

Planning Commission

Agenda

**February 28, 2013
City Hall, Council Chambers
749 Main Street
6:30 PM**

For agenda item detail see the Staff Report and other supporting documents included in the complete meeting packet.

Public Comment will be limited to three (3) minutes per speaker.

- I. Call to Order
 - II. Roll Call
 - III. Approval of Agenda
 - IV. Approval of Minutes
 - January 24, 2013
 - V. Public Comment on Items Not on the Agenda
 - VI. Regular Business – Public Hearing Items
 - **Resolution No. 03, Series 2013:** Parbois Place Planned Unit Development (PUD) Amendment – a request to amend the final planned unit development (PUD) for the Parbois Place Subdivision allowing the removal of a condition that the house located on the east side of Lot 3 be demolished. The request is also seeking permission to allow an increase in density from 15 units to 16 units. 555 County Road; Lot 3, Parbois Place: Case No. 13-002-FP.
 - Applicant and Representative: Garrett Mundelein
 - Owner: Garrett Mundelein and Patricia Morgan
 - Case Manager: Troy Russ, Director of Planning and Building Safety
 - VII. Discussion and Action
 - DRAFT Principles/Policies/Framework for portions of the Comprehensive Plan Update
 - VIII. Planning Commission Comments
 - IX. Staff Comments
 - **Administrative PUD:**
-
-

- **Pearl Izumi:** An amendment to the approved PUD to allow changes to the elevations for drainage, daylighting, and mechanical screening.
 - **2014 Policy Goals and/or projects:** To assist the City Council in preparing goals for the 2014 budget, they are requesting the boards and commissions provide a general listing of 2-3 items that the boards consider to be of importance for 2014. Items the Planning Commission might want to consider listing include: Small Area Plans, Neighborhood Plans and additional Wayfinding.
- X. Items Tentatively Scheduled for Next Regular Meeting: March 14, 2013**
- **Louisville Fire Protection District Station No. 3** – a final planned unit development (PUD) for a new fire station, maintenance facility, training center, shade structure and site improvements. 209 Boxelder St; Lot 15, CTC 2: Case No. 13-001-FP.
 - Applicant and Owner: Louisville Fire Protection District
 - Representative: Kyle Callahan & Associates, Architect
 - Case Manager: Sean McCartney, Principal Planner

XI. Adjourn

Planning Commission

Meeting Minutes

January 24, 2013
City Hall, Council Chambers
749 Main Street
6:30 PM

Call to Order – Lipton called the meeting to order at 6:35 P.M.

Roll Call was taken and the following members were present:

Commission Members Present: Jeff Lipton, Chairman
Ann O’Connell, Secretary
Cary Tengler
Chris Pritchard, Vice-chairman
Jeff Moline
Steve Brauneis
Scott Russell

Commission Members Absent:

Staff Members Present: Troy Russ, Planning Director
Sean McCartney, Principal Planner
Gavin McMillan, Planner III
Scott Robinson, Planner I
Jolene Schwertfeger, Sr. Admin. Assist.

Approval of Agenda –

Lipton moved and Pritchard seconded a motion to approve the agenda. Motion passed by voice vote.

Approval of Minutes –

Tengler noted a few errors in the minutes and provided Staff a copy of corrections. Moline moved and O’Connell seconded a motion to approve the minutes with corrections. Motion passed by voice vote. Tengler and Lipton abstained.

Public Comments: Items not on the Agenda
None heard.

Regular Business – Public Hearing Items:

- **2013 Election of Officers**

- **Resolution No. 01, Series 2013:** Establish locations for posting of public notices

Lipton requested the 2013 Election of Officers and the adoption of Resolution No. 1, Series 2013 be discussed following the review, discussion and action for the Comprehensive Plan. All Commissioners agreed with the request.

Discussion and Action:

- **DRAFT Principles/Policies for portions of the 2012 Comprehensive Plan Update**

Introduction:

Russ provided the background summary for the 2012 Comprehensive Plan. McMillan provided the Framework Plan information.

Public Comment:

Barney Funk, 1104 Hillside Lane, asked for a clarification of the density of new housing along the west side of McCaslin and its close proximity to the Centennial Heights West Subdivision.

Russ reviewed with the aid of a slide the location of the proposed residential along the west side of McCaslin.

Funk thanked staff for the clarification.

Page by page review:

Lipton reviewed the process for the page by page overview of the draft Comprehensive Plan.

The incorporated redline document (pages 5-44) reflects the changes suggested by the Planning Commissioners during the page by page review. The document also includes the additional proofreading edits from staff.

Action Items:

- **2013 Election of Officers**

Lipton reviewed the options presented in the Staff Memo regarding the Election of Officers.

Tengler moved and Brauneis seconded a motion to elect the current slate of officers: Lipton, chair; Pritchard, vice-chair and O'Connell, secretary for 2013.

Lipton asked Pritchard and O'Connell if they were interested in serving another term.

Both indicated they would be willing to serve.

Motion passed by voice vote.

Motion by voice vote.

- **Resolution No. 01, Series 2013:** Establish locations for posting of public notices

Lipton asked staff if the posting locations had changed from the previous years.

Staff indicated they are the same as last year.

Pritchard moved and Tengler seconded the motion to approve Resolution No. 1, Series 2013 a resolution recommending the following locations be established as the official locations for the posting of public notice of all 2013 Louisville Planning Commission Meetings: the Lobby of City Hall, 749 Main Street; the Louisville Public Library Bulletin Board, 951 Spruce Street; the Louisville Recreation Center, 900 West Via Appia; the Police / Municipal Court Building, 992 Via Appia and the City of Louisville website, www.LouisvilleCO.gov . Motion passed by voice vote.

Planning Commission Comments:

Pritchard noted there are numerous temporary signs along McCaslin for businesses no longer in business. He requested someone take care of removing those signs.

Lipton expressed a concern with the condition of the access entrance to the shared parking of the Mann Theater and RTD. Staff will look into who is responsible for the maintenance of the area and work with them to correct the problem.

Staff Comments

- **Open Government & Ethics Pamphlet – 2013 Edition**
- **2013 Meeting Dates**

Staff briefly reviewed the Open Government & Ethics Pamphlet and suggested the Commissioners review for more details.

Pritchard asked if the Commissioners are current on their training requirements.

Staff will check the attendance records and then notify those needing to attend the next training. It was also noted the training dates for 2013 have not been set at this time.

Lipton thanked staff for emailing the 2013 meeting dates to the Commissioners. No questions were heard regarding the dates.

Lipton inquired if the 6:30 PM start time is still appropriate for the members. He also asked if a 6:00 PM start time would work. Several Commissioners indicated a 6:30 PM start time is okay but they would not be able to make a 6:00 PM start time. By general agreement the Commissioners agreed to a 6:30 PM start time.

The following items are *tentatively* scheduled for February 14, 2013

- **Louisville Fire Protection District Station No. 3** – a final planned unit development (PUD) for a new fire station, maintenance facility, training center, shade structure and site improvements. 209 Boxelder ST; Lot 15, CTC 2: Case No. 13-001-FP.
 - Applicant and Owner: Louisville Fire Protection District
 - Representative: Kyle Callahan & Associates, Architect
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- **Parbois Place Planned Unit Development (PUD) Amendment** – a request to amend the final planned unit development (PUD) for the Parbois Place

Subdivision allowing the removal of a condition that the house located on the east side of Lot 3 be demolished. The request is also seeking permission to allow an increase in density from 15 units to 16 units. 555 County Road; Lot 3, Parbois Place: Case No. 13-002-FP.

- Applicant and Representative: Garrett Mundelein
- Owner: Garrett Mundelein and Patricia Morgan
- Case Manager: Troy Russ, Director of Planning and Building Safety

Staff reviewed the tentatively agenda items for the February 14, 2013 meeting. It was noted the Louisville Fire Protection District Station No. 3 would not be heard in February but would be on the March 14, 2013 agenda. It was also noted the Comprehensive Plan will be on the March agenda.

Adjourn

Tengler moved and Moline seconded a motion to adjourn the meeting. Lipton adjourned the meeting at 8:40 pm.

1 2012 Comprehensive Plan
2 DRAFT
3 Word Document ONLY
4

5 INTRODUCTION

6
7 Louisville, Colorado, from its beginnings as a mining town in 1878 to today ~~as has~~
8 ~~become~~ one of the most livable small towns in the United States. Louisville's evolution
9 ~~and through its future, has been and~~ will continue to be influenced by changes in
10 environmental factors; economic conditions; social and demographic profiles; and
11 physical influences (i.e. U.S Highway US 36 changes) occurring in Louisville,
12 neighboring jurisdictions and the greater Denver metropolitan region.
13

14 Clearly, the City's leaders, residents, property owners, and businesses have done an
15 exceptional job. ~~The; the~~ positive results of the City's Citizen Survey place Louisville in
16 ~~the~~ highest echelon of municipalities in the United States for citizen satisfaction.
17 However, cities and their environments do not remain static and Louisville's
18 opportunities and challenges in maintaining a high quality of life are continually evolving
19 and transforming.
20

21 PURPOSE

22
23 The Comprehensive Plan is the City's tool intended to guide, integrate and align
24 governing regulations, infrastructure investments, and City services with community
25 values, needs and civic priorities. Louisville's Comprehensive Plan provides ~~everyone~~
26 ~~the citizens~~ a voice in envisioning and guiding the City's continual evolution.
27

28 The Comprehensive Plan is the official statement of the City's Vision and corresponding
29 Core Community Values. The policies contained within the ~~Comprehensive~~ Plan cover
30 a broad range of subject matter related to the long-range (20 year) physical growth of
31 the City.
32

33 Nine elements function to complement each other in directing future policy decisions
34 towards implementing the Community's Vision and preserving vital community attributes
35 and service levels. These include:
36

- 37 1. Community Form, Character, and Urban Design
- 38 2. Neighborhoods and Housing
- 39 3. Community Heritage
- 40 4. Parks, Recreation, Trails and Open Space (reference - Parks Recreation Open
41 Space and Trails Master Plan (PROST -2011))
- 42 5. Transportation, Mobility, and Accessibility
- 43 6. Public Infrastructure
- 44 7. Energy
- 45 8. The Economy and Fiscal Health

46 9. Community Services

47

48 **BACKGROUND**

49

50 ~~The City's Louisville's~~ first Comprehensive Plan was adopted in 1973 when the City had
 51 only 2,600 residents, ~~and~~. ~~That plan was then~~ updated in 1975. ~~Since then, new~~New
 52 Comprehensive Plans were adopted in 1983 ~~(updated in 1989)~~, ~~updated in 1989~~, and
 53 ~~then adopted again in 2005~~ (updated in 2009). ~~and updated in 2009~~. ~~The pattern of~~
 54 ~~creating new Comprehensive Plans appears to coincide with a period of significant~~
 55 ~~growth, while the updates appear to coincide with periods of relative stability. The 2005~~
 56 ~~Comprehensive Plan was created near the end of significant City growth and~~
 57 ~~anticipated change associated with RTD's FasTracks Program. The 2009 update~~
 58 ~~occurred during a period of stability. Staff believes that a~~The -2012 Comprehensive
 59 Plan uUpdate ~~can will~~ further strengthen the Comprehensive Plan in two key ways:

60

61 **1) Better meet today's unique challenges that were not factors in 2005 and 2009.**

62

63 Several conditions which influence the City's ability to implement the Community's
 64 Vision have changed, or emerged, These conditions include:

65

66 *a. Redevelopment vs. new development* – The General Development Plan (GDP)
 67 approval for ConocoPhillips and the Planned Unit Development (PUD) approval of North
 68 End and Steel Ranch commit the City's last large vacant parcels for development.
 69 Future change in Louisville will come almost exclusively in the form of redevelopment.
 70 Previous Comprehensive Plans noted the shift in growth patterns, but they did not
 71 provide the ~~adequate tools~~-necessary tools for the community to adequately review,
 72 discuss, and respond to inevitable future infill development requests.

73

74 Development issues and concerns of an expanding greenfield community are quite
 75 different than those of a redeveloping infill community. Louisville's previous policies
 76 generally align with those of an expanding greenfield community. Previous policies
 77 focused on measuring, accommodating and mitigating the impact of new development
 78 on the capacity of the City's infrastructure, services and quality of life.

79

80 In a redeveloping infill community, the capacity of community infrastructure and services
 81 is still a concern. However, efficiency—the ability to achieve economies of scale by
 82 using existing infrastructure to serve more customers at a lower unit cost to each
 83 customer—also becomes a consideration. ~~Also, B~~because infill development can
 84 positively or negatively affect existing land uses, understanding how the design,
 85 physical character and other aspects of an infill project affect the adjacent neighbors
 86 and the City as a whole is critical to determining ~~whether the project is likely to enhance~~
 87 ~~or undermine the~~how the project will impact the existing quality of life.

88

89 This Comprehensive Plan provides not only the flexibility and guidance to address
 90 redevelopment in the HWY 42 Revitalization District and Downtown, but throughout the

91 City as well. The Plan provides clear policies to guide redevelopment as the McCaslin
92 | Boulevard and South Boulder Road corridors age and as infill residential rehabilitation
93 pressures continue to increase in all established residential neighborhoods.
94

95 *b. Regional traffic and City transportation policy* – As new development continues in
96 | surrounding jurisdictions, Louisville will experience a decreasing share of local traffic
97 on its street network. Future transportation investments in the City will be challenged to
98 accommodate demands for regional traffic mobility and at the same time address
99 livability and economic viability concerns within Louisville.

100
101 ~~The City's Louisville's new~~ transportation policies and regulations ~~reflect those of were~~
102 ~~designed for an expanding community community are consistent with a community that~~
103 ~~is, and do not adequately address the realities of a~~ landlocked and redeveloping City.
104 ~~and not consistent with realities of a community continuing to expand.~~
105

106 The City's transportation regulations have begun to shifted away from a focus on
107 regional mobility concerns designed to accommodate vehicular traffic, roadway
108 capacity, and safety features for higher speeds environments. Louisville's new
109 transportation priorities are now will be aligned with multimodal transportation, roadway
110 efficiency, property access, and safety features for slower speed environments similar
111 to those within Louisville.
112

113 This Comprehensive Plan recognizes the inherent conflicts between regional mobility
114 | needs, local property access and quality of life requirements, and aims to provide
115 providing a balance in between community and transportation policies ~~to which~~
116 effectively guide future investments within Louisville.
117

118 *c. The economy and realities of retail growth* – The downturn in the economy since
119 2008 and the new realities of regional retail competition, access/visibility of retail sites
120 and new retailing practices require more community based approach to economic
121 development and future sales tax revenues.
122

123 Revenue generating regional retail development has moved into adjacent communities
124 of Broomfield, Superior, and Lafayette. Future retail growth trends suggest a continued
125 consolidation and shift in retail away from Louisville, particularly toward communities
126 | along the US 36 and the I-25 North corridor. The McCaslin Boulevard Corridor south of
127 Cherry Street remains attractive to regional retail opportunities. However, the form of
128 regional retail has changed significantly since the early 1990s and the original
129 Centennial Valley development approval.
130

131 This Comprehensive Plan addresses the evolving pattern of regional retail opportunities
132 near US 36 and the general shifting of regional retail opportunities to formulate guiding
133 policies which ensure the City's future fiscal and economic health.
134

135 *d. Neighborhood issues and concerns* – Previous Comprehensive Plans have been
136 silent on neighborhood issues and concerns. The City’s residential housing stock is
137 aging and rehabilitation issues within residential areas challenge City resources on a
138 daily basis.

139
140 Outside of the Old Town Overlay District, the City’s residential areas are governed by
141 independent planned unit developments (PUDs). While these PUDs are
142 comprehensive, they are not equipped to assist the City in providing coherent
143 neighborhood plans and strategies for issues such as: housing rehabilitation, cut-
144 through traffic, safe routes to school, aging infrastructure, and monitoring and
145 maintenance of community services.

146
147 This Comprehensive Plan outlines a new city-wide neighborhood planning policyies with
148 specific planning areas to ensure proper attention is given to the City’s unique and
149 diverse neighborhoods.

150
151 **2) Better clarify the Community’s Vision in terms of community character and**
152 **physical design to provide the public and staff with a common language and**
153 **tools to review and discuss redevelopment requests**

154
155 The City of Louisville is a diverse community with a number of unique character areas.
156 Other than Downtown and Old Town, the previous Comprehensive Plans did not
157 identify, differentiate, or celebrate, these unique character areas as they relate to the
158 Community Vision.

159
160 Clearly, South Boulder Road and its proximity to adjacent land uses are very different
161 than Centennial Valley and its adjacent land uses. The neighborhoods near Davidson
162 Mesa are different from those near Fireside Elementary. The Comprehensive Plan now
163 clarifies and celebrates the differences and outlines policies which guide the form of
164 buildings and community character in each of Louisville’s neighborhoods and different
165 commercial districts.

166
167 **HOW TO USE THIS PLAN**

168
169 The Comprehensive Plan is a guide to review and take action on land use proposals
170 within the City of Louisville. The dDocument is divided into four sections.

171 The first section, the Process, describes the public involvement and community
172 outreach efforts used to generate the Comprehensive Plan.

173 The second section, the Planning Context, describes the current conditions of the City
174 along with the key trends and challenges facing the City.

175 Section 3, the Plan, identifies the Community Vision and specific policies for the
176 structural elements of the Comprehensive Plan.

177 The final section of the document, Policy Alignment and Implementation, outlines the
178 City administration and implementation of the Comprehensive Plan.

179

180 | It is important to note, the Comprehensive Plan is not regulatory. ~~It is, but is~~ an
181 | advisory document. Since the Comprehensive Plan does not have the force of law, the
182 | City must rely on other regulatory measures to implement the Comprehensive Plan.
183 | Principle to these documents is the Louisville Municipal Code (LMC), and specifically the
184 | Louisville Subdivision (Chapter 16 of the LMC) and Zoning Ordinances as adopted
185 | (Chapter 17 in the LMC) and the zoning map of the City. Additional documents include
186 | the Annual Operating and Capital Budget and the Capital Improvement Program.

187 |
188 | The City of Louisville Subdivision and Zoning ordinances and the official zoning map
189 | control the allowed uses of land as well as the design and bulk standards which govern
190 | the size, shape and form of land use developments. The official zoning map reflects a
191 | number of zone districts which govern where uses by right and uses by special review
192 | may be located. The Subdivision and Zoning ordinances ~~of the City~~ should correspond
193 | to the goals and policies of the Comprehensive Plan to ensure that incremental
194 | development decisions reflect the Community Vision. All land use applications will be
195 | reviewed for conformance with the Comprehensive Plan.

196 |
197 | The Framework Plan is a map which reflects preferred land use patterns and
198 | community character zones for specific geographical areas. The designations are
199 | illustrative and are not intended to depict either parcel specific locations or exact
200 | acreage for specific uses.

201 |
202 | Louisville Municipal Code 17.62.050 (Time for review) states “A review and updating of
203 | the comprehensive plan shall occur at least every four years. ... Additional reviews of
204 | the comprehensive plan may occur more often as necessary”. A Plan review provides
205 | the City an opportunity to update the Community Vision and Core Community Values
206 | Principles and Policies. Based on this principle, the next review of the Plan shall occur
207 | in 2017.

208 | ~~A review of the Comprehensive Plan shall occur every 5 years to update the Community~~
209 | ~~Vision and Core Community Values Principles and Policies. Based on this principle, the~~
210 | ~~next review of this Plan shall be completed by December 31, 2016. Additional review of~~
211 | ~~the Plan may occur more often as necessary.~~

212 |

213 |

214 |

215 | THE PROCESS

216 |

217 | PLANNING PROCESS AND PUBLIC INVOLVEMENT

218 |

219 | The process of drafting the Comprehensive Plan represents the results of the
220 | collaborative efforts of community stakeholders: residents, business owners and
221 | operators, public and private organizations in the City, as well as the City Council,
222 | Planning Commission, and all of the City’s Citizen ~~b~~Boards and ~~c~~Commissions. The
223 | Comprehensive Plan was developed by City ~~s~~Staff following a five-phase process of
224 | Desire, Discovery, Design, Discussion, and Documentation.

225
 226 The first phase of work, Desire, focused on updating the City's Vision Statement and
 227 corresponding Core Community Values to guide the entire process. The second phase,
 228 | Discovery, allowed City ~~s~~Staff and its consultants to discover the functioning of the
 229 community, its economic variables, physical characteristics, and regulatory framework.
 230 The third phase, Design, brought the Planning Team and the community together to
 231 draft specific alternative physical framework options for consideration. The fourth phase
 232 | of work, Discussion, allowed City ~~s~~Staff to test and refine each alternative and facilitate
 233 a community dialog to identify a preferred framework plan which best represents the
 234 City's Vision Statement and Core Community Values. The last phase, Documentation,
 235 allowed City staff to finalize the document and outline specific implementation
 236 strategies.

237
 238 **Outreach**

239 The City utilized an extensive community outreach process for the Comprehensive
 240 | Plan. ~~In total, s~~Staff participated in and facilitated over 60 public meetings along with a
 241 continuous on-line discussion through the www.EnvisionLouisvilleCO.com web-site with
 242 over 160 participants. The complete outreach effort involved over 500 participants and
 243 specifically included:

244
 245 *Envision Louisville CO – Interactive Web-Site* - The City engaged MindMixer, an
 246 Omaha, NE firm, to develop, support and maintain a website capable of hosting web-
 247 based town hall meetings promoting an exchange of information and ideas related to
 248 the 2012 Comprehensive Plan Update. Over one hundred sixty (160) participated in the
 249 on-line discussions.

