

CHS harvested by  
Wheatridge  
— page B1

Northwest Parkway revisited  
— page 10

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# Louisville Times

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## Ruby Tuesday approved, color panned

By GREG AVERY

The Louisville City Council approved with one new condition plans for a Ruby Tuesday restaurant to be located at the corner of McCaslin Boulevard and Dillon Road.

At Tuesday's meeting, council members, saying they wished to avoid another situation like the one that prompted the repainting of Louisville's McDonalds, told Ruby Tuesday's representatives the approval was conditional on having the restaurant's color changed from the proposed mixture of "golden oak" with a brass color to a lighter shade.

Three council members, Rob Lathrop, Chuck Sisk and Jay Keany, and Mayor Tom Davidson said they had separately visited one of the two Ruby Tuesday's locations in Denver and all but Davidson expressed misgivings about the restaurant chain's standard exterior color.

Councilman Sisk typified the color as a "mustard yellow" and said he would not approve plans that included that color scheme.

Bill Avery, a Denver lawyer representing the restaurant chain before the council, said the color is a corporate choice for its all its restaurants so they would be recognized.

"I don't think lightening the shade of the 'golden oak' would hurt your recognition one bit," said Keany, adding that customers would be unlikely to notice the shade of the paint over the building's standard awnings and signs.

Douglas Chojnowski, Ruby Tuesday's regional real estate director, said the color scheme was a corporate decision.

"We feel it is very important to keep our concept the same whether we're in Louisville, Colorado, Mobile, Alabama or Rochester, New York," he told council members.

Sisk moved to deny the restaurant approval on the basis of the color, but was voted down by a five to two margin.

Councilman Rob Lathrop then proposed approving the restaurant with the stipulation that the restaurant comply with providing a lighter shade of "golden oak," instead of the half-and-half mixture proposed.

The measure was approved with only Sisk voting to deny.

After the meeting, Chojnowski said whether the decision to change the shade of the paint was acceptable would be made at the corporate level at the chain's headquarters in Mobile, Ala.

"I'll have to bring it to our committee and our architects and see. It's not my decision alone," he said after the meeting. "Hopefully this will work out for everybody."

Issues that held up Ruby Tuesday's approval at a previous council meeting had been to resolve the council's satisfaction.

A shortage of six trees in the landscaping for the lot was taken care of with the addition of four trees on the western perimeter of the property and two along the southern face of the building.

Sisk said he was curious to find out why designers

■ Please see page 10

## Rock Creek homes in flight path

By GREG AVERY

Jefferson County Commissioners and officials at the county's airport are concerned about the safety of development at Superior's Rock Creek subdivision.

In a letter addressed to Superior Mayor Ted Asti, dated Sept. 12, the commission said it was concerned with the residential and school construction proposed for an area considered a "critical zone" by the airport Jefferson County Airport.

"We believe your town should not sacrifice the welfare and safety of future residents," the letter said.

It said Federal Aviation Administration "statistics demonstrate that the greatest threat of an aircraft accident causing property damage and loss of life occurs immediately after an aircraft takes off."

The letter also said aircraft in the critical zone are "in a configuration most conducive to an uncontrolled flight situation leading to a crash" where "the pilot has no capability to guide aircraft away from structures and activity."

Airport Manager Dave Gordon said they are particularly concerned with the proposal to build a school just outside the critical

■ Please see page 11



—PHOTO BY GREG AVERY

JEFFERSON COUNTY OFFICIALS notified the Town of Superior that a proposed school would be in Jeffco Airport's critical zone, an area where plane crashes are more likely to occur during takeoff and landing.

## Plane crash rescue help sought

By GREG AVERY

Cherryvale Fire Protection District is seeking to formalize an agreement with the North Metro Fire Protection District to cover possible plane crashes in the area of Rock Creek in Superior.

Though Rock Creek is part of the Cherryvale protection district, Cherryvale Fire Chief Kurt Larson said the North Metro rescue units are better prepared to handle plane crashes.

The North Metro fire and rescue units' service area includes Broomfield and portions of Jefferson and Adams counties.

"We're looking at an agreement with the North Metro Fire Protection District in which we'd help them at Interlocken (business park) and they would help us with that one-in-a-million call with an aircraft down at Rock Creek," said Larson.

He said the Cherryvale crews have more training and experience in the type of hazardous materials calls that could crop up at Interlocken, so the idea of mutual aid made sense. He said such agreements spring out of the lack of funding for fire protection.

"Nobody is a stand-alone fire department any more," he said. "We don't have the bucks to go

around, so we enter into these agreements to get more bang for our buck."

Several of the volunteers at Cherryvale have the necessary training for airplane crashes, training they got working in other districts.

"We have a lot of experience here, but we can't be sure that it will happen on the day they are here."

As a result, he said, Cherryvale has been trying to get more of their volunteers trained in the "crash and fire" operations as the need has become more pronounced.

