville - Security Notifications](#)
To: [Open Records](#)
Subject: You have received a targeted phishing attack
Date: Tuesday, February 3, 2026 1:29:00 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.

Notice

Targeted Phishing Attack Received

Why am I getting this alert?

The City of Louisville security team intercepted a suspicious email (targeted phishing attack) on your account.

Email Details

Sent to: Open Records <openrecords@louisvilleco.gov>
From: American Express <council@secure.net>
Date/Time: 2026-02-03 - 20:28:36
Subject: View and Complete: Disputed Payment Posted To Your Account.

Analysis

- This email has a suspicious call-to-action
- This email contains a suspicious URL

What should I do?

No need to take action. The security team is investigating.

Where is the email?

In the Junk Email folder in your email account.

What if the email is legitimate?

[Report this is not phishing](#)

Thank you, The City of Louisville security team. Questions?
Please reach out to !!help@louisvilleco.gov



From: [Matt Landen](#)
To: [City Council](#); [City Council](#)
Subject: Public Comment in Support of 1155 Pine Street Acquisition
Date: Tuesday, February 3, 2026 1:22:44 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.

From: [Christina Jeon Harvey](#)
Subject: Keep the caboose!
Date: Tuesday, February 3, 2026 1:53:12 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.

Dear Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating an unforgettable, Historic East Gateway to Downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Christina Harvey

Louisville, CO

From: [Jason](#)
To: [City Council](#)
Cc: [City Council](#); cityclerk@louisvilleco.gov
Subject: 1155 Pine Street Acquisition - Public Comment
Date: Tuesday, February 3, 2026 2:42:13 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.

To whom it may concern,

I am writing to express my support for the proposed acquisition of the property at 1155 Pine Street.

This is a great opportunity for the City of Louisville to secure public land at the key location of the town boundary and its direct access to the downtown area.

I believe the train cars serve as both a valuable community asset and a tribute to Louisville's rich history. The train cars are a welcomed display that enhances the character of the area.

Purchasing this land now would ensure that it remains available for public use as the town grows, preserving an important access point and a key piece of the community for generations to come.

I strongly urge the council to act on this opportunity and make this purchase a priority.

Thank you for your consideration.

From: [Paige Dow](#)
To: [Clerks Office](#)
Cc: [City Council](#)
Subject: URGENT: Public Comment in Support of 1155 Pine Street Acquisition
Date: Tuesday, February 3, 2026 2:33:06 PM

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Dear Mayor and Members of City Council,

I am writing in support of the City of Louisville's proposed acquisition of the section of property with the historic train cars at 1155 Pine Street.

This project, creating a welcoming and historic East gateway to downtown Louisville, represents an important opportunity to preserve Louisville's rail and industrial history while reinforcing shared community values of stewardship, education, and thoughtful use of public resources. Protecting meaningful historic sites and artifacts such as the train cars, and keeping them on display, helps retain the character that defines Louisville. It add character to our town and helps support the historical work and site throughout the town.

I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Louisville, CO

From: [Keith McInerney](#)
To: [City Council](#)
Subject: Historic Train Car Museum of 1155 Pine Street
Date: Tuesday, February 3, 2026 2:23:56 PM

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I respectfully encourage the City Council to support this item. Thank you for your service and consideration.

Sincerely,

Keith

Keith McInerney | Denver | +1 703.678.5564

From: [Kelly Landen](#)
To: [Clerks Office](#)
Cc: [City Council](#)
Subject: 1155 Pine Street
Date: Tuesday, February 3, 2026 2:21:31 PM

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Dear Mayor and Members of City Council,

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I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Kelly and Matt Landen
Louisville, CO

From: fosterkmarie@gmail.com
To: cityclerk@louisvilleco.gov
Cc: [City Council](#)
Subject: 1155 Pine Street
Date: Tuesday, February 3, 2026 2:19:55 PM

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I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,

Kelly Landen

From: [Cynthia Corne](#)
To: [City Council](#)
Subject: Little Italy and Development, CCVillage PUD
Date: Tuesday, February 3, 2026 2:07:54 PM
Attachments: [ago downloaded.png](#)
[Screenshot 2026-02-03 at 2.40.07 PM.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 Louisville City Council,

Thank you for your service to Louisville.