250
 251 The first 90 days of the on-line discussions focused exclusively on the Louisville Vision
 252 Statement and the Community Core Values. The second 90 days focused on the
 253 Framework Plan and concerns related to specific areas within the City. The final 90
 254 days of conversations related to the drafting of specific elements within the
 255 | Comprehensive Plan. This simple platform generated a broad audience, a more
 256 inclusive dialog and effective community participation.

257
 258 | *Community Design Charrette & Public Meetings* - ~~In addition to the Envision Louisville~~
 259 ~~CO interactive web-site, A~~ series of public meetings and workshops were held to
 260 engage the community on key decision points. The public meeting process included:

261
 262 *Public Kick-off - Vision Statement and Core Community Values Meeting – March, 2012*
 263 | *(DESIRE)* - A ~~formal~~ public kick-off meeting was held as an introduction of the planning
 264 process and included a “post-it” note exercise to gather public ideas and input related to
 265 | the City's Vision Statement and Core Community Values. During the ~~post-it note~~
 266 | exercise attendees were asked to write down what they valued ~~the~~ most in the City.

267
 268 *Community Design Charrette and Open House – August 27-30, 2012 (DESIGN)* - A
 269 four-day design workshop was organized as a series of meetings and presentations

270 open to the public to develop and refine alternative Framework Plans which would guide
 271 the City's growth for the next 20-years. The Charrette ~~kicked-off~~started with a public
 272 presentation and round table ~~sessions~~ Monday night~~discussions~~. The table
 273 ~~sessions~~discussions were designed to facilitate the public in ~~generating~~ion of alternative
 274 Framework Plans. The second day of the charrette was open to the public and
 275 concluded with an evening public meeting which allowed the public to refine specific
 276 Framework Plan alternatives generated Monday the first night. Wednesday Day three
 277 was open to the public as alternative Framework Plan options were presented to and
 278 refined by the City's senior management team. The charrette concluded on the fourth
 279 day with a public presentation ~~Thursday night~~, where the results of the four-day effort
 280 were presented and a community dialog was initiated to identify a preferred 20-year
 281 framework Plan for the City's Comprehensive Plan
 282

283 *Public Meeting - October, 2012 (DISCOVERY)* - A final public meeting presented the
 284 four refined Framework Plan options generated during the design charrette. Specific
 285 impacts associated with each alternative were presented and discussed. A community
 286 dot exercise was conducted to facilitate community feedback on a preferred alternative.
 287

288 *City Board and Commission Meetings (DESIRE & DISCOVERY)* – The Comprehensive
 289 Planning effort included two rounds of public meetings with each of the City's sixteen
 290 Citizen bBoards and cCommissions. The meetings were organized with the Desire and
 291 Discovery~~ussion~~ Phases of work. The first round of meeting focused on the
 292 modification and creation of the City's Vision Statement and Core Community Values.
 293 The second round of meetings s focused on the alternative Framework Plan options
 294 generated during the Community Design Charrette.
 295

296 *Special Meetings (DESIRE & DISCOVERY)* – Concurrent with the meetings conducted
 297 with ~~each of~~ the City's bBoards and cCommission, Planning Staff facilitated two rounds
 298 of meetings with specific stakeholder and interest groups. The meetings were
 299 organized with the Desire and Discovery~~ussion~~ phases of work. The first round of
 300 meeting focused on the modification and creation of the City's Vision Statement and
 301 Core Community Values. The second round of meeting focused on the physical
 302 Framework Plan options generated during the Community Design Charrette. These
 303 meetings included presentations and discussions with the Louisville Chamber of
 304 Commerce, the Downtown Business Association (DBA), the McCaslin Business
 305 Association, The Colorado Technology-Technological Center Business Association,
 306 Koelbel Properties, and Citizen Action Committee.
 307

308 *City Council and Planning Commission Study Sessions and Meetings*
 309 *(DOCUMENTATION)* – Fourteen ~~(14)~~ Study Sessions or Public Hearings were
 310 conducted with the Louisville Planning Commission and City Council. Five items were
 311 forwarded to the Planning Commission and City Council. Each item represented key
 312 decisions in the generation of the 2012 Comprehensive Plan. After the project scoping,
 313 the first item brought to the Planning Commission and City Council was the City's
 314 updated Vision Statement and corresponding Core Community Values for endorsement.

315 Following the Community Design Charrette staff forwarded a recommendation of the
316 Community Framework Plan for endorsement.

317
318 The Draft Plan was reviewed by the Planning Commission in two study sessions and
319 the Final document was forwarded [to City Council](#) and approved ~~in~~-by Resolution ____,
320 Series 2013

321

322

323 THE PLAN

324

325

326 The 20_-Year Plan for the City of Louisville has two primary components which guide
327 the direction and implementation of the 2012 Comprehensive Plan Update. The [first](#)
328 [primary-key](#) component is the Vision Statement and Core Community Values. The Vision
329 Statement and Core Community Values are supported by the second key component,
330 the Framework Plan.

331

332 Louisville's Vision Statement and Core Community Values define how the City sees
333 itself and identify characteristics that should be carried into the future. The Vision
334 Statement and Core Community Values were developed through extensive public
335 outreach and represent the views of residents, business and property owners, and
336 elected and appointed officials. The Vision Statement and Core Community Values
337 serve as the rubric against which the Framework Plan was developed and how future
338 City policies and decisions should be evaluated. All of the recommendations, principles,
339 and policies in this Comprehensive Plan are designed to further the goals of the Vision
340 Statement and Core Community Values.

341

342 The Framework Plan illustrates Louisville's community character and development
343 expectations verbalized in the Vision Statement and Core Community Values.

344 Together, ~~t~~The Vision Statement and Core Community Values visualized by the
345 Framework Plan represent the long-range integrated land use, transportation and
346 natural resource vision for the City.

347

348 Vision Statement

349

350 *Established in 1878, the City of Louisville is an inclusive, family-friendly community that*
351 *manages its continued growth by blending a forward-thinking outlook with a small-town*
352 *atmosphere which engages its citizenry and provides a walkable community form that*
353 *enables social interaction. The City strives to preserve and enhance the high quality of*
354 *life it offers to those who live, work, and spend time in the community. Louisville retains*
355 *connections to the City's modest mining and agricultural beginnings while continuing to*
356 *transform into one of the most livable, innovative, and economically diverse*
357 *communities in the United States. The structure and operation of the City will ensure an*
358 *open and responsive government which integrates regional cooperation and citizen*
359 *volunteerism with a broad range of high-quality and cost-effective services.*

360
361 | The following Ceore Ceomcommunity Vvalues are the foundation upon which the City of
362 Louisville will make decisions and achieve the Community's vision.
363

364 **We Value...**

365 **A Sense of Community** . . . where residents, property owners, business owners, and
366 visitors feel a connection to Louisville and to each other, and where the City's character,
367 physical form and accessible government contribute to a citizenry that is actively
368 involved in the decision-making process to meet their individual and collective needs.
369

370 **Our Livable Small Town Feel**...where the government's high-quality customer service
371 complements the City's size, scale, and land use mixture to encourage personal and
372 commercial interactions.
373

374 **A Healthy, Vibrant, and Sustainable Economy** . . . where the City understands and
375 appreciates the trust our residents, property owners, and business owners place in it
376 when they invest in Louisville, and where the City is committed to a strong and
377 supportive business climate which fosters a healthy and vibrant local and regional
378 economy for today and for the future.
379

380 **A Connection to the City's Heritage** . . . where the City recognizes, values, and
381 encourages the promotion and preservation of our history and cultural heritage,
382 particularly our mining and agricultural past.
383

384 **Sustainable Practices for the Economy, Community, and the Environment** . . .
385 | where the City Citizenswe challenges our government, residents, property owners, and
386 our business owners to be innovative with sustainable practices so the needs of today
387 are met without compromising the needs of future generations.
388

389 **Unique Commercial Areas and Distinctive Neighborhoods** . . . where the City is
390 committed to recognizing the diversity of Louisville's commercial areas and
391 neighborhoods by establishing customized policies and tools to ensure that each
392 maintains its individual character, economic vitality, and livable structure.
393

394 **A Balanced Transportation System** . . . where the City desires to make motorists,
395 transit customers, bicyclists and pedestrians of all ages and abilities partners in mobility,
396 | and where the City intends to create and maintain a multi-modalmultimodal
397 transportation system to ensure that each user can move in ways that contribute to the
398 economic prosperity, public health, and exceptional quality of life in the City.
399

400 **Families and Individuals** . . . where the City accommodates the needs of all individuals
401 in all stages of life through our parks, trails, and roadway design, our City services, and
402 City regulations to ensure they provide an environment which accommodates individual
403 mobility needs, quality of life goals, and housing options.
404

405 **Integrated Open Space and Trail Networks** . . . where the City appreciates, manages
406 and preserves the natural environment for community benefit, including its ecological
407 diversity, its outstanding views, clear-cut boundaries, and the interconnected, integrated
408 trail network which makes all parts of the City accessible.

409
410 **Safe Neighborhoods** . . . where the City ensures our policies and actions maintain
411 safe, thriving and livable neighborhoods so residents of all ages experience a strong
412 sense of community and personal security.

413
414 **Ecological Diversity** . . . where the City, through its management of parks and open
415 space and its development and landscape regulations, promotes biodiversity by
416 ensuring a healthy and resilient natural environment, robust plant life and diverse
417 habitats.

418
419 **Excellence in Education and Lifelong learning** . . . where the City allocates the
420 appropriate resources to our library services and cultural assets and where the City
421 actively participates with our regional partners to foster the region's educational
422 excellence and create a culture of lifelong learning within the City and Boulder County.

423
424 **Civic Participation and Volunteerism** . . . where the City engages, empowers, and
425 encourages its citizens to think creatively, to volunteer and to participate in community
426 discussions and decisions through open dialogue, respectful discussions, and
427 responsive action.

428
429 **Open, Efficient and Fiscally Responsible Government** . . . where the City
430 government is approachable, transparent, and ethical, and our management of fiscal
431 resources is accountable, trustworthy, and prudent.

432 **CHARACTER ZONES**

433
434
435 This Comprehensive Plan Update introduces a new language and format to the
436 Framework Plan. The intent of the changes is to clarify and illustrate the community's
437 expectations related to the City's land use function, form, and character in the
438 Framework Plan and ensure the City's Vision Statement and Core Community Values
439 are properly translated and illustrated in the Comprehensive Plan. The new language
440 simplifies the format of the Framework Plan into character zones. The character zones
441 are described by two variables: the-development patterns and types-of development
442 types.

443 444 **Development Patterns**

445 Three development patterns are found in Louisville: *urban, suburban, and rural*. These
446 development patterns reflect the look and feel of the City. Development patterns dictate
447 how streets are laid out; how property parcels are subdivided; how buildings are
448 designed and arranged on a site; and how parks and public spaces are integrated into
449 the community.

450
451 Specifically, the development patterns in the Framework Plan will establish guidelines
452 for Small Area and Neighborhood Plans to implement specific regulations within the
453 ~~Louisville-Louisville Municiple-Municipal~~ Code (LMC). The specific elements the
454 development patterns influence include:

455
456 **Building Form and Design**

- 457 Building Heights
- 458 Building Mass and Scale
- 459 Building Orientation

460 **Infrastructure**

- 461 Streets
- 462 Blocks
- 463 Storm Water Facilities
- 464 Public Spaces and Trails

465 **Design Standards**

- 466 ~~Yard~~ & Bulk
- 467 Parking Ratios
- 468 Site Design

469
470 **Urban Pattern**

471 The urban portions of Louisville are found in the northeast quadrant of the City. ~~The~~
472 ~~urban pattern of development is~~ and are generally more compact and walkable. The
473 majority of the urban development pattern occurred in Louisville ~~mostly before prior to~~
474 ~~1960, but and~~ some has occurred ~~urban patterns have also occurred~~ since 2008. The
475 urban areas of the City include: Downtown, Old Town, North End and Steel Ranch.
476 Generally, the urban pattern of development includes the following distinguishing design
477 characteristics.

478
479 **Streets**

- 480 Interconnected street network (smaller blocks)
- 481 Alley / rear loaded properties
- 482 Multimodal (Vehicle, pedestrian, bike, transit)
- 483 ~~Slower-Reduced~~ speeds
- 484 Balanced civic and mobility responsibilities

485 **Parcels**

- 486 Smaller parcels

487 **Building Design and Orientation**

- 488 Street Orientation
- 489 Pedestrian mass, scale, and details

490 **Civic & Public Infrastructure**

- 491 Integrated
- 492 Multi-purpose
- 493 Formal landscape

494

495 **Suburban Pattern**

496 | The suburban portions of Louisville generally evolved between 1960 and 2008.—~~The~~
497 | ~~suburban portions of town-~~ and are found along: Via Appia; McCaslin ~~Bvld~~Boulevard;
498 | South Boulder Road; Centennial Valley; and within the Colorado ~~Technology~~
499 | Technological Center. The suburban patterns of development are typically more
500 | spread-out and multimodal when compared to urban patterns of development.
501 | Generally, suburban patterns of development include the following distinguishing design
502 | characteristics.

503
504 **Streets**

- 505 | Disconnected street network (larger blocks)
- 506 | Street loaded properties
- 507 | Multimodal (Vehicular, Pedestrian, Bike, Transit)
- 508 | Higher speeds
- 509 | Mobility role larger than civic role

510 **Parcels**

- 511 | Larger parcels

512 **Building Orientation**

- 513 | Oriented towards property
- 514 | Vehicular mass, scale, and details

515 **Civic & Public Infrastructure**

- 516 | Separated
- 517 | Single-purpose
- 518 | Informal landscape

519
520 **Rural Pattern**

521 | The rural ~~patterns- portions within of~~ Louisville generally occur along the perimeter of
522 | City in the form of open space. However, rural development patterns have also
523 | emerged around the Coal Creek Golf Course, 96th Street and south of Dillon Road and
524 | include the Phillips 66 property. The rural patterns of development are typically more
525 | separated and vehicular based when compared to urban and suburban patterns of
526 | development. Generally, rural patterns of development include the following
527 | distinguishing design characteristics.

528
529 **Streets**

- 530 | No street network (no block pattern)
- 531 | Street loaded properties
- 532 | Vehicular and bicycle design
- 533 | (pedestrian needs supported by trail network)
- 534 | Higher speeds
- 535 | Mobility priority

536 **Parcels**

- 537 | Larger parcels

538 **Building Orientation**

- 539 | Natural resource orientation

540 Vehicular mass, scale, and details

541 **Civic & Public Infrastructure**

542 Separated

543 Single-purpose

544 Native landscape

545

546

547 **DEVELOPMENT TYPES**

548

549 Five development types occur throughout Louisville: centers, corridors, neighborhoods,
550 special districts, and parks/open space. These ~~five~~ development types reflect the types
551 of uses and activities; ~~the~~ density, or intensity of development; and the amount of public
552 infrastructure desired in different ~~parts~~ areas of the City.

553

554 Specifically, the development types in the Framework Plan will establish guidelines for
555 Small Area and Neighborhood Plans to implement specific regulations within the
556 ~~Louisville-Louisville Municiple Municipal~~ Code (LMC). The specific elements the
557 development types influence include:

558

559 **Land Use Mix**

560 % Retail

561 % Commercial

562 % Residential

563 % Industrial

564 % Civic/Institutional

565

566 **Allowed Development**

567 Density:

568 Floor Area Ratios

569 Units Per Acre

570

571

572 **Centers**

573 Downtown Louisville and its relationship with the Old Town neighborhood represent the
574 City's only current center. The City's Framework Plan identifies the emergence of two
575 additional centers; one around South Boulder Road and Highway (Hwy HWY) 42, and
576 the other near McCaslin ~~Bldv~~ Boulevard and US 36 south of Cherry Street.

577

578 Centers are defined by their mixture of uses (retail, commercial, and residential), street
579 interconnectivity, and integrated public spaces. A center's physical design is that of a
580 destination, or gathering point for city-wide activities. Their physical relationship is
581 connected to and oriented toward their adjacent land uses. Centers typically have the
582 greatest retailing opportunities. Centers feature integrated public spaces with a
583 recognized center public space, or focal point. Centers also have the highest potential
584 for a vertical mix of uses.

585

586 **Corridors**

587 Corridor development types are similar to center development types in the mixture and
588 intensity of land uses. ~~However, c~~Corridors differ from centers in their shape,
589 connectedness to adjacent land uses, and public space integration. Generally, Corridor
590 development types occur along arterial roadways in a linear form and are generally
591 disconnected from adjacent land uses. Corridor development types are expected to
592 develop along: McCaslin Boulevard north of Cherry Street and south of Via Appia;
593 along South Boulder Road and along Hwy-HWY 42, north of Hecla Drive.

594

595 Corridors typically have strong retail, commercial and multi-family development
596 opportunities. Corridors lack integrated public spaces and typically do not have a focal
597 point and central gathering area. Corridors typically feature a linear, not horizontal,
598 mixture of uses. Generally, their architectural character is defined by the primary
599 arterial roadway.

600

601 **Neighborhoods**

602 Neighborhoods are the most abundant development type in the City of Louisville.
603 Neighborhoods are predominantly residential land uses. Neighborhoods range from
604 less dense large lot single family neighborhoods to higher density multi-family
605 communities. Neighborhoods have public spaces either integrated within ~~the, in form of~~
606 development or adjacent to the m-neighborhood. Neighborhoods are generally sized by
607 a ½ mile diameter (10 minute walk) and generally have well defined edges and
608 boundaries.

609

610 A key component of this Comprehensive Plan update is the introduction of a
611 recommended city-wide neighborhood planning initiative- The neighborhood plans to
612 outline specific plans are tailored toward the needs of individual neighborhood. They will
613 to ensure they neighborhoods remain livable, stable and successful as the region
614 continues to grow and the City continues to evolve.

615

616 **Special Districts**

617 Special Districts are unique development types customized to a particular location and
618 development opportunity. Special Districts are predominantly a customized single use
619 development, typically involving either industrial or office land uses. Special Districts
620 range in densities and intensities. Public spaces are seldom integrated within the
621 development and are more often adjacent, or nearby. Special districts within Louisville
622 include: Centennial Valley, Coal Creek Business Park, Phillips 66 and the Colorado
623 Technology-Technological Center.

624

625 **Parks and Open Space**

626 Parks and Open Spaces are a development type to be considered in Louisville. Parks
627 and Open Spaces are predominantly a single institutional or civic use, in which retailing
628 and entertainment opportunities may be temporarily allowed through a license
629 agreement with the City. Parks and Open Spaces range in size and activity levels. The

630 Parks and Open Spaces system is guided by the Parks Recreation Open Space and
631 Trails (PROST) Master Plan, a companion document to the Comprehensive Plan.

632

633 THE FRAMEWORK PLAN

634

635 The Framework Plan uses the new character zone language outlined in the previous
636 section to graphically represent the City of Louisville's adopted Vision Statement and
637 Core Community Values.

638

639 ~~The framework plan uses the new character zone language outlined in the previous~~
640 ~~section to graphically represent the City of Louisville's adopted Vision Statement and~~
641 ~~Core Community Values.~~

642

643 The Framework Plan also represents a Long-Range Integrated Land Use,
644 Transportation and Natural Resource Plan for the City. These elements provide a
645 specific strategy for enabling the City to review and modify its land development
646 regulations and assist in prioritizing the City's Capital Improvement Program. They
647 also provide guidance to the anticipated areas of change by setting expectations and to
648 the areas of stability by making certain they are strengthened and preserved.

649

650 The Framework Plan's composition of land uses helps ensure a place for existing and
651 future residents to live, work, shop, and play. The composition of uses ensures a fiscal
652 balance to maintain the City's high quality of services. It also positions the City to
653 capitalize on sound market strategies that will allow the City's revenue generating land
654 uses to stay competitive with our neighboring municipalities and surrounding region.

655

656 The core component of the plan is the identification and development of three mixed
657 use urban centers in the Ccity over the next twenty years.

658

- 659 1. Downtown / ~~the Highway HWY~~ 42 Revitalization District;
- 660 2. ~~Highway HWY~~ 42 and South Boulder Road; and,
- 661 3. McCaslin Boulevard.

662

663 The Framework Plan also designates McCaslin Boulevard (North of Cherry Street and
664 South of Via Appia), South Boulder Road, (east of Via Appia), and Hwy HWY 42 (north
665 of South Boulder Road) as urban corridors. The special districts of the City are defined
666 to include Centennial Valley, ~~and the~~ Coal Creek Business Park, the Colorado
667 Technological Center, 96th Street, and Dillon Road, and the Phillips 66 property.

668

669 The plan identifies various suburban, urban, and rural neighborhoods throughout the
670 City and outlines the parks and open space areas within the City. The following section
671 describes ~~in greater detail~~ what is envisioned ~~with~~ through the City's Vision Statement
672 and Core Community Values and graphically ~~represented~~ represents it within the
673 Framework Plan.