Agreements like the one in discussion between Cherryvale and North Metro will ensure coverage until the district can have enough trained "crash and fire" volunteers.

Larson said dealing with a plane crash is much different from other types of fire and rescue calls, mostly due to the types of materials planes are constructed out of and the combustion properties of the materials.

"You're dealing with high tension cables and plastics. You have plastics in car crashes as well, but with airplanes there is a lot more of it and different types as well," he explained. "Also, the types of metal that they use for planes—the lightweight composites—burn

quicker than those in cars. Those are all considerations you have to take into account when you're on a call."

Though Cherryvale is currently lacking a formal agreement with North Metro Fire and Rescue, business tenants at Interlocken and residents of Rock Creek should not feel as though they are without protection in the event of a plane crash, said Larson. Crews from North Metro would respond to a crash in the Superior area from their station on the Jefferson County Airport grounds.

He said Cherryvale now would also respond to a hazardous materials problem at Interlocken.

"When lives are at stake, we figure we'll deal with jurisdiction questions afterwards," he said. "If somebody is in need of assistance, they don't care what color your truck is or whether you're wearing a gold or a silver badge."

Larson said Jefferson County Airport officials contacted Cherryvale about the possibility of plane crash calls when the Rock Creek subdivision was first proposed more than eight years ago, but said no one he talked with was aware of contact made since then inquiring about the district's success in providing services in response to an air crash.

# JeffCo letter draws Superior into media spotlight

Continued from page 1

zone just west of McCaslin Boulevard and south of Coalton Road near where a twin engine aircraft was involved in a fatal crash.

Gordon said the plane was in an "uncontrolled flight situation" like that mentioned in the letter, and the pilot would have been unable to steer the craft away from any particular area.

"I don't consider that a safe place for a school," said Gordon. "The area is straight off the end of our runway. Putting a public facility that close to a runway is not a good land use."

Gordon said the Boulder Valley School District was told of the concerns and were also sent a copy of last week's letter.

He urged parents in the Rock Creek area to get involved.

"They should do what they can to get that site moved."

Mayor Asti said the proposed school site is not "locked in" and actual construction is still well in the future.

"Anything could still happen with those schools," he said.

He questioned motivation of the timing behind the letter, noting area media picked up the story within a couple days of him receiving a copy.

"We've been dealing with Rock Creek for eight years. Why all the interest now, after eight years?" he asked, noting that airport officials had only showed up for the first public meeting involving the initial annexation for the subdivision eight years ago.

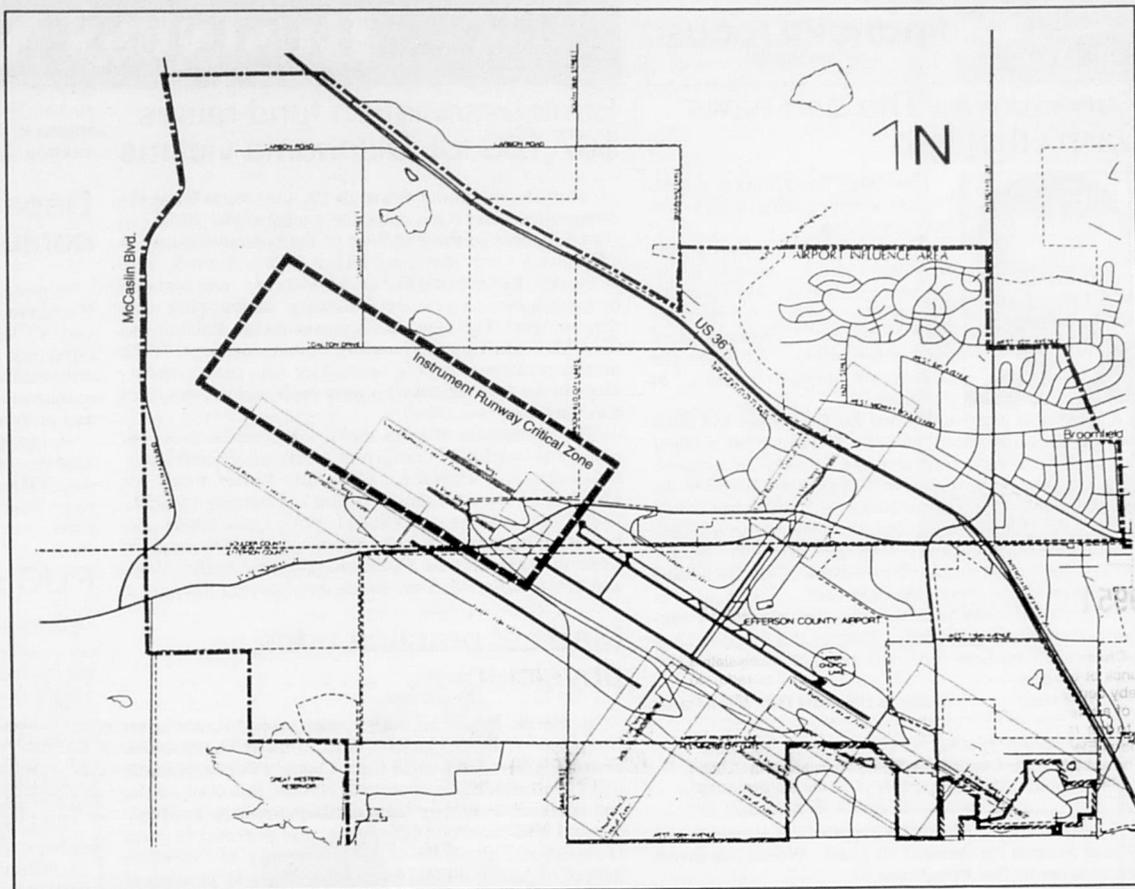
Asti said, although he was not sure of it, the timing of the commissioner's letter may indicate that Jefferson County is "picking on" Superior because it is a stronghold of opposition to the airport's possible acceptance of scheduled passenger flights.