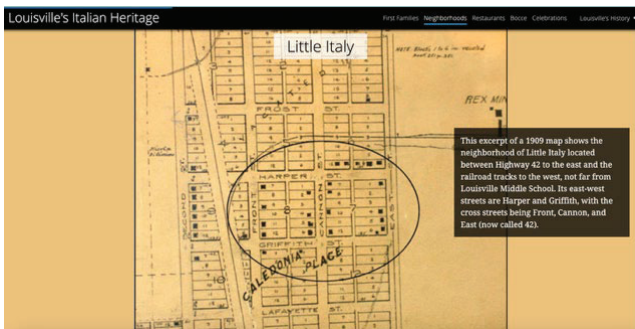
As you consider the Markel development:

1) Please remember the safety of Louisville's Middle School community as well as the school corridor that this area represents - to Monarch as well as to Centaurus.

As part of that critical public safety consideration, please review the Planning Commission minutes and comments. These commissioners are balanced, and listen to staff, yet well understood the lack of traffic planning/consideration that happened with the plan before you. The community pointed out the lack of appropriate study of the traffic patterns in close proximity, as well as westbound (all directions really). If this high density development has access to Front Street through Little Italy, those drivers will turn right, right into the Middle School and residential corridor, down Lafayette Street to Via Appia. It simply creates too much danger to the already increased risks with e-bikes and daily/regular traffic for school and other uses of the performance/athletic facilities at LMS.

2) Little Italy is a rare gem of history for Louisville. When this development went before Planning Commission, the Louisville Historic team had just done a historic walking tour of the area. It is rich with history, which running traffic down Front Street will eliminate. To this day, this is a close-knit community. It has been a more affordable area for young families to rent/buy and also for families to pass down their homes through generations. For your reference, from the City's own website today:

Louisville's Italian Heritage
maps.arcgis.com



3) Path Forward: This group of proud Louisville residents is not opposed to the Markel development, as revised with the community, city staff, and developer. Please do not even consider the original proposal. One can only surmise that there is an outdated view of new buildings running all along Highway 42 that some group of "visionaries" has asserted, with no

consideration for Louisville's current residents in Little Italy nor its history. And public safety for the schools. Developments are also supposed to contain public parks and this one only had a small private area.

Please look at the traffic data and concerns which were shared by the Planning Commissioners. They did not take their required change requirements lightly. That is why you have a Planning Commission. To help you to avoid a major public safety debacle as well as a non-reversible impact to a quality neighborhood (have you driven through it? Lots of pride and history there).

Thank you again.
Cynthia Corne

Co-owner 1440 Cannon Street (Little Italy)
Louisville (now reside in Iowa City, Iowa)

From: [Austin Dwyer](#)
To: [City Council](#)
Subject: 1155 Pine Street
Date: Tuesday, February 3, 2026 2:06:37 PM

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I respectfully encourage City Council to support this item. Thank you for your service and consideration.

Sincerely,
Austin Dwyer
Louisville, CO

From: [Paige Dow](#)
To: [Clerks Office](#)
Cc: [City Council](#)
Subject: URGENT: Public Comment in Support of 1155 Pine Street Acquisition
Date: Tuesday, February 3, 2026 2:33:06 PM

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Kelly and Matt Landen
Louisville, CO

From: [Brad Davids](#)
To: [City Council](#)
Subject: We support the caboose!
Date: Tuesday, February 3, 2026 3:08:54 PM

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Sincerely,

Brad Davids
410 Main Street
Louisville, CO

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To: [City Council](#)
Cc: [City Council](#); cityclerk@louisvilleco.gov
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To: [City Council](#)
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Keith

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