674

675 **DOWNTOWN AND THE HIGHWAY 42**
676 **REVITALIZATION DISTRICT**
677

678 | The ~~c~~ombination of Downtown Louisville and the ~~Highway-HWY~~ 42 Revitalization
679 District is the only one of the three urban centers identified in the Framework Plan that
680 currently operates as an urban center. Historic Downtown Louisville presently has a
681 mix of land uses within a walkable and integrated urban pattern. Future efforts in this
682 center will continue to encourage a healthy and vibrant downtown consisting of a mix of
683 supporting businesses and residences. This Framework Plan looks to build on the
684 | success of Downtown Louisville in the ~~Highway-HWY~~ 42 Revitalization District.
685

686 | The existing ~~Highway-HWY~~ 42 Revitalization Plan calls for a mix of residential housing
687 types, commercial retail and office areas, and parks and public spaces on the east side
688 | of the railroad tracks. As the Downtown and ~~Highway-HWY~~ 42 Revitalization District
689 Urban Center continues to evolve, focus should be placed on policy and infrastructure
690 | improvements which enable these two areas to evolve as one well connected and
691 cohesive urban center.
692

693 **Land Use Mix**

694 | The Downtown and ~~Highway-HWY~~ 42 Revitalization District Urban Center is intended to
695 | include a mix of uses throughout the entirety of the center, and within individual
696 buildings.
697

698 **Residential:**

699 *Primary streets* – Only allowed 2nd floor and above

700 *Secondary Streets* – Allowed as the sole use
701

702 **Retail/Commercial:**

703 *Primary Streets* – Required on the ground floor

704 *Secondary Streets* - Allowed
705

706 **Institutional:** Allowed
707

708 **Industrial:** Not allowed
709

710 | **Parking:** Shared ~~“Park once”~~parking environment where visitors park once and visit
711 multiple locations without moving their automobile.
712

713 **Fiscal Performance:** Land use mix demonstrates positive fiscal benefits

714 **Density:**

715 *Floor Area Ratio:* 1.0 – 2.0 with an overall average of 1.5

716 *Unit per Acre:* 12-25 DU / Acre
717

718 **Building Height:** 2-3 Stories
719

720 **Building Form and Design**

- 721 1) Buildings front the street and the ground floor is activated on primary retail streets.
722
723 2) Human scaled buildings.
724
725 3) Pedestrian design detailing on all building ground floors and around public gathering
726 spaces.
727
728 4) The growth of the Center will preserve the character and scale of the neighborhoods
729 within the Old Town Overlay District (Little Italy, Miners Field, and Old Town).
730

731 **Infrastructure**

- 732 | *Streets:* Slow-Reduced speed and multi-modal/multimodal
733 *Block Length:* 300-400 Feet
734 *Public Spaces and Trails:* Interconnected and integrated into the urban center and
735 nearby open spaces
736

737 **Design Standards**

- 738 *Downtown* - Downtown Framework Plan; Downtown Design Handbook; and, Downtown
739 Parking and Pedestrian Action Plan.
740 *Revitalization District* - Mixed Use Development Design Standards and Guideline and
741 Highway 42 Framework Plan.
742

743 **ADDITIONAL POLICIES**

- 744 1) Encourage a diversity of housing types and provide a transition in scale from higher
745 density uses in the core of the Urban Center to the adjacent neighborhoods.
746
747 2) Promote the development of additional public parking and parking management
748 strategies to efficiently use parking resources, ensure a walkable environment, and
749 alleviate potential parking constraints as the Urban Center continues to redevelop.
750
751 3) Continue to promote the vitality of the downtown through marketing (such as new
752 identification and directional signs) and collaboration with the Chamber of Commerce,
753 Business Retention and Development Committee, and the Downtown Business
754 | Association, and by as well as supporting destination venues such as the Louisville
755 Street Faire, the Steinbaugh Pavilion, Memory Square, the Louisville Arts Center and
756 the Community Park.
757
758 4) Encourage business diversity through strategic public infrastructure improvements
759 and business assistance which encourages new private investment and business
760 development.
761
762 5) Complete the necessary street network, pedestrian, and bicycle connections between
763 the Downtown Area and the Highway 42 Revitalization District to create one cohesive
764 urban center.

765
766 6) Promote safe connections for all transportation modes across major transportation
767 | corridors and between adjacent commercial areas. [Pedestrian c](#)Crossings should be
768 | completed across [Highway HWY](#) 42 and under the existing rail tracks to ensure safe
769 | pedestrian passage.

770
771 7) Develop a complete street network and a safe and cohesive access strategy for the
772 | portion of the urban center located east of the BNSF Railway, north to South Boulder
773 | Road, and south to both sides of Pine Street which maximizes connectivity and provides
774 | access and circulation to facilitate redevelopment in an urban center pattern.

775
776 8) Promote the health of downtown through a traditional development pattern and
777 | pedestrian scaled redevelopment including expansion of business and housing
778 | opportunities.

779
780 9) Continue to implement the projects identified in the 2010 Downtown Parking and
781 | Pedestrian Action Plan to create a walkable park once environment, efficiently using
782 | existing parking resources, and creating additional parking supply.

783
784 10) Continue to recognize historic buildings are an integral part of downtown's
785 | character and success, [and](#) develop a Preservation Master Plan for residential and
786 | commercial structures of historic value.

787
788 | 11) Support public art that adds to the character of Downtown, the [R](#)evitalization
789 | [D](#)istrict and the City.

790
791 | **MCCASLIN BOULEVARD (SOUTH OF CHERRY [STREET](#))**

792
793 The McCaslin Boulevard Urban Center will serve as the focal point for a regionally
794 | significant mixed use commercial activity center within the McCaslin [Boulevard](#) Corridor.
795 | Future public and private investment is needed to transform this area from a single
796 | purpose auto oriented suburban retail center, to a walkable mixed-use transit supportive
797 | urban center.

798
799 | As properties redevelop [over time](#), attention will be given to enabling a more
800 | interconnected block structure that introduces a walkable street network, and the
801 | possibility of a mixture of uses, to an area that currently consists of large single purpose
802 | properties.

803
804 The block structure in the McCaslin Boulevard Urban Center will allow for larger blocks
805 | than those found in [Old Town](#) [the Downtown and the HWY 42 Revitalization District](#)
806 | [Urban Center](#), but basic connectivity through the Center will be enhanced.

807
808 The forthcoming Diverging Diamond Interchange and Bus Rapid Transit (BRT) Station
809 | located at the McCaslin [Boulevard](#) and US 36 interchange will provide increased vehicle

810 capacity and regional transit options that will support higher intensity Transit Oriented
811 Development infill opportunities.

812
813 The McCaslin Boulevard Urban Center shall remain the City of Louisville's primary
814 retailing center and will have the highest intensity of development in the City.

815
816 **Land Use Mix**

817 The McCaslin Boulevard Urban Center shall remain the City's primary retail center that
818 is supported by a mix of land uses including office and residential. The center will
819 support a vertical mix of land uses with single use residential buildings permitted only on
820 the eastern half of the urban center adjacent to existing residential neighborhoods.

821
822 **Residential:**

823 *Primary Streets* – Only allowed 2nd floor and above

824 *Secondary Streets* – Only allowed 2nd floor and above except for areas abutting or
825 adjacent to existing residential land uses

826
827 **Retail/Commercial:**

828 *Primary Streets* – Required on the ground floor

829 *Secondary Streets* – Required on the ground floor except for areas abutting or adjacent
830 to existing residential land uses.

831
832 **Institutional:** Allowed

833
834 **Industrial:** Not allowed

835
836 **Parking:** Majority on-site private parking associated with a particular use. Shared
837 parking facilities encouraged in the vicinity to the Bus Rapid Transit BRT Station.

838
839 **Fiscal Performance:** Land use mix demonstrates strong fiscal benefits

840
841 **Density:**
842 *Floor Area Ratio:* Average of 1.0
843 *Unit per Acre:* 15-30 DU / Acre

844
845 **Building Height:** 2-3 Stories. A 4th story allowed only if view sheds are preserved,
846 shading impacts are mitigated, and the public realm is not adversely impacted.

847
848 **Building Form and Design**

849 1) Ground floor oriented towards the street

850
851 2) Ground floor activated with retail and commercial uses and pedestrian scaled
852 development

853
854 3) Provide buildings which transition in scale from adjacent uses

855

856 **Infrastructure**

857 | *Streets:* ~~Slow-Reduced~~ speed and ~~multi-modal~~multimodal

858 | *Block Length:* 300-600 Feet

859 | *Public Spaces and Trails:* Public gathering spaces and focal points on both sides of

860 | McCaslin Boulevard. Trails integrated into the urban center and transitioning to

861 | Davidson Mesa.

862

863 **Design Standards**

864 | Future development will be guided by a Ssmall Aarea Pplan which will allow for

865 | flexibility in the urban center to enable emerging market retail, office, residential and

866 | mixed use trends to develop ~~so~~as long as the desirable form of the center is

867 | maintained.

868

869 | The Commercial Development Design Standards and Guidelines (CDDSG) currently

870 | guide design in the urban center. These guidelines were created for an auto-centric

871 | suburban single-use commercial environment, and ~~they~~ do not provide flexibility for a

872 | changing commercial retail market. The small area plan will address building

873 | placement, block structure, landscaping, and signage requirements consistent with an

874 | urban center character expectations.

875

876 **ADDITIONAL POLICIES**

877 | 1) Build upon the planned Diverging Diamond Interchange and the Bus Rapid

878 | TransitBRT Station to provide a higher intensity mix of interdependent and compatible

879 | land uses with quality access to transit opportunities.

880

881 | 2) New residential uses should first be introduced in areas adjacent to existing

882 | residential, where they can be incorporated into existing neighborhoods.

883

884 | 3) Introduce public gathering spaces on both the east and west side of McCaslin

885 | Boulevard which will help to create an identity for the area and allow for public events.

886

887 | 4) Retain commercial retail land supply and promote the retention of existing

888 | commercial development as a ~~primari~~primarily regional retail center.

889

890 | 5) Enhance the City's regional retail opportunities at the US 36 and McCaslin Boulevard

891 | interchange.

892

893 | 6) Emphasis should be placed on retention of commercial retail uses as a component of

894 | any transit oriented development.

895

896 | 7) Increase pedestrian connectivity across McCaslin Boulevard and between

897 | employment centers, retail areas, and public land areas within the Urban Center

898 | transforming McCaslin Boulevard from a barrier, to the feature that connects both sides

899 | of the urban center.

900
901 8) Promote safe connections for all transportation modes across major transportation
902 corridors and between adjacent commercial areas.

903
904 9) Provide safe pedestrian crossings of McCaslin Boulevard to assist in the integration
905 of both sides of the street. Promote of-site planning design standards that support and
906 facilitate pedestrian and bicycle access ~~to~~ and alternative modes of transportation.

907
908 10) New gateway features and wayfinding should reinforce the McCaslin Boulevard
909 interchange area as a primary entryway to the City.

910
911 11) Support public art and amenities that adds to the character of the McCaslin
912 Boulevard Urban Center and the City.

913
914 **HIGHWAY 42 AND SOUTH BOULDER ROAD**

915
916 The Highway 42 and South Boulder Road Urban Center will bring together all of the
917 separate individual parcels surrounding the Highway-HWY 42 and South Boulder Road
918 intersection into one cohesive center. As properties redevelop in this area, attention will
919 be paid to introducing a more connected street grid creating smaller parcels which
920 relate to one another in an urban and walkable mixed use environment. Commercial
921 land uses and higher density residential uses will concentrate along the South Boulder
922 Road and Highway-HWY 42 intersection while lower density residential uses will be
923 located away from the main arterials to provide a transition to the existing
924 neighborhoods.

925
926 **Land Use Mix**

927 The Highway 42 and South Boulder Road Urban Center is intended to include a mix of
928 uses throughout this important neighborhood center.

929
930 **Residential:**

931 Primary streets – Only allowed above ground floor commercial
932 Secondary Streets – Allowed as the sole use in a building

933
934 **Retail/Commercial:**

935 Primary Streets – Required on the ground floor
936 Secondary Streets - Allowed

937
938 **Institutional:** Allowed

939
940 **Industrial:** Not allowed

941
942 **Parking:** On-site private parking associated with a particular use. Allowance for
943 shared parking agreements

944

945 **Fiscal Performance:** Land use mix demonstrates positive fiscal benefits

946

947 **Density:**

948 *Floor Area Ratio:* Average of 1.0

949 *Unit per Acre:* Up to 30 DU/Acre

950 Building Height: 2-3 Stories

951

952 **Building Form and Design**

953 1) Ground floor oriented towards the street.

954

955 2) Ground floor activated with retail and commercial uses and pedestrian scaled
956 development.

957

958 3) Provide buildings which transition in scale to adjacent neighborhoods.

959

960 **Infrastructure**

961 *Streets:* Slow speed and ~~multi-modal~~multimodal with emphasis on creating
962 livablecreating livable and urban arterial roadways (South Boulder Road and HWY 42).

963

964 *Block Length:* 300-400 Feet

965 *Public Spaces and Trails:* Public gathering spaces and focal points on both sides of

966 Highway-HWY 42 interconnected and integrated into the urban center and transitioning
967 through the center to the surrounding trail network and open spaces.

968

969 **Design Standards**

970 A small area plan should be completed to further define the desired form of
971 development in the Highway 42 and South Boulder Road Urban Center. The majority of
972 the center is currently regulated by the Commercial Development Design Standards and
973 Guidelines (CDDSG). These guidelines were created for an auto-centric suburban
974 commercial environment, and they do not address the type of uUrban cCenter
975 development envisioned in this Comprehensive Plan. New guidelines should be
976 created which address building placement, block structure, landscaping, and signage
977 requirements consistent with an urban center pattern. The Mixed Use Development
978 Design Standards and Guidelines will continue to provide design guidance for the
979 portion of the center located in the Revitalization District

980

981 **ADDITIONAL POLICIES**

982 1) Include a mix of low to high density residential and commercial neighborhood
983 services.

984

985 2) Transition from higher intensity uses at the core of the center to lower density uses at
986 the neighborhoods on the periphery of the center

987

- 988 3) To encourage the economic health of existing shopping centers, leverage public
989 investment for infrastructure improvements and business assistance packages to
990 stimulate private redevelopment.
991
- 992 4) Focus on community retail opportunities at the intersection of South Boulder Road
993 | and Highway HWY 42 which serve a smaller trade area than those found at a regional
994 retail center.
995
- 996 5) Introduce new roadway network in the center to enable the area to operate as a
997 connected urban center. Medium to high density residential areas should be located
998 | with proximity to and pedestrian access to public transportation, neighborhood parks
999 and trail connections and commercial services.
1000
- 1001 6) As redevelopment occurs, introduce roadway network to enable a variety of
1002 redevelopment possibilities. The City should cooperate with the City of Lafayette and
1003 Boulder County to secure access between Hecla Lake, Waneka Lake, and Coal Creek.
1004
- 1005 7) Create a high degree of trail and open space connectivity reinforcing the east/west
1006 connectedness of a regional trail system to Hecla Lake and north/south connectedness
1007 to Downtown and Coal Creek regional trail.
1008
- 1009 8) Explore realigning Main Street on the western edge of the urban center to
1010 consolidate access near the railroad tracks and introduce a Gateway to the HWY 42
1011 and South Boulder Road urban center and Downtown Louisville.
1012
- 1013 9) Connect the Highway 42 and South Boulder Road Urban Center to the rest of
1014 Louisville through the introduction of new roads, trail connections, and pedestrian
1015 | crossings of the railroad tracks, South Boulder Road, and Highway HWY 42.
1016
- 1017 10) The development of new commercial retail services in the Urban Center should be
1018 encouraged where the location and scale of such development is consistent with design
1019 | standards developed for the Highway HWY 42 corridor and the character of the
1020 immediate neighborhood.
1021

1022 | **SOUTH BOULDER ROAD AND HIGHWAY 42 CORRIDORS**

1024 **South Boulder Road Suburban Corridor** 1025 **(West of Via Appia)**

1026 | South Boulder Road begins as a Suburban Corridor at the western City limits and
1027 remains one as it travels east to Via Appia. As a Suburban Corridor, South Boulder
1028 Road's main function is to move all modes of transportation through this important east-
1029 west corridor and to provide access to the neighborhoods and commercial uses
1030 | surrounding the rRoadway. The South Boulder Road Suburban Corridor contains a
1031 horizontal mix of uses including residential and commercial. The parcels in the
1032 suburban corridor are mainly connected along South Boulder Road and the land uses

1033 | are setback from the roadway, or buffered from it through landscaping. In this fashion,
1034 | South Boulder Road serves as an edge between the uses on either side of it. Safe
1035 | pedestrian and bicycle crossings at key locations are needed to connect both sides of
1036 | the corridor.

1037
1038 | **South Boulder Road Urban Corridor (East of Via Appia)**

1039 | The South Boulder Road Urban Corridor runs adjacent to South Boulder Road
1040 | beginning at Via Appia and extending east to the railroad tracks where it feeds into the
1041 | Highway 42 and South Boulder Road Urban Center. After leaving the Urban Center,
1042 | South Boulder Road transitions back to an urban corridor until it leaves City's eastern
1043 | limits.

1044
1045 | The urban corridor section of South Boulder Road begins the transition of the road from
1046 | a suburban edge where the road is a division between land uses on either side of it, to
1047 | an urban seam where the land uses in the corridor begin to engage with the road
1048 | instead of turning their backs to it.

1049
1050 | Development in the urban corridor section of South Boulder Road has a high degree of
1051 | linear (east/west) connectivity between parcels and transitions to adjacent
1052 | neighborhoods at the back of the corridor through the scaling down of buildings and the
1053 | introduction of landscape buffers. The South Boulder Road Urban Center provides
1054 | a transition to the Downtown Louisville and the Revitalization District Urban Center,
1055 | and the Highway 42 and South Boulder Road Urban Center.

1056
1057 | **Highway 42 Urban Corridor**

1058 | The Highway 42 Urban Corridor begins at the City limits adjacent to Paschal Drive and
1059 | continues south on the west side of Highway HWY 42 until transitioning to the Urban
1060 | Center at Hecla Drive. This urban corridor focuses on commercial opportunities
1061 | including office and neighborhood retail along with higher density housing in close
1062 | proximity to the roadway. The land uses along the corridor will transition and provide
1063 | connections to the lower density residential uses found on the outer edge of the
1064 | corridor. Pedestrian and bicycle safe connections will be constructed across Highway
1065 | HWY 42 to connect users to the amenities on either side of the corridor, and provide
1066 | regional trail connectivity.

1067
1068 | **Land Use Mix**

1069 | Urban Corridors include a mix of uses including residential, commercial, retail, and park
1070 | land.

1071
1072 | **Residential:**

1073 | *Fronting Arterial* - Allowed above ground floor in urban corridor and allowed as the sole
1074 | use in suburban corridors.

1075 | *Not fronting the Arterial* - Allowed as the sole use in a building .

1076
1077 | **Retail/Commercial:**

1078 *Fronting Arterial* - Required on the ground floor in urban corridor

1079 *Not fronting the Arterial* - Allowed

1080

1081 **Institutional:** Allowed

1082

1083 **Industrial:** Not allowed

1084 **Parking:** Majority on-site private parking associated with a particular use. Allowance
1085 for shared parking agreements in urban corridors.

1086

1087 **Fiscal Performance:** Land use mix demonstrates positive fiscal benefits in the
1088 urban corridor, and may demonstrate neutral fiscal returns in suburban corridors.

1089

1090 **Density:**

1091 *Floor Area Ratio - Urban Corridors:*

1092 Fronting the Arterial – 1.0

1093 Not fronting the Arterial - .5

1094 *Floor Area Ratio - Suburban Corridors:* Less than .25

1095 *Units per ~~Acre~~ Acre - Urban Corridors:* Average of 15-30 DU/Acre over the entirety
1096 corridor

1097 *Units per ~~Acre~~ Acre - Suburban Corridors:* Average of 12-15 DU/Acre over the entirety
1098 corridor

1099

1100

1101 **Building Height:**

1102 *Urban Corridors* - 2-3 Stories

1103 *Suburban Corridors* – 2 Stories

1104

1105 **Building Form and Design**

1106 *Urban Corridors:* Ground floor is oriented towards the Arterial Road and/or a secondary
1107 street. Provide buildings which transition in scale and mass to adjacent neighborhoods
1108 on the back of the property

1109

1110 **Infrastructure**

1111 *Streets - Urban Corridor Arterials:* Reduced speed accommodating all modes and
1112 including safe pedestrian and bicycle crossings

1113 *Street - Suburban Corridor Arterials:* Higher speed streets with safe pedestrian and
1114 bicycle crossings at key locations

1115 *Block Length - Urban Corridor:* 300-400 Feet

1116 *Block Length - Suburban Corridor:* 300–600 Feet

1117 *Public Spaces and Trails:* Integrated into and transitioning through the corridor

1118

1119 **Design Standards**

1120 | There is ~~not~~ currently no cohesive design guidance for the urban and suburban
1121 corridors within the City. The Commercial Development Design Standards and

1122 | Guidelines (CDDSG) regulate commercial development, and various planned unit

1123 | dDevelopments and other residential zoning standards govern residential development.
1124 Unified standards should be created which help to create unified and connected mixed
1125 use urban and suburban corridors. Form based design regulations should focus on
1126 establishing a street presence along the roadway in the corridors, and setbacks and
1127 landscaping standards should be revised to enable visibility of commercial structures.
1128

1129 | **Additional Policies**

1130 1) In urban corridors, position new buildings close to the arterial road and provide the
1131 highest intensity of development adjacent to the road.
1132

1133 2) Retail and Commercial land uses should be located in close proximity to South
1134 Boulder Road to provide visibility and access.
1135

1136 | 3) Explore rRealigning Main Street on the southern edge of the corridor to align with
1137 Centennial Drive to provide a gateway to downtown and provide a safe and efficient
1138 access plan for the corridor.
1139

1140 4) Provide access for all modes of transportation through the corridor including
1141 complete streets with bicycle and pedestrian facilities and safe crossings of the arterial
1142 roads.
1143

1144 | 5) SignageDevelop a comprehensive signage and wayfinding strategy for the corridor.
1145

1146 | **MCCASLIN BOULEVARD CORRIDOR**
1147 | **(North of Cherry Street)**
1148

1149 McCaslin Boulevard transitions from an urban center to an urban corridor from Cherry
1150 Street north to Via Appia. The land uses in this corridor will focus on the activity
1151 generated by McCaslin Boulevard and will include a mix of residential, commercial and
1152 neighborhood retail uses. Linear (north/south) connections will be maintained between
1153 individual parcels in the corridor. Safe pedestrian and bicycle crossings of McCaslin
1154 Boulevard will be implemented to enable safe access between the businesses, offices,
1155 | and residences on either side of McCaslin Boulevard. The McCaslin Boulevard Urban
1156 Corridor transitions to a Suburban Corridor at the southeast corner of Via Appia and
1157 | McCaslin Boulevard.
1158

1159 | **Land Use Mix**

1160 Urban Corridors include a mix of uses including residential, commercial, retail, and park
1161 land.
1162

1163 | **Residential:**

1164 | Fronting McCaslin Boulevard - Allowed above ground floor commercial

1165 | Not Fronting McCaslin Boulevard - Allowed as the sole use in a building
1166

1167 | **Retail/Commercial:**

1168 | *Fronting McCaslin Boulevard* - Required on the ground floor

1169 | *Not Fronting McCaslin Boulevard* - Allowed

1170

1171 | **Institutional:** Allowed

1172 | **Industrial:** Not allowed

1173 | **Parking:** Majority on-site private parking associated with a particular use.