Superior Town manager Bruce Williams also said he felt the letter was tied to the airport's proposed service expansion.

"Bottom line is, the airport is going to change its plans and now everybody has to change to conform," said Williams. I think the focus needs to shift to look at how the public is opposed to this (passenger service) plan, not their effort to divert attention away from that plan."

Gordon denied there was political motive behind the timing of the letter, adding that the timing of the letters was motivated by the town's consideration of proposals to expand Rock Creek south of Coalton Road, including parts in the airport's "critical zone."

Superior approved plans for 266



**A MAP FROM THE JEFFERSON COUNTY AIRPORT LAND USE PLAN shows Instrumental Runway Critical Zones and the Visual Runway Critical Zones identified by the airport. The Instrumental Critical Zone to the northeast of the airport, named for the runway with the capability for "precision instrument landing" for pilots, includes portions of the existing and proposed Rock Creek subdivision and, according to airport officials, is statistically considered the most likely area for a plane to crash near the airport.**

homes south Coalton Road, but outside the airport's critical zone, on Aug. 18. Another filing, which is specifically mentioned in the letter, is being considered by Superior. Portions of that proposed development would lie in the critical zone.

Gordon said the airport's critical zone was established in its land use master plan which was written in 1977, nearly a decade before the annexation which led to Rock Creek. He said the zones established then have remained unchanged, and pointed out that he was the representative for the airport at the first public hearing for Rock Creek. He said he went to make town leaders aware of the possible dangers and noise levels for residents of the subdivision.

"I think it is wrong to create a problem and the point the finger at us. The airport was operating under the same status before Rock Creek was proposed," he said. "I think they need to take some responsibility."

Denis Wigert, Jefferson County's intergovernmental liaison agreed, adding that the commission was not trying to create a political fight, only trying to influence Superior to change its plans.

He said the fact that a plane crashed close to the proposed school site illustrates the reality of safety issues.

"This is not a figment of our imagination," he said. "It was a crash and people died."

Beyond safety concerns, he said the proposed Rock Creek expansion would

also expose more residents to noise associated with the airport, something he knows from recent public meetings about possible passenger service is already an issue with Rock Creek residents.

"There is general concern and there is noise mitigation," he said. "But there's not much you can do with a development built on the center line of the main runway."

The commissioner's letter said planes in the "critical zone" would routinely be flying at altitudes as low as 500 feet.

Gordon said most of the estimated 148,000 take offs at the airport each year come from the "primary" runway that faces northwest over Rock Creek. He said airport traffic peaked in the 1970's at a level of 248,000 flights a year.

## Good news – possible donors found for Arteaga



LAFAYETTE RESIDENT ELLIE Arteaga (center) received news last last week of eight individuals whose tissue type matches her own for a possible bone marrow transplant. The matches came as the result of donor drives which were conducted recently at Clinica Campesina in Lafayette, Clinica's sister facility in Thornton and Wardenburg Health Center at CU-Boulder. Arteaga, 24, who has been diagnosed with leukemia, said she felt confident a bone marrow transplant donor would be found. The potential donors still have to be contacted and go through a complete health survey, but Arteaga has indicated her situation is promising. Shown with Arteaga are Clinica Campesina medical assistant Raedine Luethy (left) and intake assistant Mari Amparan. The three women were co-workers at Clinica before Arteaga began treatment for the leukemia. A total of 91 persons participated in the donor drive for Ellie at Clinica, 97 at Wardenburg and 25 at the clinic in Thornton. San Juan Clinic in Boulder will be conducting a donor drive Saturday for Arteaga from 9 a.m. to 1 p.m. Arteaga will be traveling to Nebraska to meet with doctors Sept. 28 to discuss the proposed bone marrow transplant. A date for the transplant will probably be scheduled for sometime within the next two months once a matching donor is confirmed.

— PHOTO BY MICHAEL RHODES