1174 | Allowance for shared parking agreements.

1175

1176 | **Fiscal Performance:** Land use mix demonstrates positive fiscal benefits.

1177

1178 | **Density:**

1179 | *Floor Area Ratio:*

1180 | Fronting McCaslin Boulevard – 1.0

1181 | Not fronting McCaslin Boulevard - .5

1182

1183 | *Units per Acre:* 15-30 DU/Acre

1184

1185 | **Building Height:** 2-3 Stories

1186

1187 | **Building Form and Design**

1188 | Ground floor is oriented towards McCaslin Boulevard and/or a secondary street.

1189 | Provide buildings which transition in scale to adjacent neighborhoods.

1190

1191 | **Infrastructure**

1192 | *Streets -- McCaslin Boulevard: ~~Slower~~ Transitioning to lower speeds which*

1193 | *accommodating all modes of travel in an urban environment, ~~all modes~~ and including*

1194 | *safe bicycle and pedestrian crossings.*

1195 | *Block Length:* 300-600 Feet

1196 | *Public Spaces and Trails:* Integrated into and transitioning through the corridor

1197

1198 | **Design Standards**

1199 | There is not currently cohesive design guidance for the McCaslin Boulevard urban

1200 | corridor. The Commercial Development Design Standards and Guidelines regulate new

1201 | commercial development, and various ~~p~~Planned ~~u~~Unit ~~d~~Developments and other

1202 | residential zoning standards govern residential development. Unified standards should

1203 | be created which help to create a cohesive linear corridor with a mix of uses. Form

1204 | based design regulations should focus on establishing a street presence along

1205 | McCaslin Boulevard with both single use commercial buildings and mixed use

1206 | residential buildings. Setbacks and landscaping standards should be revised to enable

1207 | visibility of commercial structures and a unified signage and wayfinding program should

1208 | be implemented.

1209

1210 | **Additional Policies**

1211 | **1)** Position new buildings close to the street and provide the highest intensity of

1212 | development on the Roadway.

1213 Interconnect corridor parcels through cross access easements to enable pedestrian and
1214 bicycle mobility between uses.

1215
1216 2) Retail and Commercial land uses should be located in close proximity to McCaslin
1217 Boulevard to provide visibility and access.

1218
1219 3) Introduce a unified signage and wayfinding program to provide a gateway to the City
1220 of Louisville and establish and identity for the corridor.

1221
1222 4) Provide access for all modes of transportation through the corridor including
1223 complete streets with bicycle and pedestrian facilities and safe crossings of McCaslin
1224 Boulevard.

1225

1226 SPECIAL DISTRICTS

1227 1228 Centennial Valley and Coal Creek Business Park Special District (URBAN AND 1229 SUBURBAN)

1230 Centennial Valley is an office park sSpecial dDistrict located between McCaslin
1231 Boulevard and the Davidson Mesa Open Space. The portion of the Centennial Valley
1232 Business Park located to the west of Centennial Parkway is suburban and consists of
1233 single use large office parcels. The portion of the Special District located to the east of
1234 Centennial Parkway is urban and consists of smaller office parcels that are
1235 interconnected and have direct bicycle and pedestrian access to the McCaslin
1236 Boulevard urban center and urban corridor. The Coal Creek Business Park is a
1237 suburban office park Special District located adjacent to Dillon Road.

1238 1239 Colorado Technology Technological Center (CTC) Suburban Special District

1240 The Colorado Technology Technological Center Ssuburban Sspecial Ddistrict is located
1241 in the southeastern corner of the City and includes a mix of industrial, office, and
1242 research and development facilities. This Sspecial Ddistrict is a key employment center
1243 for the City and will continue to be in the future. Design standards will serve to buffer
1244 land uses of differing intensities in the special district, and maintain a high quality
1245 employment center that responds to the needs of businesses.

1246 1247 96th Street and Dillon Road Rural Special District

1248 The 96th Street and Dillon Road Rural Special District serves as the rural gateway to
1249 the City of Louisville. The area will include a mix of commercial, institutional, and
1250 industrial uses. The uses in this special district will be separated and buffered from the
1251 surroundings roads to maintain the appearance of a rural entryway to the City.

1252 1253 Phillips 66 Rural Special Special- District

1254 The Phillips 66 Rural Special District is located in the southern portion of the City and is
1255 currently vacant. The land in this location is a unique ~~in that it is a~~ subarea of the City
1256 which contains vital community facilities that provide critical services to the City and also
1257 presents a unique regional development opportunity. Due to the isolated nature of this

1258 special district, it is somewhat self-contained. However, the district will remain
1259 | connected to the region through [Highway US 36](#) and to the rest of Louisville through
1260 pedestrian and bicycle trails.

1261

1262 **Land Use Mix**

1263 Each Special District's land use mix is unique and customized to each individual area.

1264 | Generally, the land use mix within each area is:

1265

1266 **Residential:** Not Allowed

1267

1268 **Retail:** Allowed in locations where the use can capitalize on the activity in the
1269 special district and traffic on surrounding roads

1270

1271 **Office:** Allowed as the single use on a parcel, or as part of a mixed
1272 commercial/industrial building

1273

1274 **Industrial:** Allowed as the single use on a parcel, or as part of a mixed
1275 commercial/industrial building

1276

1277 **Institutional:** Allowed

1278

1279 **Parking:** On-site private parking associated with a particular use.

1280

1281 **Fiscal Performance:** Land use mix demonstrates neutral fiscal benefits and
1282 positive economic benefits

1283

1284 | **Density:**

1285 *Floor Area Ratio - Urban:* up to .75

1286 *Floor Area Ratio - Suburban:* up to .5

1287 *Floor Area Ratio - Rural:* up to .25

1288

1289 **Building Height:**

1290 *Urban:* 2-3 Stories

1291 *Suburban:* 2-3 Stories

1292 *Rural:* 3 stories. Additional stories permitted if structures are clustered and located out
1293 of the public view shed and buffered by surrounding topography and Open Space.

1294

1295 **Building Form and Design**

1296 Buildings are oriented towards the property they sit on and serve the unique use
1297 requirements of the property.

1298

1299 **Infrastructure**

1300 **Streets:** Varied Speeds

1301 *Block Length:*

1302 *Urban:* 300-600 Feet

1303 Suburban: 1,000 – 2,000 Feet
1304 Rural: No defined block structure
1305 *Public Spaces and Trails*: Serving the periphery of the district.
1306

1307 **Additional Policies**

- 1308 1) Special Districts' specific character expectation will be articulated and defined in
1309 customized **g**General **d**Development **p**Plans adopted by City Council.
1310 2) Create walkable special districts that are connected to the rest of the City through
1311 sidewalks and pedestrian and bicycle paths.
1312 3) Encourage **i**nternal **s**ervices which meet the daily needs of the people working in
1313 the special district. **s**...

1314
1315 **NEIGHBORHOODS**

1316
1317 The established residential neighborhoods of Louisville are often overlooked but are of
1318 paramount importance to the citizens of Louisville residing in them. The City's
1319 residential housing stock is aging and rehabilitation issues within residential areas
1320 create challenges that the City must be prepared to meet. Outside of Old Town, the
1321 City's residential areas are governed by independent **p**lanned **U**nit **d**evelopments
1322 (PUDs). While these PUDs are comprehensive, they are not equipped to assist the City
1323 in providing coherent neighborhood plans and strategies for issues such as: housing
1324 rehabilitation, cut-through traffic, safe routes to school, aging infrastructure, and
1325 monitoring and maintenance of community services.

1326
1327 Changes in adjacent commercial and industrial land uses, particularly infill
1328 redevelopment, will also impact neighborhoods, requiring the establishment of
1329 compatible design criteria.

1330
1331 This **C**omprehensive **P**lan therefore recommends creating plans for each
1332 neighborhood in the City to aid in addressing these and other issues.

1333
1334 The residential areas of Louisville have been divided into nine neighborhoods. The
1335 starting point was circles with half-mile radii, representing a reasonable walking
1336 distance. The neighborhoods were then formed around these circles based on
1337 geography, connectivity, housing stock, and the input of residents at the charrette and
1338 elsewhere. They are as follows:

1339
1340 **Davidson Mesa** – the homes on top of the mesa in the northwest corner of the City,
1341 stretching to both sides of South Boulder Road and bounded on the south and east by
1342 Coyote Run open space. The area is mostly larger-lot single-family homes, with a few
1343 duplexes and some office uses along South Boulder Road.

1344
1345 **North Louisville** – the central residential area north of South Boulder Road, with the
1346 **n**orth open space to the west and the BNSF railway to the east. The area consists of

1347 single-family homes, townhomes, apartment units, and commercial and retail
1348 developments along South Boulder Road.

1349
1350 | **Hecla** – the newer homes on either side of [Highway HWY 42](#), north of South Boulder
1351 Road and east of the BNSF railway. The area includes apartments, townhomes, single-
1352 family homes, senior housing, and significant retail development around South Boulder
1353 Road and [Highway HWY 42](#).

1354
1355 **Lake Park** – the houses around Lake Park on Via Appia, bounded by Coyote Run open
1356 space to the west, South Boulder Road to the north, and Old Town to the south and
1357 east. The area has apartments, townhomes, mobile homes, and single-family homes.

1358
1359 **Hillside** – the houses on the slope of Davidson Mesa, with Via Appia to the south and
1360 Coyote Run to the north, stretching across McCaslin Boulevard to the homes on the
1361 west. The area is all single-family homes, mostly on larger lots.

1362
1363 | **Old Town** – the central area comprised of the Old Town Overlay [Zone](#) District, the
1364 Central Business District, and the Mixed Use Overlay District, as well as the newer
1365 subdivisions immediately west of Old Town. The area has a diverse mix of single-family
1366 houses, both new and old, and multi-family dwellings, as well as commercial areas
1367 along Main Street and at South Boulder Road.

1368
1369 Fireside – the homes around Fireside Elementary, extending from Cherry Street to Via
1370 Appia and McCaslin Boulevard to Warembourg open space. The area includes mostly
1371 single-family homes, but also some apartments and townhomes.

1372 **South Louisville** – the houses south of Downtown and north of Dutch Creek open
1373 space, with Warembourg open space to the west. The area is almost entirely single-
1374 family homes, with a few duplexes and townhomes.

1375
1376 **Coal Creek** – the area along Coal Creek and the golf course, south of Cherry Street
1377 and east of Dahlia Street. The area consists of single-family homes, townhomes, and
1378 apartments.

1379
1380 **PRINCIPLE** - Planning Commission shall develop and City Council shall adopt a
1381 process for the creation, adoption, and implementation of Neighborhood Plans.

1382
1383 Policy - The preparation of Neighborhood Plans may be initiated either by the City or by
1384 the residents of a neighborhood.

1385
1386 **Policy** - The residents, property owners, and business owners within the neighborhood
1387 shall be integrally involved in the creation of the plan, and [will work with staff to](#)
1388 [complete the plans that are presented to City Council for adoption. must endorse any](#)
1389 [completed plan before it may be presented to Planning Commission and City Council](#)
1390 [for adoption.](#)

1391

1392 **Policy** - The Neighborhood Planning Areas shall include the residential areas, as
1393 identified in the accompanying map, as well as the local shops and businesses that
1394 serve the area and the public facilities such as parks and schools.
1395

1396 **PRINCIPLE** - The Neighborhood Plans shall include definitive steps to be taken by the
1397 City, including but not limited to changes in zoning or other regulatory codes and
1398 improvements in physical and social infrastructure.
1399

1400 **Policy** - Topics to be addressed in Neighborhood Plans include:

- 1401
- 1402 • Addressing issues and concerns identified by residents.
- 1403
- 1404 • Transitions between the neighborhood and adjacent neighborhoods and
1405 commercial and industrial areas.
- 1406
- 1407 • Existing neighborhood character and desired future neighborhood character.
- 1408
- 1409 • Compatibility of existing zoning and PUDs with current and future development.
- 1410
- 1411 • The adequacy and appropriateness of the street network and street design.
- 1412
- 1413 • Facilities for pedestrians and cyclists, including sidewalks and multi-use paths.
- 1414
- 1415 • Availability of parking, both on street and off street.
- 1416
- 1417 • Other physical infrastructure needs, including water and sewer, power and gas,
1418 telephone, cable, and internet, and other civic amenities.
- 1419
- 1420 • Neighborhood safety, especially safe routes to school.
- 1421
- 1422 • Access to parks, open space, and recreation facilities.
- 1423
- 1424 • Provision of and access to social and cultural services.
- 1425
- 1426 • Access to public transportation.
- 1427

1428 **PRINCIPLE** - Neighborhood Plans shall be compatible with this Comprehensive Plan
1429 and other adopted goals and policies for the City.
1430

1431 **Policy** - Street designs shall comply with the City's complete streets policy and allow
1432 appropriate amounts of traffic at appropriate speeds.
1433

1434 **Policy** - Streets shall form an interconnected network.
1435

1436 **Policy** - Transportation facilities shall provide multimodal accessibility for users of all
1437 | ages and abilities.

1438
1439 | Policy -- Diverse hHousing opportunities shall be available for residents of all-varying
1440 | income levels.

1441
1442 **Policy** - The preservation of significant historic resources shall be encouraged.

1443
1444 **Policy** - Neighborhood Plans shall be compatible with environmental, economic, and
1445 | social sustainability.

1446
1447 **Policy** - Neighborhood Plans shall contribute to the sense of place and community that
1448 | defines Louisville.

1449
1450 **TRANSPORTATION**

1451
1452 | Transportation infrastructure is the foundation of all-city building. The form, function and
1453 | character of Louisville's transportation infrastructure and adjoining land uses are
1454 | intrinsically linked – starting with the first Boulder County roads, inter-urban rail between
1455 | Denver and Boulder, or the Boulder Turnpike and its interchanges. Louisville's urban
1456 | form and community character are dictated by its transportation systems. Streets
1457 | provide the means and conveyance of circulation. Streets establish the block structure,
1458 | organize land uses, and influence the architectural qualities of buildings. Streets are
1459 | Louisville's most immediate and accessible public space, linking parks and schools to
1460 | our neighborhoods.

1461
1462 **BACKGROUND / HISTORY**

1463 Since 1878, the City of Louisville's community form, character, and urban design have
1464 | been influenced by its transportation investments. There are generally four-five periods
1465 | stages of transportation investments and corresponding land use development,
1466 | community growth and changes in Louisville's community character.

1467
1468 **Stage 1:** The Embryonic Phase of Development (1880 – 1960s): The historic core of
1469 | Louisville grew incrementally between the 1880s and the 1960s. The City's urban form
1470 | was based on the local mining industry and was guided by the presence of the rail-line
1471 | and the "Kite Route", Denver's inter-urban railroad service to Boulder.

1472
1473 The pattern of Louisville's development was very walkable and formed what is known
1474 | today as Downtown and Old Town. Louisville's growth during this time period was
1475 | primarily residential, organically expanding the original town's street grid. Commercial
1476 | development stayed within Downtown. Local groceries, goods, and services were
1477 | provided to the public from various stores in Downtown including Joe's and Ideal
1478 | Markets. The form of Louisville adhered to an urban pattern of development which
1479 | better accommodated pedestrians and established Louisville's cherished small town
1480 | character.

1481
1482 **Stage 2:** Major Road Infrastructure is developed (1960s – 1980s): Louisville’s urban
1483 pattern changed dramatically for the City in 1952 with the opening of the Boulder
1484 Turnpike and again in the 1960’s when the toll for the Turnpike was removed and
1485 McCaslin Boulevard was first built. Between the 1960s and 1980s, Louisville
1486 experienced a significant period of growth and expansion, more than doubling the size
1487 of the City. Many new residential subdivisions were developed and the form of the City
1488 changed from urban, pedestrian based design, to suburban, reflecting the mobility of the
1489 automobile.

1490
1491 The Boulder Turnpike (US 36) and South Boulder Road improvements increased the
1492 accessibility of Louisville to the Denver-Boulder region. The Village Square Shopping
1493 Center was the first commercial development outside of Downtown and took advantage
1494 of the situation by providing a state-of-the-art grocery store, in 1978, capable of serving
1495 the Louisville households along with the regional customers commuting along South
1496 Boulder Road. As a result, retail services in Downtown were cannibalized by a more
1497 efficient and better located regional competitor. Downtown retail eventually lost
1498 economic viability.

1499
1500 **Stage 3:** Retailing of the suburbs (Louisville) (1980 - 2000): Mass suburbanization of
1501 the Front Range, Boulder County, and Louisville followed the major transportation
1502 improvements. HwyHWY- 42 was realigned; better connecting Louisville to Broomfield
1503 and Hwy-HWY 287. McCaslin Boulevard was widened with a reconfigured interchange
1504 at US 36. Additional retail uses were approved and constructed along McCaslin
1505 Boulevard (Sam’s Club) and South Boulder Road. Louisville Plaza (King Soopers and
1506 K-Mart) was located strategically at the intersection of Hwy-HWY 42 and South Boulder
1507 Road, where it was capable of serving both Louisville and Lafayette residents along with
1508 the regional customers traveling on the two arterials. Louisville became the regional
1509 retail center of east Boulder County.

1510
1511 **Stage 4:** Employment Growth (2000 - 2010): Regional Employment growth followed the
1512 newly constructed households. Growth in the Centennial Valley, Colorado
1513 Technological Center, and Interlocken (Broomfield) altered traffic patterns. Boulder was
1514 no longer the primary employment center. New transportation investments, namely the
1515 96th Street / HwyHWY- 42 connector (over the BNSF rail-line) and the Northwest
1516 Parkway significantly altered north-south travel in Louisville and East Boulder County.
1517 The new connection acknowledged the emerging commuting traffic to and from
1518 Interlocken ~~(in Broomfield)~~, and the US 36 Corridor.

1519
1520 New retailers emerged in the Louisville trade area along key regional commuting
1521 corridors, including Wal-Mart and King Soopers along US 287 and Target, Costco and
1522 Whole Foods at McCaslin Boulevard and US 36. The change in commuting patterns,
1523 the continued loss in market share, the generally built out nature of the residential areas
1524 in Louisville, and other factors have had their economic impacts on the regional retail

1525 structure of the City. Now nearly 40% of the City's sales tax revenues come from local
1526 groceries and food and beverage sales, not regional retail.

1527
1528 **Stage 5: Maturity (What's Next?):** As new development continues in neighboring
1529 jurisdictions, Louisville will likely experience a decreasing share of local traffic on its
1530 internal street network. More and more cars on Louisville roads will neither begin nor
1531 end their trips in the City. Currently, nearly 40% of all trips on Louisville streets are
1532 regional in nature without an origin or destination within Louisville. Future transportation
1533 investments in the City will be challenged to accommodate demands for regional traffic
1534 mobility and at the same time address livability and economic viability concerns internal
1535 to Louisville.

1536
1537 Louisville's physical expansion is near completion. Open space, City boundaries and
1538 inter-local agreements with neighboring jurisdictions limit where Louisville can annex
1539 and expand. All first generation development has been planned and entitled in
1540 Louisville (except the 12 acre Alkonis property). Currently, 19% of Louisville's
1541 developable land remains vacant. However, this does not mean Louisville will not
1542 continue to evolve. Louisville's building stock will continue to age and will need to be
1543 continually require improved improvements to remain economically viable.

1544
1545 Anticipated transportation projects that will influence Louisville's form and character
1546 include: McCaslin Boulevard / US 36 Interchange (the Divergent Diamond Interchange
1547 and Bus Rapid Transit Station), HWY 42 redesign, and the Regional Transportation
1548 District's (RTD) Northwest Rail Corridor. Future Louisville transportation investments
1549 are prioritized toward transit and a more balanced (multi-modal/multimodal) system.
1550 Correspondingly, Louisville growth trends for the future have shifted away from
1551 vehicular scaled design toward a more pedestrian scaled design; from community
1552 expansion to community reinvestment, refurbishment, and redevelopment, as second
1553 and third generation development occurs in Louisville.

1554
1555 ~~As new development continues in neighboring jurisdictions, Louisville will likely~~
1556 ~~experience a decreasing share of local traffic on its internal street network. More and~~
1557 ~~more cars on Louisville roads will neither begin nor end their trips in the City. Currently,~~
1558 ~~nearly 40% of all trips on Louisville streets are regional in nature without an origin, or~~
1559 ~~destination within Louisville. Future transportation investments in the City will be~~
1560 ~~challenged to accommodate demands for regional traffic mobility and at the same time~~
1561 ~~address livability and economic viability concerns internal to Louisville.~~

1562
1563 The construction of the managed lanes along US 36 and the Divergent Diamond
1564 Interchange at McCaslin Boulevard will introduce high capacity transit to Louisville.
1565 Current land patterns near the interchange and park-and-ride facility do not maximize
1566 the opportunities presented by the US 36 Bus Rapid Transit System.

1567
1568 The City's current transportation policies and regulations reflect a community focus on
1569 vehicular movement and not a more balanced multi-modal/multimodal transportation

1570 system. The policies support transportation actions which continue to expand street
1571 capacity and are not consistent with the realities of a community that is landlocked and
1572 experiencing second and third generation growth. The City's current transportation
1573 regulations are aligned with regional mobility concerns and are designed to
1574 accommodate vehicular traffic, roadway capacity, and safety features for higher speeds.
1575 These policies are in direct conflict with the City's Vision Statement and many of the
1576 City's Core Community Vvalues. Louisville's transportation priorities need to be aligned
1577 with multimodal transportation, roadway efficiency, property access, and safety features
1578 to create a balanced transportation system.

1579
1580 **ANALYSIS**

1581
1582 Using a sophisticated traffic model developed from the Denver Regional Council of
1583 Governments (DRCOG) 20-year forecasts, staff analyzed the transportation impacts
1584 associated with the endorsed development scenario. The target was level of service
1585 (LOS) D, as defined by the Institute of Transportation Engineers, which is common in
1586 suburban areas and allows traffic to flow relatively freely, with a few instances of
1587 congestion. Based on this analysis the City's street network has the capacity to
1588 accommodate the 20_-year forecasted regional traffic for the preferred Development
1589 Framework. The following summarizes the recommended roadway strategies for
1590 Louisville over the next 20_-years.

1591
1592 **RECOMMENDATIONS, PRINCIPLES AND POLICIES**

1593
1594 Several significant observations have emerged from the transportation analysis and
1595 community outreach efforts of the Comprehensive Plan when compared to the City's
1596 Vision Statement and Core Community Values.

1597
1598 20_-year Forecasts - With the approval of the Divergent Diamond Interchange at the
1599 McCaslin Boulevard and US 36 interchange, all Louisville streets are expected to meet
1600 the anticipated regional traffic forecasts and maintain an overall Level of Service (LOS)
1601 D.

1602
1603 **Principle** - The City of Louisville is committed to creating a context-sensitive, multi-
1604 modal/multimodal transportation and trail system which integrates land use,
1605 transportation, and recreational considerations and enables vehicles, transit, bicycles,
1606 and pedestrians of all ages and abilities to move in ways that contribute to the economic
1607 prosperity, public health and exceptional quality of life of Louisville

1608
1609 **Policy - New Streets** – New streets are needed as properties experience second and
1610 third generation redevelopment. The long-term transportation strategy for the City
1611 should focus on local street network enhancements balanced with neighborhood traffic
1612 calming, improving the connectivity and livability of the City's arterial network.
1613

1614 | **Policy - Road Diet/Right Sizing Candidates** - The Louisville street network has excess
 1615 | capacity on a few of its arterial streets. Via Appia, Centennial Parkway, Cherry Street
 1616 | (between Dahlia and Heritage Park), and Dillon Road (between 88th Street and Club
 1617 | Circle) are candidates for a “road diet/right sizing”. Road diet/Right Sizing candidates
 1618 | are roadways where the expected volume of traffic does not warrant the size of the
 1619 | street and the capacity of the street could be reduced and still meet expected traffic
 1620 | levels of service. Benefits of a road diet/right sizing include: traffic safety, pedestrian
 1621 | and bicycle accommodation, neighborhood continuity, and reduction in long-term
 1622 | maintenance costs to the City. Challenges to a road diet/right sizing include a reduction
 1623 | in mobility and a motorist’s ability to freely maneuver along a corridor. This
 1624 | recommendation simply identifies these four road segments as candidates for road
 1625 | diet/right sizing and recommends a more detailed corridor analysis be conducted to
 1626 | evaluate peak hour traffic conditions and specific pedestrian and bicycle utilization rates
 1627 | along with crash histories for each corridor. The timing of these corridor studies should
 1628 | be aligned with the City’s capital improvement program and reconstruction schedule of
 1629 | each roadway.

1630
 1631 | **Policy - Roundabout Candidates** - Three roundabouts operate in the City of
 1632 | Louisville; one in the Steel Ranch Community and two in the North End Community.
 1633 | This Comprehensive Plan identifies the potential for a number of additional roundabouts
 1634 | throughout Louisville.

1635
 1636 | Roundabouts are preferred traffic control devices based on multiple opportunities to
 1637 | improve safety, operational efficiency, and community aesthetics. The intent of the
 1638 | candidate roundabout program in Louisville is to identify opportunities for more detailed
 1639 | analysis and the possibility of introducing roundabouts to promote a safer and more
 1640 | balanced transportation system. The timing of these roundabout studies and their
 1641 | possible implementation should be aligned with the City’s neighborhood planning
 1642 | initiatives, the capital improvement program, and the reconstruction schedule in the
 1643 | Capital Improvement Program for candidate intersections. The benefits of roundabout
 1644 | intersections include:

- 1645 | • Traffic Safety
- 1646 | • Operational Performance
- 1647 | • Traffic Calming
- 1648 | • Pedestrian Safety
- 1649 | • Aesthetics
- 1650 | • Land Use Transitions
- 1651 | • Ongoing Operations and Maintenance
- 1652 | • Environmental Factors

1653
 1654 | **Policy - Traffic Calming Candidates** – The transportation analysis identified traffic
 1655 | calming candidate streets throughout Louisville. A number of streets were identified as
 1656 | traffic calming candidates where residential homes “fronted” high volume roadways
 1657 | which carry more than reasonable neighborhood traffic volumes (1,000 vehicles per
 1658 | day). The purpose of this classification is not to reduce the capacity of the street, but to

1659 develop physical measures which reduce the speeds at which motorists are traveling
1660 along these streets in order to make them traverse the neighborhoods at safe speeds.
1661 Physical measures can include narrowing streets or changing street geometrics, among
1662 other things. This recommendation identifies these streets as candidates for traffic
1663 calming and recommends a more detailed neighborhood traffic plan be created to
1664 evaluate real conditions, rather than modeled conditions. The timing of these
1665 neighborhood traffic plans should be aligned with the City's Capital Improvement
1666 Program and repaving schedule of each neighborhood, concurrent with the
1667 development of recommended Neighborhoods Plans.

1668
1669 **Policy - Transit Coverage** – Transit service to Louisville can and should be improved
1670 over time. Louisville supports the Regional Transportation District's (RTD) FasTrack
1671 Program. Louisville's long-range Land Use strategies are tied to the implementation of
1672 the Bus Rapid Transit Corridor along US 36 and the long-term implementation of the
1673 Northwest Rail Corridor with a station serving Downtown Louisville.

1674
1675 Additionally, there are two key components to local bus transit service within Louisville:
1676 coverage and frequency. Coverage refers to what portions of the City have local transit
1677 service. Frequency refers to how often the areas which have local transit service are
1678 served by transit. Louisville needs improvements in both aspects of RTD's local transit
1679 service.

1680
1681 Currently, the entire southeastern portion of the City has no local transit service,
1682 including Avista Hospital, the Colorado Technology-Technological Center, Monarch
1683 Campus and the Phillips 66 property. All are critical employment areas to the City and
1684 the entire metro region. It is the recommendation of the Comprehensive Plan for the
1685 City to work with its neighboring jurisdictions and RTD to provide transit service along
1686 Hwy-HWY 42/96th Street between Lafayette and Broomfield and introduce transit
1687 service to Avista Hospital, the Colorado Technology-Technological Center, and, as
1688 development occurs, the Phillips 66 property.

1689
1690 **Policy - Interconnect Trail Network and Livable Streets** - Walkability is a key
1691 ingredient to livable cities and neighborhoods. Great cities and neighborhoods all
1692 feature street level experiences that invite and stimulate pedestrian and bicycling
1693 activities. Walkability enhances public safety, fosters personal interactions, improves
1694 public health, and increases economic vitality.

1695
1696 Louisville has an excellent recreation trail network and generally a high quality walking
1697 environment on its City streets. The intent of this Comprehensive Plan is to establish a
1698 transportation policy which raises the bar and better integrates the City's recreational
1699 trail network with City's street network. This interconnection will help create a more
1700 balanced transportation system that serves the entire City and is designed for all users
1701 of all ages and ability levels.

1702

1703 | **Policy - Railroad Quiet Zones and Silent Rail Crossings** – Louisville has four at-
1704 | grade crossings of the Burlington Northern Santa Fe (BNSF) Rail line. Three of the
1705 | crossings; Main Street, Griffith Street and South Boulder Road are located within, or
1706 | immediately adjacent to established residential neighborhoods. The fourth is located at
1707 | Dillon Road near the Colorado ~~Technology~~ Technological Center (~~GTC~~) and proposed
1708 | relocation of the St. Louis Catholic Church and School.

1709
1710 | Federal Railroad Administration regulations require locomotive horns be sounded for
1711 | 15-20 seconds before entering all public at-grade crossings, but not more than one-
1712 | quarter mile in advance. This federal requirement preempts any state or local laws
1713 | regarding the use of train horns at public crossings, unless certain improvements are
1714 | made to the crossings.

1715
1716 | The noise level of the horns negatively impacts the quality of life for residents and
1717 | employees living and working ¼ mile of the rail corridor. It is a recommendation for the
1718 | City of Louisville to work with its neighboring jurisdictions and the BNSF to create safe
1719 | Federal Railroad Administration qualifying upgrades to all four rail crossings in the City.
1720 | The timing of these investments was tied to FasTrack’s Northwest Rail Corridor
1721 | improvements. However, because of the uncertainty of the Northwest Rail Project, the
1722 | City of Louisville should continue to advance implementation of the four crossings
1723 | improvements necessary for a City-wide Quiet Zone in a strategy separate from the
1724 | Northwest Rail Study.

1725
1726 | **PRINCIPLE** - The City of Louisville should develop and implement area-specific and
1727 | City-wide transportation plans through an open and collaborative process to achieve the
1728 | principles and policies outlined above.

1729
1730 | **Policy** - The Planning Department, Public Works Department and the Parks and
1731 | Recreation Department shall collaboratively generate ~~multi-modal~~ multimodal
1732 | transportation plans for the residential neighborhoods and commercial areas of the City.
1733 | At a minimum, this work shall include:

- 1734 | a. Safe Routes to School
1735 | b. Parking Management
1736 | c. Pedestrian Circulation
1737 | d. Bicycle Circulation
1738 | e. Vehicular Circulation and Neighborhood Traffic Calming

1739
1740 | **Policy** - The Planning Department, Public Works Department and the Parks and
1741 | Recreation Department shall collaboratively generate ~~multi-modal~~ multimodal
1742 | transportation corridor plans for Hwy HWY 42/96th Street; McCaslin Boulevard; South
1743 | Boulder Road; and Dillon Road which shall include:

- 1744 | a. Long-Term Land Use Vision and Urban Design Assessment
1745 | b. Near-term and Long-term ~~multi-modal~~ multimodal transportation performance
1746 | evaluation
1747 | c. Parking

- 1748 d. Transit Circulation and pedestrian access
- 1749 e. Pedestrian and bicycle crossings

1750

1751 **Policy** - The Planning and Building Safety Department, Public Works Department and
1752 the Parks and Recreation Department shall generate a City-wide ~~multi-modal~~multimodal
1753 Transportation Master Plan that incorporates and consolidates the findings of each
1754 neighborhood, commercial area, and corridor plan. ~~and The plan~~ shall include:

- 1755 a. Traffic Management and Traffic Calming Program
- 1756 b. Pedestrian Master Plan
- 1757 c. Bicycle Master Plan
- 1758 d. Transit Service Plan
- 1759 e. Primary Corridor Plan
- 1760 f. Transportation Demand Management

1761

1762 **Policy** -

1763 The Departments of Planning and Building Safety, Public Works and Parks and
1764 Recreation will review and update the current design and construction standards
1765 including: Resolution 9, Series 1994 (Roadway Construction and Design Standards);
1766 and LMC Chapter 12 – Streets and Sidewalks; Chapter 16.16 – Design Standards; and
1767 Chapter 17.14 – Mixed Use Zone District. The review and update will ensure they reflect
1768 the best design standards and guidelines to provide flexibility for context-sensitive
1769 design. The roadways will be designed within the context of the neighborhood and
1770 corridors, recognizing all streets are different. The user, mobility, and land use needs
1771 will be balanced and consistent with the context sensitive multimodal transportation
1772 policy stated above.

1773 ~~The Planning Department, Public Works Department and the Parks and Recreation~~
1774 ~~Department will review current design and construction standards, including the~~
1775 ~~standards embodied in the most recent version of the Louisville Municipal Code~~
1776 ~~(currently Chapter 12 - Streets and Sidewalks; Chapter 16.16 - Design Standards; and~~
1777 ~~Chapter 17.14 – Mixed Use Zone District) and Resolution 9, Series 1994 (Roadway~~
1778 ~~Construction and Design Standards) which apply to transportation facility design and~~
1779 ~~construction, to reflect the best available design standards and guidelines that provide~~
1780 ~~flexibility to permit context-sensitive design, fitting the roadway design within the context~~
1781 ~~of the neighborhood and corridor, recognizing that all streets are different and user,~~
1782 ~~mobility, and land use needs will be balanced consistent with the context sensitive~~
1783 ~~multimodal transportation policy stated above.~~

1784

1785 **Policy** - An annual report will be made to the City Council by the City Manager showing
1786 progress made in implementing this policy.
1787

ITEM: Case No. 13-002-FP

PLANNERS: Troy Russ, AICP, Planning and Building Safety Director

APPLICANT: Garrett Mundelein
555 County Road
Louisville, CO 80027

OWNER: Same

EXISTING ZONING: Residential Medium (RM) Zone District

LOCATION: The subject property is located on the Southwest corner of Elm Street and County Road at 555 County Road Louisville, CO 80027.

TOTAL SITE AREA: 5.1 Acres (222,156 SF)

REQUEST: Approval of Resolution No. 03 Series 2013. A resolution to amend the Final Planned Unit Development (PUD) for the Parbois Place Subdivision, allowing for the removal of a condition that the house located on the east side of Lot 3 be demolished. The request is also seeking permission to allow an increase in density from 15 units to 16 units, by allowing a second (2nd) unit on Lot 3

VICINITY MAP:



SUMMARY:

The Applicant / Owner, Garrett Mundelein, submitted a request to amend the Parbois Place Final Planned Unit Development (PUD) to eliminate a requirement within the PUD to demolish the eastern most building on Lot 3 and request a second residential unit on Lot 3. Both of these requests will result in the total number of allowed units within the PUD to increase from 15 to 16 units.

PROPOSAL

The Parbois Place PUD maintains a development restriction of 15 units. The restriction is based on the subdivision's total land area (52,000 SF) and the existing underlying Residential Medium Density (RM) Zone district density (1 unit for every 3,500 SF). The 15 unit density requirement was tied to the demolition of existing structures located on the property to ensure compliance. Specifically, the PUD required the demolition of the eastern most building on Lot 3. Furthermore, the PUD conditioned the release of the Certificates of Occupancy for Building 4 (Units 9 and 10) on Lot 4 to the demolition of the eastern most building on Lot 3 to ensure a 16th unit would not be constructed, or occupied.

On January 8, 2013, the Louisville City Council unanimously approved the Planning Commission's recommendation of removing the condition restricting the Certificates of Occupancy of Building 4 (Units 9 and 10) on Lot 4 to the demolition of the eastern most building on Lot 3. However, City Council did not approve eliminating the demolition requirement on Lot 3. They simply untied and eliminated the condition of the release of the Certificates of Occupancy for Building 4 (Units 9 and 10) on Lot 4 from the demolition of the eastern most building on Lot 3.

BACKGROUND

Lot 3 is 9,882 square feet in size. The underlying RM zoning would allow two units on the property. However, the PUD redistributed the total allowed 15-units within the PUD, increasing the density of units toward Downtown Louisville and Elm Street while reducing density toward the residential neighborhood to the South. As a result, the PUD restricted Lot 3 to a single unit.

City Council took the restriction on the PUD a bit further by establishing in its resolution of approval a date certain by which residential units and structures within the subdivision must be demolished. City Council Resolution N0. 25, Series 2009 States:

Resolution 25, Series 2009 – Condition #2

Applicant shall demolish the three existing structures: one existing single family home on Lot 4 (shown as 561 County Road) and the eastern most single family home on Lot 3 (shown as 555 County Road). The structure located at 561 County Road shall be allowed to remain as a construction site office and will be demolished prior to the issuance of the first certificate of occupancy for Building Three. The structure at 555 County Road will be demolished prior to the issuance of the first certificate of occupancy for Building Four. The existing garage structure on the eastern most portion of 561 County Road shall be demolished prior to the construction of a single family structure on proposed Lot 6. All above

mentioned structure shall be demolished no later than 36 months after the date of Final Plat and PUD approval.

The single family house on Lot 4 has been demolished. However, the easternmost home on Lot 3 and the garage on Lot 6 have not been demolished. According to the resolution the buildings were all to be demolished by July 7, 2012. The condition is also reflected in the recorded subdivision agreement.

On October 26, 2012, the Planning and Building Safety Department notified the owners of Parbois Place, Lots 3 and 6 and Building 4 (Units 9 and 10) of their non-compliance to the Resolution, the Subdivision Agreement, and Planned Unit Development.

Subsequently, the owner of Building 4 successfully submitted a PUD amendment to eliminate the restriction that prevents the issuance of Certificate of Occupancy for Units 9 and 10 in Building 4 as noted above.

ANALYSIS:

Section 17.28.120 of the Louisville Municipal Code allows an applicant to request waivers to the underlying zone district requirements through a PUD process. The addition of unit to the Parbois Place Subdivision requires such a waiver. The following analysis evaluates the addition of one unit to the Parbois Place Subdivision.

Density - The increase of one residential unit within the Parbois Place Subdivision will have negligible positive and negative impacts on the resources of the City of Louisville and the Boulder Valley School District (BVSD).

Urban Design – The required demolition on the eastern most house on Lot 3 would leave a void in the urban design of County Road. Buildings define the public edge of all streets within both suburban and urban environments. Like a missing tooth in a smile, a building missing within a street wall creates a void that impacts the urban design of the street. This void creates windows from the public realm (street view) into the private realm (typically backyards). A building front divides the public realm from the private realm aiding in the cognitive logic of a City. It is staff's opinion the void which would be caused by the required demolition of the eastern most home would negatively impact the visual experience from County Road and should be discouraged.

Public Land Dedication - Section 16 of the Louisville Municipal Code requires that a cash-in-lieu payment for property not previously platted within the City of Louisville be paid to the City. Previously, applicant was required to pay a 15% public land dedication fee for the appraised value of the average size of the two additional lots that were not previously located within the subdivision. Using an appraised value of \$8.50 per square foot and 7,638 square feet the applicant was required to pay \$9,738 dollars prior to the issuance of the first building permit.

Using that same methodology approved by City Council, the one additional residential unit being requested for Lot 3 generates a public land dedication fee requirement of \$6,300 (Lot 3 size (9,882SF) / 2 = 4,941 SF * .15%). If approved by City Council, the

payment for the public land dedication associated with the additional units would be required prior to the recording of the PUD Amendment.

RECOMMENDATION:

Staff recommends the Planning Commission approve Resolution No. 03, Series 2013, a resolution amending the Final Planned Unit Development (PUD) for the Parbois Place Subdivision, removing the condition that the house located on the east side of Lot 3 be demolished. The Resolution also allows an increase in density from 15 units to 16 units within the Parbois Place subdivision, by allowing a second (2nd) unit on Lot 3 with the following condition:

- 1. The applicant pays a public land dedication fee of six thousand three hundred dollars (\$6,300) prior to the recording of the PUD.*

The Commission may approve (with or without conditions), continue, or deny the request. The Commission's recommendation will be forwarded to City Council for final action.

ATTACHMENTS:

Attachment #1: Resolution 03, Series 2013

Attachment #2: Land Use Application and Transmittal Letter

Attachment #3: Amended PUD (Sheets 1 and 2)

**RESOLUTION NO. 03
SERIES 2013**

A RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO THE PARBOIS PLACE PLANNED UNIT DEVELOPMENT (PUD) TO REMOVE THE CONDITION THAT THE HOUSE LOCATED ON THE EAST SIDE OF LOT 3 BE DEMOLISHED AND A SECOND RESIDENTIAL UNTIL BE ALLOWED ON LOT 3, INCREASING THE OF THE DENSITY OF THE SUBDIVISION FROM 15 TO 16 UNITS

WHEREAS, Section 17.28.210 of the Louisville Municipal Code (LMC) outlines the procedures for completing a amendments to a final planned unit development; and,

WHEREAS, there has been submitted to the Louisville Planning Commission an application for a amendment to the Parbois Place PUD to remove the condition that the house located on the east side of lot 3 be demolished and a second residential until be allowed on lot 3, increasing the of the density of the subdivision from 15 to 16 units; and,

WHEREAS, Section 17.28.210 of the LMC outlines procedures for the amendment of Planned Unit Developments (PUDs); and,

WHEREAS, Section 16.16.060 of the LMC outlines requirements for public land dedication procedures; and,

WHEREAS, the requested PUD amendment meets the requirements of Section 17.28.210(A) and Section 16.16.060 of the LMC; and,

WHEREAS, the Planning Commission on February 28, 2013 held a duly noticed public hearing on the proposed PUD amendment, at which hearing evidence and testimony were entered into the record, including but not limited to the findings in the Louisville Planning Commission Staff Report dated February 28, 2013; and

WHEREAS, based on such findings, the recommendation of City Staff, and the testimony of the witnesses and the documents made a part of the record of the public hearing, the Planning Commission finds that the proposed PUD amendment should be approved with condition.

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of an amendment to the Parbois Place Planned Unit Development (PUD) to remove the condition that the house located on the east side of lot 3 be demolished and a second residential until be allowed on lot 3, increasing the of the density of the subdivision from 15 to 16 units with one condition:

1. The applicant pays a public land dedication fee of six thousand three hundred dollars (\$6,300) prior to the recording of the PUD.

PASSED AND ADOPTED this 13th day of December 2012.

By: _____
Jeffrey S. Lipton, Chair
Planning Commission

Attest: _____
Chris Pritchard, Vice-Chair
Planning Commission

PUBLIC NOTICE
CITY OF LOUISVILLE
PLANNING COMMISSION
And
CITY COUNCIL

NOTICE IS HEREBY GIVEN PUBLIC HEARINGS WILL BE HELD BEFORE THE CITY OF LOUISVILLE PLANNING COMMISSION AND THE LOUISVILLE CITY COUNCIL TO CONSIDER A REQUEST TO AMEND THE FINAL PLANNED UNIT DEVELOPMENT (PUD) FOR THE PARBOIS PLACE SUBDIVISION ALLOWING THE REMOVAL OF A CONDITION THAT THE HOUSE LOCATED ON THE EAST SIDE OF LOT 3 BE DEMOLISHED. THE REQUEST IS ALSO SEEKING PERMISSION TO ALLOW AN INCREASE IN DENSITY FROM 15 UNITS TO 16 UNITS, BY ALLOWING A SECOND (2ND) UNIT ON LOT 3.

APPLICATION NAME: PARBOIS PLACE PLANNED UNIT DEVELOPMENT (PUD) AMENDMENT

LOCATION: 555 COUNTY RD; LOT 3, PARBOIS PLACE

CASE NUMBER: 13-002-FP

DATE AND TIME: THURSDAY, FEBRUARY 14, 2013 @ 6:30 PM
PLANNING COMMISSION

DATE AND TIME: TUESDAY, MARCH 5, 2013 @ 7:00 PM
CITY COUNCIL (TENTATIVE)

PLACE: CITY COUNCIL CHAMBERS, 2ND FLOOR
LOUISVILLE CITY HALL
749 MAIN STREET
LOUISVILLE, COLORADO

PERSONS IN ANY MANNER INTERESTED IN THE ABOVE DESCRIBED APPLICATION ARE ENCOURAGED TO ATTEND THE PUBLIC HEARING AND/OR PROVIDE COMMENTS BY WAY OF THE FOLLOWING:

MAIL: LOUISVILLE PLANNING DIVISION
749 MAIN STREET
LOUISVILLE, CO 80027

E-MAIL: PLANNING@LOUISVILLECO.GOV

PUBLISHED IN THE DAILY CAMERA SUNDAY, JANUARY 27. 2013

POSTED IN CITY HALL, PUBLIC LIBRARY, RECREATION CENTER AND THE COURTS AND POLICE BUILDING AND MAILED TO SURROUNDING PROPERTY OWNERS ON FRIDAY, JANUARY 25, 2013

IF YOU ARE INTERESTED IN ATTENDING THIS HEARING, PLEASE CALL 303.335.4592 PRIOR TO THURSDAY, FEBRUARY 14, 2013 TO CONFIRM THIS APPLICATION WILL BE HEARD AS SCHEDULED OR IF IT HAS BEEN POSTPONED OR CANCELLED.

WWW.LOUISVILLECO.GOV

PUBLIC NOTICE
CITY OF LOUISVILLE
PLANNING COMMISSION
And
CITY COUNCIL

RESCHEDULED

NOTICE IS HEREBY GIVEN PUBLIC HEARINGS WILL BE HELD BEFORE THE CITY OF LOUISVILLE PLANNING COMMISSION AND THE LOUISVILLE CITY COUNCIL TO CONSIDER A REQUEST TO AMEND THE FINAL PLANNED UNIT DEVELOPMENT (PUD) FOR THE PARBOIS PLACE SUBDIVISION ALLOWING THE REMOVAL OF A CONDITION THAT THE HOUSE LOCATED ON THE EAST SIDE OF LOT 3 BE DEMOLISHED. THE REQUEST IS ALSO SEEKING PERMISSION TO ALLOW AN INCREASE IN DENSITY FROM 15 UNITS TO 16 UNITS, BY ALLOWING A SECOND (2ND) UNIT ON LOT 3.

APPLICATION NAME: PARBOIS PLACE PLANNED UNIT DEVELOPMENT (PUD) AMENDMENT

LOCATION: 555 COUNTY RD; LOT 3, PARBOIS PLACE

CASE NUMBER: 13-002-FP

DATE AND TIME: THURSDAY, FEBRUARY 28, 2013 @ 6:30 PM

PLANNING COMMISSION

DATE AND TIME: TUESDAY, MARCH 19, 2013 @ 7:00 PM

CITY COUNCIL (TENTATIVE)

PLACE: CITY COUNCIL CHAMBERS, 2ND FLOOR
LOUISVILLE CITY HALL
749 MAIN STREET
LOUISVILLE, COLORADO

PERSONS IN ANY MANNER INTERESTED IN THE ABOVE DESCRIBED APPLICATION ARE ENCOURAGED TO ATTEND THE PUBLIC HEARING AND/OR PROVIDE COMMENTS BY WAY OF THE FOLLOWING:

MAIL: LOUISVILLE PLANNING DIVISION
749 MAIN STREET
LOUISVILLE, CO 80027

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WWW.LOUISVILLECO.GOV

LAND USE APPLICATION

CASE NO. 13-002-FP

APPLICANT INFORMATION

Firm: N/A
 Contact: Garrett Mundelein
 Address: 555 County Road
Louisville, CO 80027
 Mailing Address: Same
 Telephone: 303-877-3462
 Fax: N/A
 Email: mundelein@msn.com

OWNER INFORMATION

Firm: _____
 Contact: Garrett Mundelein & Patricia Morgan
 Address: 555 County Road
Louisville, CO 80027
 Mailing Address: Same
 Telephone: 303-877-3462
 Fax: N/A
 Email: mundelein@msn.com

REPRESENTATIVE INFORMATION

Firm: N/A
 Contact: _____
 Address: _____
 Mailing Address: _____
 Telephone: _____
 Fax: _____
 Email: _____

PROPERTY INFORMATION

Common Address: 555 County Road
 Legal Description: Lot 3 Blk _____
 Subdivision Parbois Place
 Area: 9,498 Sq. Ft.

TYPE (S) OF APPLICATION

- Annexation
- Zoning
- Preliminary Subdivision Plat
- Final Subdivision Plat
- Minor Subdivision Plat
- Preliminary Planned Unit Development (PUD)
- Final PUD
- Amended PUD
- Administrative PUD Amendment
- Special Review Use (SRU)
- SRU Amendment
- SRU Administrative Review
- Temporary Use Permit: _____
- CMRS Facility: _____
- Other: (easement / right-of-way; floodplain; variance; vested right; 1041 permit; oil / gas production permit)

PROJECT INFORMATION

Summary: Remove requirement from current PUD to demolish house on East section of Lot 3

Current zoning: RM Proposed zoning: RM

SIGNATURES & DATE

Applicant: Garrett Mundelein
 Print: GARRETT MUNDELEIN
 Owner: Garrett Mundelein
 Print: GARRETT MUNDELEIN
 Representative: _____
 Print: _____



CITY STAFF USE ONLY

- Fee paid: _____
- Check number: _____
- Date Received: _____

Parbois Place Amendment Submittal

12/27/2012

Parbois Place is a subdivision that was approved in 2009 that consists of both town home parcels and single-family home lots. The subdivision is in an RM zoned district and is adjacent to commercial zoning on the North and East sides of the properties. The character of the neighborhood is mixed with both smaller 500-900 square foot historic bungalows up to 2700 square foot colonial two story designs and everything in-between. The North portion of Parbois Place has a higher density ten unit town home parcel and the commercial district North and East of Parbois Place allows for full lot build-outs that meet the Downtown Louisville Design Standards. The City of Louisville 2012 Comprehensive Plan identifies this neighborhood as being located in a City Center that is adjacent to a City Corridor. In areas that fall under these characteristics the plan calls for a moderate to high density residential element.

The amendment request applies only to Lot 3 of Parbois Place. The request, simply stated is to remove the condition that the house currently located on the East side of Lot 3 be demolished. This will in effect, increase the density of the Parbois Place Subdivision to 16 units instead of 15 units. This amendment does not require any variance requests since the 9,498 square foot property is located within an RM zoned district and all setbacks and building ratios would remain intact from the original PUD. There are currently two water taps and two service taps associated with Lot 3. The parking requirement of two off-street parking spaces per residential unit is also satisfied since there is a 32' x 27' garage area in the West building (3 cars) and a 33' x 22.75' (3 cars) driveway in front of the garage. The parking and access to Lot 3 would remain the same which is from Parbois Lane on the West side of the Lot.

The removal of the condition in the original amendment to demolish the front structure would allow the neighborhood to maintain its residential continuity. Following the existing PUD requirements and removing the residential structure located in the front of the lot, would create a "missing tooth" look for the neighborhood from the street view. This amendment resolves this issue and also allows for an affordable "in-law" apartment in the carriage house structure on the Westerly portion of the lot which is a goal of the 2012 Comprehensive plan.

In summary this is a minor adjustment to the Parbois Place PUD which simply can help to create a cleaner PUD document that fits the current and planned environment of the neighborhood.

PARBOIS PLACE PLANNED UNIT DEVELOPMENT AMENDMENT - PRELIMINARY

A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF 6 P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

NOTES

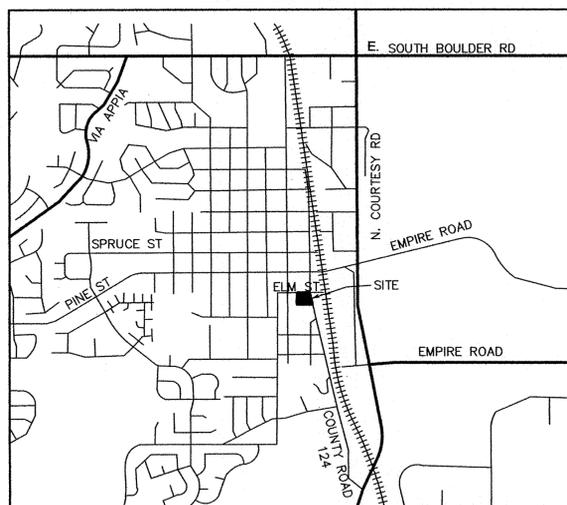
1. ALL PROPOSED DECIDUOUS TREES SHALL BE 2" CAL. MIN.
2. ALL PROPOSED CONIFEROUS TREES SHALL BE 5' TALL MIN.
3. ALL PROPOSED PERENNIAL AND SHRUBS TO BE ONE GALLON POT SIZE MIN.
4. ALL FENCING SHALL MAINTAIN A 1' SETBACK FROM ALL R.O.W. AREAS AND SHALL BE MAINTAINED BY THE ADJOINING PRIVATE PROPERTY OWNER, OR AS ASSIGNED TO AN HOA.
5. NO STRUCTURES MAY BE ERECTED WITHIN THE ALLEY DEDICATION.
6. MAINTENANCE OF THE R.O.W. AREAS WILL BE RESPONSIBILITY OF ADJACENT LANDOWNER OR HOA.

LOT	HEIGHT	FOOTPRINT	F.A.R.
1	27'	> OF 37.5% OR 1,600 SQ/FT	> OF 0.45 % OR 1,999
2	27'	> OF 37.5% OR 1,600 SQ/FT	> OF 0.45 % OR 1,999
3	27'	> OF 37.5% OR 1,600 SQ/FT	> OF 0.45 % OR 1,999
4	30'	> OF 35% OR 2,799 SQ/FT	> OF 0.45 % OR 1,999
5	27'	> OF 37.5% OR 1,600 SQ/FT	> OF 0.45 % OR 1,999
6	27'	> OF 37.5% OR 1,600 SQ/FT	> OF 0.45 % OR 1,999

NOTE: F.A.R. INCLUDES GARAGE FLOOR OF TOWN HOME UNITS WHICH IS UNFINISHED.

LAND USE TABLE		
LOT 1	R-M Single Family	4,053 SQ/FT
LOT 2	R-M Single Family	3,630 SQ/FT
LOT 3	R-M Single Family	9,498 SQ/FT
LOT 4	R-M Town Home	25,959 SQ/FT
LOT 5	R-M Single Family	3,924 SQ/FT
LOT 6	R-M Single Family	4,107 SQ/FT
OUTLOT A	R.O.W. DEDICATION	1,140 SQ/FT
OVERALL	PARBOIS PLACE PUD	52,311 SQ/FT

Vicinity Map
Not to Scale



Project Overview

The Parbois Place Development is located on approximately 1.2 acres of property in the Old Town Historic District of Louisville, Colorado. This development is made up of several parcels that consisted of eight mobile home trailers, one storage unit, one two-car detached garage, and five homes. The proposal will create four single family home sites, 10 luxury town home sites and maintain one existing single family home site.

The development site is adjacent on two sides to the commercial district and medium density residential on the remaining two sides. The North and East sides are commercial districts that allow for zero lot line setbacks and 35' height limits. The residential areas to the South and West tend to be a mix of larger homes (2,700 square feet or bigger) on smaller lots (under 6,000 sq/ft lots) or small homes with less than 5' of separation. The Union Pacific Railroad track is also within 250' of this property on the East side.

The current conditions of the area do not match or lend themselves to a typical residential neighborhood in Old Town Louisville. This historically blighted area would be better suited for development that creates a buffer zone between the high density zoning and usage of the commercial district and the medium density residential area. The town home development would create a visual screen, noise buffering, and appropriate pedestrian and residential usage for this area.

The builders for this project have been recognized and consult internationally for their low environment impact building methods, energy efficient designs, and leading edge technologies. The proposed development will incorporate renewable energy sources, recycled building products and minimal energy use products. The structures will be designed for photovoltaic cell placement. Our desire is to create a model development that leads by example, the way to responsible green construction and development.

REQUESTED WAIVERS FOR DEVELOPMENT

1. **HEIGHT WAIVER (LOT 4 ONLY)**
EXISTING - 27' REQUESTED - 30'
2. **REAR LINE SETBACK WAIVER**
LOT 4 EXISTING - 25' REQUESTED - 7'
LOT 1, 2, & 3 EXISTING - 25' REQUESTED - 18'
3. **F.A.R. WAIVER FOR LOT 4 ONLY FOR FINISHED SQ/FT**
EXISTING - 15,929 REQUESTED - 11,700 SQ/FT FINISHED
5,994 SQ/FT UNHABITABLE
TOTAL 17,694 SQ/FT
4. **FRONT YARD SETBACK FOR LOT 4 ONLY**
EXISTING - 20' REQUESTED - 15'

NOTE: EXISTING F.A.R. IS CALCULATED ASSUMING LOTS ARE USED TO MAXIMUM EXISTING DENSITY AND SUB-DIVIDED ACCORDINGLY.

LOT	BUILDING	HEIGHT	SETBACKS			PARKING
			SIDE	FRONT	REAR	
1	N/A	27'	5'	20'	18'	6
2	N/A	27'	5'	20'	18'	6
3	N/A	27'	5'	20'	18'	6
4	1	30'	7'	20'	15'	8
4	2	30'	7'	15'	7'	6
4	3	30'	14'	15'	25'	6
4	4	30'	7'	20'	25'	6
5	N/A	27'	5'	20'	25'	4
6	N/A	27'	5'	20'	25'	4

NOTE: SIDELINE SETBACK FROM ELM STREET TO BUILDING TWO IS 15'

PROPOSED BUILDING SIZES (LOT 4)					
LOT	BUILDING	UNIT	FOOTPRINT	F.A.R.	FINISHED SQ/FT
4	1	1	700 sq/ft	1,720 sq/ft	1,165 sq/ft
4	1	2	700 sq/ft	1,720 sq/ft	1,165 sq/ft
4	2	3	700 sq/ft	1,842 sq/ft	1,196 sq/ft
4	2	4	629 sq/ft	1,723 sq/ft	1,128 sq/ft
4	2	5	700 sq/ft	1,842 sq/ft	1,196 sq/ft
4	3	6	700 sq/ft	1,842 sq/ft	1,196 sq/ft
4	3	7	629 sq/ft	1,723 sq/ft	1,128 sq/ft
4	3	8	700 sq/ft	1,842 sq/ft	1,196 sq/ft
4	4	9	700 sq/ft	1,720 sq/ft	1,165 sq/ft
4	4	10	700 sq/ft	1,720 sq/ft	1,165 sq/ft
TOTAL			6,858 sq/ft	17,694 sq/ft	11,700 sq/ft

NOTES

1. F.A.R. INCLUDES GARAGE FLOOR OF TOWN HOME UNITS WHICH IS UNFINISHED AND UNHABITABLE.
2. PLAT SHOWS LAND OWNERSHIP SQUARE FOOTAGE AND NOT BUILDING FOOTPRINT SIZE.

OWNERSHIP SIGNATURE BLOCK:

HAVE LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS UNDER THE NAME OF PARBOIS PLACE, AND ALSO DEDICATED EASEMENTS AS SHOWN ON SAID PARBOIS PLACE, AS LAID OUT AND DESIGNATED ON THIS P.U.D.

WITNESS OUR HAND AND SEAL THIS ____ DAY OF _____, 2009

ACME TERRACE LLC

BY:

TITLE:

ACKNOWLEDGMENT:

STATE OF _____)

COUNTY OF BOULDER) JSS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____, 2009, BY

WITNESS MY HAND AND OFFICIAL SEAL.

BY _____ MY COMMISSION EXPIRES

NOTARY PUBLIC

CITY COUNCIL CERTIFICATE

APPROVED THIS ____ DAY OF _____, 2007 BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. _____ SERIES _____

MAYOR _____

CITY CLERK _____

PLANNING COMMISSION CERTIFICATE

RECOMMENDED APPROVAL THIS ____ DAY OF _____, 2007 BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO.

RESOLUTION NO. _____ SERIES _____

CLERK AND RECORDER CERTIFICATE

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT ____ O'CLOCK, ____ M., THIS

DAY OF _____ A.D., 2009, AND IS RECORDED IN PLAN FILE _____

FOR _____ PAID _____ FILM NO. _____ RECEPTION NO. _____

RECORDER _____

DEPUTY _____

LENDER'S CONSENT:

THE UNDERSIGNED DOES HEREBY CONSENT TO THE PLATTING OF PARBOIS PLACE AS SHOWN HEREON.

UNITED WESTERN BANK

BY: JOHN MERCHANT

TITLE:

ACKNOWLEDGMENT:

STATE OF _____)

COUNTY OF BOULDER) JSS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____, 2009, BY

WITNESS MY HAND AND OFFICIAL SEAL.

BY _____ MY COMMISSION EXPIRES

NOTARY PUBLIC

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12/01/08
Drawn by: GGM
Revision Date: x
3/27/09
5/18/09
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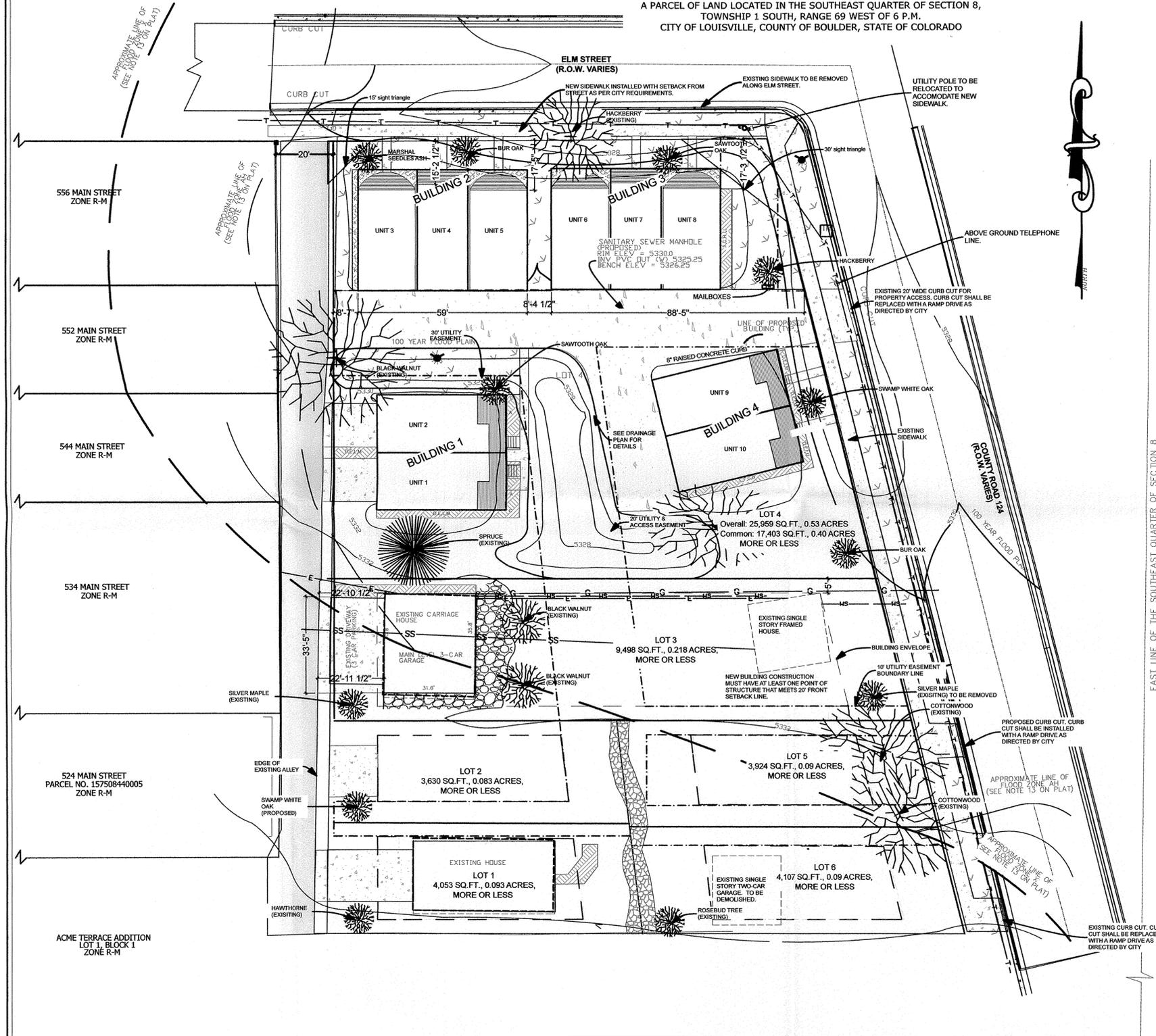
PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO80027

1 OF 17
DEVELOPMENT PLAN

200801

PARBOIS PLACE PLANNED UNIT DEVELOPMENT AMENDMENT - PRELIMINARY

A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 8,
TOWNSHIP 1 SOUTH, RANGE 69 WEST OF 6 P.M.
CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

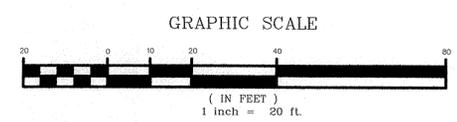


- NOTES**
1. IN ACCORDANCE WITH THE PROVISIONS OF THE FLOODPLAIN DEVELOPMENT PERMIT, THE LOWEST HABITABLE FLOOR ELEVATION FOR LOT 4 SHALL BE CERTIFIED AT AN ELEVATION OF 5,332' FOR ALL DWELLING UNITS LOCATED IN FLOODPLAIN. ELEVATION CERTIFICATES SHALL BE SUBMITTED FOR EACH DWELLING UNIT PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY FOR ALL UNITS LOCATED WITHIN A FLOODPLAIN.
 2. DEVELOPER SHALL REPLACE DAMAGED, CRACKED, SETTLED, OR DEFICIENT CONCRETE WALK AND CURBING ADJACENT TO THE DEVELOPMENT, ALONG COUNTY ROAD AND ELM STREET AS DIRECTED BY THE CITY.
 3. DEVELOPER SHALL INSTALL LANDSCAPE AND IRRIGATION SYSTEM WITHIN THE PARKWAY AREA. ALL DESIGN AND SPECIFICATIONS MUST BE APPROVED BY APPROPRIATE CITY AGENCIES PRIOR TO COMMENCEMENT OF WORK IN PARKWAY AREAS.
 4. APPLICANT RESERVES THE RIGHT TO BURY ABOVE GROUND TELEPHONE LINES THAT RUN ADJACENT TO THE EAST AND NORTH SIDES OF SUBJECT PROPERTY AND REMOVE EXISTING TELEPHONE POLES IF FEASIBLE.
 5. PARKING IN THE ALLEY, ADJACENT TO THE SITE IS PROHIBITED.

EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 8

— T — T —	Telephone
— ST — ST —	Storm Sewer
— — — — —	Contour Lines
— — — — —	Flood Plain Existing
— — — — —	Flood Plain Proposed
— - - - -	Easement Boundary Line
— — — — —	Boundary Line
— — — — —	Property line
— — — — —	Building Envelope Proposed
— — — — —	Building Envelope Existing
— — — — —	Overhead Utility Line
— — — — —	Building Proposed
— — — — —	Building Existing

	Deciduous Tree		Water Valve
	Coniferous Tree		Storm Manhole
	Concrete		Utility Pole
	Fescue Grass Mix		Light Pole
	Decorative Stone		Fire Hydrant
	Woodchip/mulch		Electric Meter
	Flagstone		Gas Meter
			Sanitary Sewer Manhole
			Telephone Control Box



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Drawn by: GGM
303-742-0100
Revision Date: 3/27/09
5/18/09
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**PARBOIS PLACE
COUNTY ROAD
LOUISVILLE, CO 80027**

**2 of 17
DEVELOPMENT PLAN
200801**

These Drawings and the Design they represent, remain the property of Mundelein, LLC and are intended to be used for construction at the stated location. Any unauthorized reproduction or other use of these drawings or design are strictly prohibited.

TO: Planning Commission

FROM: Louisville Department of Planning and Building Safety
Troy Russ, AICP and Gavin McMillan, AICP

ITEM: 2012 Comprehensive Plan Update Draft

DATE: February 28, 2013

SUMMARY

The Planning Division is leading a City-wide effort to update the Louisville Comprehensive Plan (Comp Plan). The Comp Plan is the official statement of the City's Vision and corresponding Core Community Values. The policies contained within the Comp Plan cover a broad range of subject matter related to the long-range physical growth of the City. It is important to note the Comprehensive Plan is not regulatory. The realization of the vision and policies established in the Comp Plan need to be advanced and implemented through Small Area Plans, the Louisville Municipal Code (LMC), the City Budget, and other City regulatory tools.

REQUEST

The document you have before you includes updates to the following sections:

- Introduction
- The Process
- The Plan – including the Vision Statement, Core Community Values, Character Zones, Framework Plan, Neighborhoods and Transportation subsections

The updates are based on comments made by the Planning Commission and discussion during the January 24, 2013 meeting:

It also includes the following new sections that have not been reviewed:

- Planning Context
- The Plan – Community Heritage; Parks, Recreation, Open Space, and Trails; Energy; Municipal Infrastructure; Community Services; and Economy and Fiscal Health
- Appendix – Demographic and Market Study, Fiscal Analysis (currently being revised, will be distributed at the meeting)

The Energy section is based on recommendations from the Louisville Sustainability Advisory Board (LSAB). The draft Comp Plan reflects staff modification to the original document. The LSAB version is included as an attachment.

The final chapter of the document, Implementation, will be presented at the March 14, 2013 Planning Commission meeting.

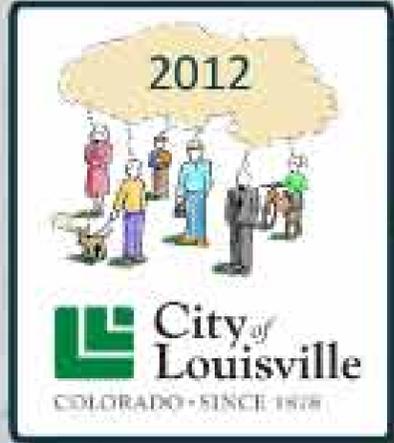
This is a multi-stage process that we hope to have wrapped up in March 2013.

ATTACHMENTS:

- Draft 2012 Comprehensive Plan Sections
- Demographic and Market Report
- LSAB Energy Recommendations

City of Louisville

Comprehensive Plan



DRAFT
February 28, 2013



“Whatever you can do or dream, you can begin it.
Boldness has genius, power, and magic. Begin it now.”

- Johann Wolfgang Von Goethe

CITY COUNCIL

Bob Muckle - Mayor
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Building Code Board of Appeals
Business Retention & Development Committee
Cultural Council
Finance Committee
Golf Course Advisory Board
Historic Preservation Commission
Horticultural & Forestry Advisory Board
Housing Authority
Library Board of Trustees
Local Licensing Authority
Open Space Advisory Board
Revitalization Commission
Sustainability Advisory Board
Youth Advisory Board

CITY STAFF

Malcolm Fleming, City Manager
Heather Balsler, Assistant City Manager
Meredyth Muth, Public Relations Manager
Kevin Watson, Finance Director
Beth Barrett, Library Director
Bruce Goodman, Chief of Police
Joe Stevens, Parks and Recreation Director
Kurt Kowar, Public Works Director
Aaron DeJong, Economic Development Director

INTEREST GROUPS

Louisville Chamber of Commerce
Downtown Business Association
Centennial Valley Business Association
Colorado Technological Center Metropolitan District
Citizens Action Committee
Centennial Heights West HOA





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		Character Zone & Form Based Amendments to the Louisville Municipal Code
		Preservation Master Plan
		Regional Coordination US 36



Introduction

Louisville, Colorado from its beginnings as a mining town in 1878 to today has become one of the most livable small towns in the United States. Louisville's evolution will continue to be influenced by changes in environmental factors; economic conditions; social and demographic profiles; and physical influences (i.e. US 36 changes) occurring in Louisville, neighboring jurisdictions and the greater Denver metropolitan region.

Clearly, the City's leaders, residents, property owners, and businesses have done an exceptional job. The positive results of the City's Citizen Survey place Louisville in the highest echelon of municipalities in the United States for citizen satisfaction. However, cities and their environments do not remain static and Louisville's opportunities and challenges in maintaining a high quality of life are continually evolving and transforming.

Purpose

The Comprehensive Plan is the City's tool intended to guide, integrate and align governing regulations, infra-

structure investments, and City services with community values, needs and civic priorities. Louisville's Comprehensive Plan provides the citizens a voice in envisioning and guiding the City's continual evolution.

The Comprehensive Plan is the official statement of the City's Vision and corresponding Core Community Values. The policies contained within the Plan cover a broad range of subject matter related to the long-range (20 year) physical growth of the City. Nine elements function to complement each other in directing future policy decisions towards implementing the Community's Vision and preserving vital community attributes and service levels. These include:

1. Community Form, Character, and Urban Design
2. Neighborhoods and Housing
3. Community Heritage
4. Parks, Recreation, Trails and Open Space (reference Parks Recreation Open Space and Trails Master Plan (PROST -2011))
5. Transportation, Mobility, and Accessibility

6. Public Infrastructure
7. Energy
8. The Economy and Fiscal Health
9. Community Services

Background

Louisville's first Comprehensive Plan was adopted in 1973 when the City had only 2,600 residents, and was then updated in 1975. New Comprehensive Plans were adopted in 1983 (updated in 1989) and 2005 (updated in 2009). The 2012 Comprehensive Plan update will further strengthen the Comprehensive Plan in two key ways:

1) Better meet today's unique challenges that were not factors in 2005 and 2009.

Several conditions which influence the City's ability to implement the Community's Vision have changed, or emerged. These conditions include:

a. Redevelopment vs. new development – The General Development Plan (GDP) approval for ConocoPhillips and the Planned Unit Development (PUD) approval of North End and Steel Ranch commit the City's last large vacant parcels for development. Future change in Louisville will come almost exclusively in the form of redevelopment. Previous Comprehensive Plans noted the shift in growth patterns, but they did not provide the necessary tools for the community to adequately review, discuss, and respond to inevitable future infill development requests.

Development issues and concerns of an expanding greenfield community are quite different than those of a redeveloping infill community. Louisville's previous policies generally align with those of an expanding greenfield community. Previous policies focused on measuring, accommodating and mitigating the impact of new development on the capacity of the City's infrastructure, services and quality of life.

In a redeveloping infill community, the capacity of community infrastructure and services is still a concern. However, efficiency—the ability to achieve economies of scale by using existing infrastructure to serve more

customers at a lower unit cost to each customer—also becomes a consideration. Because infill development can positively or negatively affect existing land uses, understanding how the design, physical character and other aspects of an infill project affect the adjacent neighbors and the City as a whole is critical to determining how the project will impact the existing quality of life.

This Comprehensive Plan provides not only the flexibility and guidance to address redevelopment in the HWY 42 Revitalization District and Downtown, but throughout the City as well. The Plan provides clear policies to guide redevelopment as the McCaslin Boulevard and South Boulder Road corridors age and as infill residential rehabilitation pressures continue to increase in all established residential neighborhoods.

b. Regional traffic and City transportation policy – As new development continues in surrounding jurisdictions, Louisville will experience a decreasing share of local traffic on its street network. Future transportation investments in the City will be challenged to accommodate demands for regional traffic mobility and at the same time address livability and economic viability concerns within Louisville.

Louisville's transportation policies and regulations were designed for an expanding community, and do not adequately address the realities of a landlocked and redeveloping City. The City's transportation regulations have begun to shift away from a focus on regional mobility concerns designed to accommodate vehicular traffic, roadway capacity, and safety features for higher speed environments. Louisville's new transportation priorities will be aligned with multimodal transportation, roadway efficiency, property access, and safety features for slower speed environments.

This Comprehensive Plan recognizes the inherent conflicts between regional mobility needs, local property access and quality of life requirements, and aims to provide a balance between community and transportation policies which effectively guide future investments within Louisville.

Please circle the number that comes closest to your opinion about the quality of life in Louisville:					Total	National comparison	Front Range comparison
	Excellent	Good	Fair	Poor			
How do you rate Louisville as a place to live?	78%	20%	2%	0%	100%	Much above	Much above
How do you rate Louisville as a place to raise children?	77%	20%	2%	0%	100%	Much above	Much above
How do you rate the overall quality of life in Louisville?	67%	30%	2%	0%	100%	Much above	Much above
How do you rate your neighborhood as a place to live?	62%	33%	5%	0%	100%	Much above	Much above
How do you rate Louisville as a place to retire?	51%	35%	11%	3%	100%	Much above	Much above
How do you rate Louisville as a place to work?	37%	37%	19%	7%	100%	Much above	Much above

* Source – City of Louisville Citizen Survey – May 2012



c. The economy and realities of retail growth – The downturn in the economy since 2008 and the new realities of regional retail competition, access/visibility of retail sites and new retailing practices require more community based approach to economic development and future sales tax revenues.

Revenue generating regional retail development has moved into adjacent communities of Broomfield, Superior, and Lafayette. Future retail growth trends suggest a continued consolidation and shift in retail away from Louisville, particularly toward communities along the US 36 and the I-25 North corridor. The McCaslin Boulevard Corridor south of Cherry Street remains attractive to regional retail opportunities. However, the form of regional retail has changed significantly since the early 1990s and the original Centennial Valley development approval.

This Comprehensive Plan addresses the evolving pattern of regional retail opportunities near US 36 and the general shifting of regional retail opportunities to formulate guiding policies which ensure the City's future fiscal and economic health.

d. Neighborhood issues and concerns – Previous Comprehensive Plans have been silent on neighborhood issues and concerns. The City's residential housing stock is aging and rehabilitation issues within residential areas challenge City resources on a daily basis.

Outside of the Old Town Overlay District, the City's residential areas are governed by independent planned unit developments (PUDs). While these PUDs are comprehensive, they are not equipped to assist the City in providing coherent neighborhood plans and strategies for issues such as: housing rehabilitation, cut-through traffic, safe routes to school, aging infrastructure, and monitoring and maintenance of community services.

This Comprehensive Plan outlines a new city-wide neighborhood planning policy with specific planning areas to ensure proper attention is given to the City's unique and diverse neighborhoods.

2) Better clarify the Community's Vision in terms of community character and physical design to provide the public and staff with a common language and tools to review and discuss redevelopment requests

The City of Louisville is a diverse community with a number of unique character areas. Other than Downtown and Old Town, the previous Comprehensive Plans did not identify, differentiate, or celebrate, these unique character areas as they relate to the Community Vision.

Clearly, South Boulder Road and its proximity to adjacent land uses are very different than Centennial Valley and its adjacent land uses. The neighborhoods near Davidson Mesa are different from those near Fireside Elementary. The Comprehensive Plan now clarifies and celebrates the differences and outlines policies which guide the form of buildings and community character in each of Louisville's neighborhoods and different commercial districts.

How to Use this Plan

The Comprehensive Plan is a guide to review and take action on land use proposals within the City of Louisville. The document is divided into four sections.

- The first section, the **Process**, describes the public involvement and community outreach efforts used to generate the Comprehensive Plan.
- The second section, the Planning **Context**, describes the current conditions of the City along with the key trends and challenges facing the City.
- Section 3, the **Plan**, identifies the Community Vision and specific policies for the structural elements of the Comprehensive Plan.
- The final section of the document, Policy **Alignment** and Implementation, outlines the City administration and implementation of the Comprehensive Plan.

It is important to note the Comprehensive Plan is not regulatory. It is an advisory document. Since the Comprehensive Plan does not have the force of law, the City must rely on other regulatory measures to implement

the Comprehensive Plan. Principle to these documents is the Louisville Municipal Code (LMC), specifically the Louisville Subdivision (Chapter 16 of the LMC) and Zoning Ordinances as adopted (Chapter 17 in the LMC) and the zoning map of the City. Additional documents include the Annual Operating and Capital Budget and the Capital Improvement Program.

The City of Louisville Subdivision and Zoning ordinances and the official zoning map control the allowed uses of land as well as the design and bulk standards which govern the size, shape and form of land use developments. The official zoning map reflects a number of zone districts which govern where uses by right and uses by special review may be located. The Subdivision and Zoning ordinances should correspond to the goals and policies of the Comprehensive Plan to ensure that incremental development decisions reflect the Community Vision. All land use applications will be reviewed for conformance with the Comprehensive Plan.

The Framework Plan is a map which reflects preferred land use patterns and community character zones for specific geographical areas. The designations are illustrative and are not intended to depict either parcel specific locations or exact acreage for specific uses.

Louisville Municipal Code 17.62.050 (Time for review) states "A review and updating of the comprehensive plan shall occur at least every four years. ... Additional reviews of the comprehensive plan may occur more often as necessary". A Plan review provides the City an opportunity to update the Community Vision and Core Community Values Principles and Policies. Based on this principle, the next review of the Plan shall occur in 2017.



The Process

The process of drafting the Comprehensive Plan represents the results of the collaborative efforts of community stakeholders: residents, business owners and operators, public and private organizations in the City, as well as the City Council, Planning Commission, and all of the City's Citizen boards and commissions. The Comprehensive Plan was developed by City staff following a five-phase process of Desire, Discovery, Design, Discussion, and Documentation.

The first phase of work, Desire, focused on updating the City's Vision Statement and corresponding Core Community Values to guide the entire process. The second phase, Discovery, allowed City staff and its consultants to discover the functioning of the community, its economic variables, physical characteristics, and regulatory framework. The third phase, Design, brought the Planning Team and the community together to draft specific alternative physical framework options for consideration. The fourth phase of work, Discussion, allowed City staff to test and refine each alternative and facilitate a community dialog to identify a preferred framework plan which best represents the City's Vision

Statement and Core Community Values. The last phase, Documentation, allowed City staff to finalize the document and outline specific implementation strategies.

Outreach

The City utilized an extensive community outreach process for the Comprehensive Plan. Staff participated in and facilitated over 60 public meetings along with a continuous on-line discussion through the www.EnvisionLouisvilleCO.com web-site with over 160 participants. The complete outreach effort involved over 500 participants and specifically included:

Envision Louisville CO – Interactive Web-Site - The City engaged MindMixer, an Omaha, NE firm, to develop, support and maintain a website capable of hosting web-based town hall meetings promoting an exchange of information and ideas related to the 2012 Comprehensive Plan Update. Over one hundred sixty (160) participated in the on-line discussions.

The first 90 days of the on-line discussions focused exclusively on the Louisville Vision Statement and the

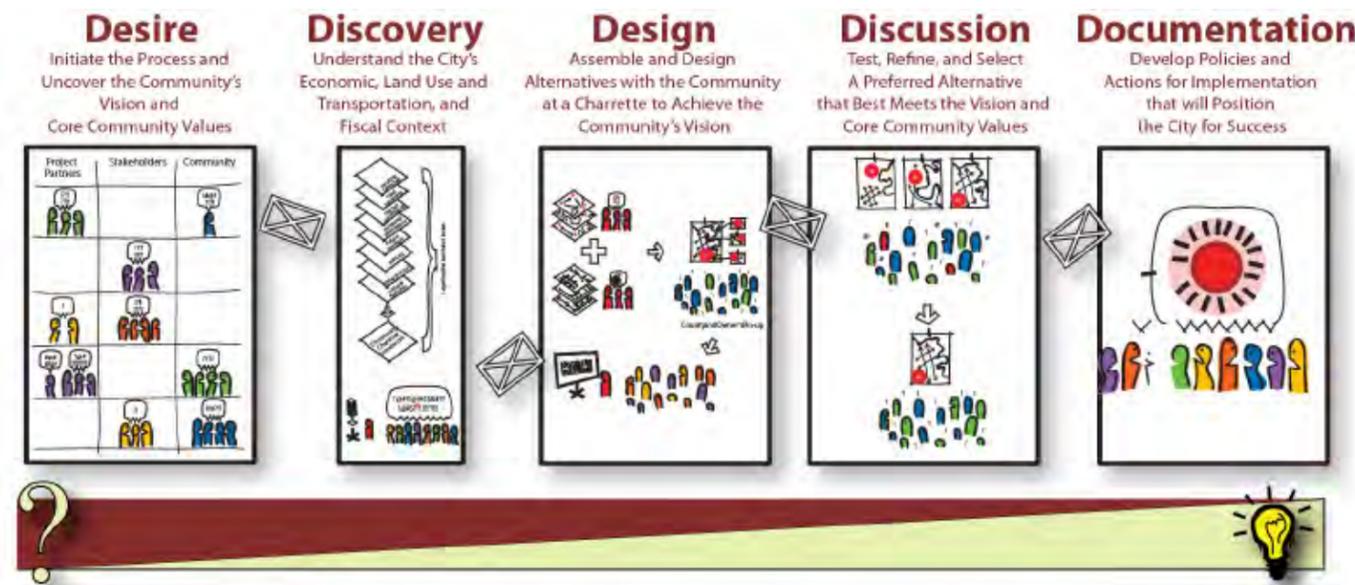
Community Core Values. The second 90 days focused on the Framework Plan and concerns related to specific areas within the City. The final 90 days of conversations related to the drafting of specific elements within the Comprehensive Plan. This simple platform generated a broad audience, a more inclusive dialog and effective community participation.

Community Design Charrette & Public Meetings - A series of public meetings and workshops were held to engage the community on key decision points. The public meeting process included:

Public Kick-off - Vision Statement and Core Community Values Meeting – March, 2012 (DESIRE) - A public kick-off meeting was held as an introduction of the planning process and included a "post-it" note exercise to gather public ideas and input related to the City's Vision Statement and Core Community Values. During the exercise attendees were asked to write down what they value the most in the City.

Community Design Charrette and Open House – August 27-30, 2012 (DESIGN) - A four-day design workshop was organized as a series of meetings and presentations open to the public to develop and refine alternative Framework Plans which would guide the City's growth for the next 20-years. The Charrette started with a public presentation and round table discussions. The discussions were designed to facilitate the public in generating alternative Framework Plans. The second day of the charrette was open to the public and concluded with an evening public meeting which allowed the public to refine specific Framework Plan alternatives generated the first night. Day three was open to the public as alternative Framework Plan options were presented to and refined by the City's senior management team. The charrette concluded on the fourth day with a public presentation, where the results of the four-day effort were presented and a community dialog was initiated to identify a preferred 20-year framework Plan for the City's Comprehensive Plan

Public Meeting - October, 2012 (DISCOVERY) - A final public meeting presented the four refined Framework



The Process

Plan options generated during the design charrette. Specific impacts associated with each alternative were presented and discussed. A community dot exercise was conducted to facilitate community feedback on a preferred alternative.

City Board and Commission Meetings (DESIRE & DISCOVERY) – The Comprehensive Planning effort included two rounds of public meetings with each of the City’s sixteen Citizen boards and commissions. The meetings were organized with the Desire and Discovery Phases of work. The first round of meeting focused on the modification and creation of the City’s Vision Statement and Core Community Values. The second round of meetings focused on the alternative Framework Plan options generated during the Community Design Charrette.

Special Meetings (DESIRE & DISCOVERY) – Concurrent with the meetings conducted with the City’s boards and commission, Planning Staff facilitated two rounds of meetings with specific stakeholder and interest groups. The meetings were organized with the Desire and Discovery phases of work. The first round of meeting focused on the modification and creation of the City’s Vision Statement and Core Community Values. The second round of meeting focused on the physical Framework Plan options generated during the Community Design Charrette. These meetings included presentations and discussions with the Louisville Chamber of Commerce, the Downtown Business Association (DBA), the McCaslin Business Association, The Colorado Technological Center Business Association, Koelbel Properties, and Citizen Action Committee.

City Council and Planning Commission Study Sessions and Meetings (DOCUMENTATION) – Fourteen Study Sessions or Public Hearings were conducted with the Louisville Planning Commission and City Council. Five items were forwarded to the Planning Commission and City Council. Each item represented key decisions in the generation of the 2012 Comprehensive Plan. After the project scoping, the first item brought to the Planning Commission and City Council was the City’s updated Vision Statement and corresponding Core Community

Values for endorsement. Following the Community Design Charrette staff forwarded a recommendation of the Community Framework Plan for endorsement.

The Draft Plan was reviewed by the Planning Commission in two study sessions and the Final document was forwarded to City Council and approved by Resolution ____, Series 2013



The Planning Context

A QUICK HISTORY

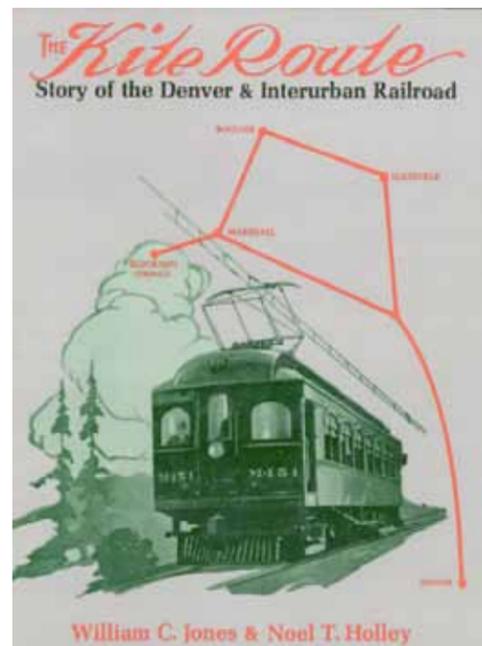
Louisville was founded on October 24, 1878, when Louis Nawatny, a manager for the Welch mining operations, laid out a town site near the newly opened coal field and named it after himself. The new settlement was stimulated by the railroad and depended upon it to transport coal. Mining for coal was the genesis for many of the towns in eastern Boulder County, including the community of Louisville.

Louisville grew vigorously with the rapid industrialization of the area's mines. In the wake of a post-Civil War migration, the town's first settlers came from such places as the United States, the United Kingdom, Austria, and Germany, among others. Later, in the 1890s, Italian and Eastern European immigrants, in search of mining work, began populating the area. By 1911, eleven additional residential subdivisions were added to original Louisville. The layout of the town and its population of roughly 2,000 would remain unchanged little for several decades. Most houses were small, wood frame structures, with tidy yards, vegetable gardens and space to raise chickens and rabbits in the back.

Despite the ethnic differences among groups, most residents lived in harmony. Louisville was homogeneous in that nearly everyone was similarly situated in economic terms. Mining for coal didn't make miners rich, but one could make enough to support a family if one lived modestly. Given the modest incomes, people made do with what they had. Even houses were relocated to where they could be put to better use.

Saloons and billiard halls assumed a very important role in the community. The town boasted an amazing number of drinking establishments, which acted as meeting, eating, sleeping, and relaxing spots. Since Louisville's bars catered to the rough-and-tumble mining crowd, they were restricted by town ordinance to Front Street. By 1908, at least thirteen saloons were in operation along three blocks of Front Street in 1908.

The "Denver & Interurban R. R." or "The Kite Route" began serving Louisville with electric transportation in



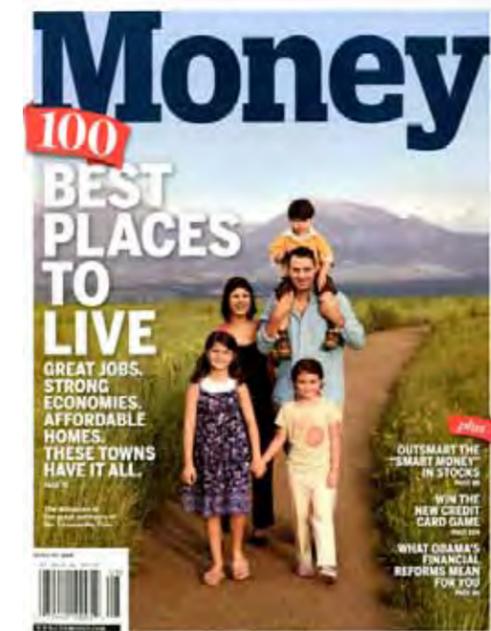
1908. It brought fast, clean, quiet, efficient transportation to the town. The Interurban system was established between Boulder and Denver, including a single stop in Louisville. The Kite Route ended operations in 1926 because of competition from busses and cars.

After World War I, U.S. mines began to close. Simply, the industry found itself with too much supply. Rising competition from other fuels further threatened the coal industry. Coal and railroad revenues further declined with the construction of a natural gas pipeline from Texas to Denver in 1928 and with the gaining popularity of the automobile.

As the last mines were closing in the 1940s and 1950s, Louisville experienced a critical transition. Although the mine closures were a dreaded occurrence, it was only with the end of the coal mining era that Louisville was able to evolve into a modern city. Voters in 1951 approved a bond issue to fund a sewage system, bringing an end to the use of outhouses, and the town paved its streets. The last mine closed in 1955. The Rocky Flats Nuclear Weapons Facility, southwest of Louisville, and other new technology industries, became the area's new primary employers. StorageTek would become a major employer starting in the 1970s.

In 1962, Louisville became a City of Second Class, as defined by the state, having exceeded the state's 2,500 population limit for towns. Modern subdivisions began to be added and the population grew to 19,400. An emphasis on commercial growth along McCaslin Boulevard and South Boulder Road led to many of the historic buildings downtown being left intact.

In 1978, Louisville celebrated the 100th anniversary of its founding with a year of activities, a proclamation from the Governor, a special Labor Day parade, and a commemorative medal. The reflection by many on the community's history led to the establishment of the Louisville Historical Commission in 1979 and the opening of the city-owned Louisville Historical Museum. Twelve Louisville structures were selected to be listed on the National and State Registers of Historic Places. Louisville became a Home Rule City in 2001.



The Planning Context

Preserving the past continues to be important to the residents of Louisville. A historic preservation ordinance established in 2005 is believed to be the first dedicated tax for historic preservation by a municipality. Voters in 2008 approved an increase in sales tax for the creation of the Louisville Historic Preservation Fund.

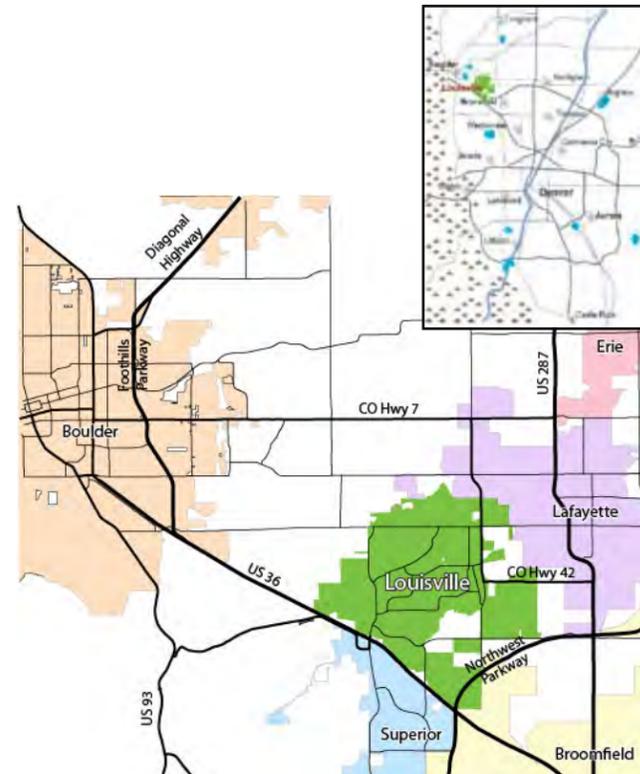
Louisville began to achieve national recognition for being among the best places to live in the 2000's. Money Magazine, in its biennial listings of the Best Places to Live in the United States for smaller towns and cities, listed Louisville, Colorado as #5 in 2005; #3 in 2007; and #1 in both 2009 and 2011. Bert Sperling's 2006 book Best Places to Raise Your Family: Experts Choose 100 Top Communities That You Can Afford listed Louisville as the "best of the best" at #1. In 2012, Family Circle magazine placed Louisville among the top ten "Best Towns for Families" based on a survey of 3,335 municipalities with populations ranging from 11,000 to 150,000.

THE CONTEXT

Louisville is a city of approximately 18,400 people and is roughly 8.0 square miles in size. Louisville is located in southeastern Boulder County, about 6 miles east of the City of Boulder and 19 miles northwest of Denver. US Highway 36 forms the southwest border of Louisville, and the Northwest Parkway runs adjacent to the southeast corner of the City, connecting Louisville to US Interstate 25 (I-25). The Interlocken Business Park and the Rocky Mountain Metropolitan Airport are located approximately 5 miles southeast of the City of Louisville along US Highway 36. The City of Louisville lost population since the 2000 census because of an aging population and an overall reduction in average household sizes.

Many physical, social, economic and political elements influence Louisville's continued growth and evolution. This section of the Comprehensive Plan describes the basic elements which influence Louisville's current form and physical character as well as what elements are expected to influence the City's evolution over the next 20 years.

The description of these planning elements will be



city-wide and divided into six primary areas: Natural Environment, Demographic Conditions, Built Environment, Circulation System, Land Uses, and Market Opportunities. The Planning Context will conclude with key findings along with an identification of where Louisville is expected to experience change and extended stability over the next 20 years.

Demographics and Economic Market

Staff and the consultant team performed a baseline demographic and economic profile to identify factors which will influence future market conditions and economic opportunities for the City of Louisville over the next 20 years. This is a summary of a more comprehensive analysis. A complete demographic analysis is documented under separate title and is included as an appendix to the Comprehensive Plan.

The demographic analysis conducted for this Comprehensive Plan used a regional approach to ensure the characteristics of households and employment opportunities within commuting distances of Louisville were evaluated. For comparison purposes, and to place the City in its broader geographic context, Boulder County and the State of Colorado are profiled as primary peer geographies. The cities of Lafayette, Superior, Broomfield and Denver are profiled as secondary geographies, where appropriate.

Population and Households

The City of Louisville actually saw a decrease in its population from 2000 to 2010. However, Boulder County experienced a 1.1 percent increase, compared to a 9.7 percent increase for the nation over the same period. The cities of Superior and Broomfield saw astounding population and household increases from 2000 to 2010. The state experienced relatively robust increases in population of 13.6 percent and households of 15.6 percent.

Geography	Population			Households			Avg. HH Size		
	2000	2010	Change	2000	2010	Change	2000	2010	Change
City of Louisville	18,868	18,376	-2.6%	7,165	7,529	5.1%	2.62	2.41	-8.0%
City of Lafayette	23,197	24,453	5.4%	8,844	9,632	8.9%	2.54	2.62	3.1%
City of Superior	9,011	12,483	38.5%	3,381	4,496	33.0%	2.67	2.78	4.1%
City of Broomfield	38,272	55,889	46.0%	13,833	21,414	54.8%	2.77	2.60	-6.1%
Boulder County	291,288	294,567	1.1%	114,793	117,629	2.5%	2.45	2.44	-0.4%
City of Denver	554,636	600,158	8.2%	251,435	263,107	4.6%	2.27	2.22	-2.2%
State of Colorado	4,301,261	4,887,061	13.6%	1,659,308	1,918,959	15.6%	2.53	2.49	-1.6%

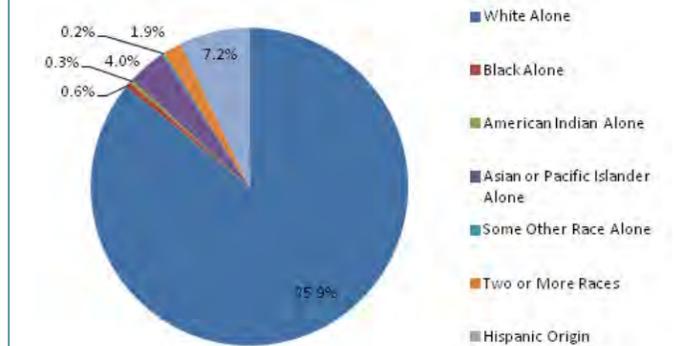
Source: US Census

Population and Households

Despite a decline in population, the number of households in Louisville increased 5.1 percent over the decade. This dichotomy occurred in large measure due to the 8 percent decrease in average household size throughout the City.

Race and Ethnicity

The majority of the population of Louisville is white (86%), with those of Hispanic origin making up the second largest group (7%). Louisville has a higher percentage of white residents than Boulder County as a whole (79%) and much higher than the metro area average (52%).



Race and Ethnicity



The Planning Context

Age Levels

The median age of Louisville's residents is higher than that of the peer geographies and is increasing. This aging population corresponds to smaller household sizes as children leave the household. Louisville's median age falls within the 25-55 age bracket, which comprises the majority of the employed population. The lowest 2010 median age among peer geographies is 31.7, in the City of Superior.

	2000	2010	Change
City of Louisville	35.8	38.9	8.7%
City of Lafayette	33.8	37.0	9.5%
City of Superior	30.6	31.7	3.6%
City of Broomfield	33.8	36.7	8.6%
Boulder County	33.5	35.3	5.4%
City of Denver	33.1	33.7	1.8%
State of Colorado	34.4	35.8	4.1%

Source: US Census
Median Age

Household Income

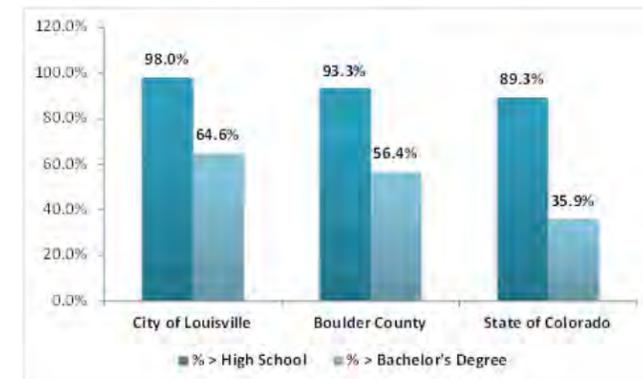
Residents of Louisville enjoy a level of prosperity nearly 25 percent higher than Boulder County and approximately 44 percent higher than the state, based on 2010 median household income. The highest median household income among peer geographies in 2010 is the City of Superior, at \$96,130.



Median Income

Educational Attainment

Louisville's population is very well educated relative to their surrounding counterparts, with approximately 64 percent of the population achieving bachelor's degrees or higher, compared to 56 percent in the County and 36 percent in the State. The percentage of high school graduates is also higher, at 98 percent in Louisville compared to 93 percent and 89 percent in the County and State, respectively. A highly educated workforce is a key element to attracting and retaining high technology industries and advanced professional employers, and otherwise diversifying the economic base of an area.



Educational Attainment

Employed Population

Louisville's generally well educated employed population over 16 years of age is comprised of 81 percent white collar workers, 11 percent service workers, and 7 percent blue collar workers. Over 22 percent of the white collar workers are employed in the management/business/financial sector, while the majority (36 percent) is in the professional sector.

Total	10,136
Management, business, science and arts occupations	60.1%
Service occupations	11.6%
Sales and office occupations	20.2%
Natural resources, construction and maintenance occupations	4.0%
Production, transportation, and material moving occupations	4.1%

Source: U.S. Census; TischlerBise

Employment Sectors

Inflow/Outflow Characteristics

Although Louisville had a net daily inflow of 1,023 workers in 2010, 92 percent of its 11,159 at-place employees commuted into their jobs from outside of the city. Conversely, 91 percent of Louisville's employed workforce of 10,136 commuted to jobs outside of the city. Only 918, or 9 percent of Louisville's workforce, lived and worked in Louisville.

Labor Market Size	Count	Share
Employed in the City of Louisville	11,159	100.0%
Living in the City of Louisville	10,136	90.8%
Net job inflow (+) or outflow (-)	1,023	

Labor Force Efficiency

Living in the City of Louisville	10,136	100.0%
Living and employed in Louisville	918	9.1%
Living in Louisville but employed outside	9,218	90.9%

Employment Efficiency

Employed in the City of Louisville	11,159	100.0%
Living and employed in Louisville	918	8.2%
Employed in Louisville but living outside	10,241	91.8%

Source: U.S. Census Bureau OnTheMap Application; TischlerBise

Existing Land Uses

Louisville's geographic expansion is near completion. All first generation development has been planned and entitled for the City. Open space and inter-governmental agreements limit Louisville's future expansion to the approximately 12 acres of the Alkonis Property in the Northeast portion of the City near Steel Ranch.

The principal land use in the community is low density residential, encompassing approximately 26% of the City's total land area. Open space is also a significant contributor to the City of Louisville's physical form and quality of life. Approximately 26% of the City's land area is dedicated to open space, parks, and public spaces.

Currently, nearly 20% of the City's developable land remains vacant. Low density residential land uses encompass 53% of the total built environment in the City (9 million square feet). The next largest built land uses are: industrial (13%); office (9%); various retailing land uses (8%).

Future growth in the City will focus on infill develop-

ment. Louisville will now experience second and third generation development. Growth trends for the future have shifted from expansion to reinvestment, refurbishment, and redevelopment. Louisville's building stock will continue to age and will require continued improvement and reinvestment to remain economically viable.

Land Use	Built SF	Lot SF	Built % of Total	Land % of Total
Residential Low Density	9,504,062	50,560,307	53.9%	26.5%
Industrial	2,380,013	9,915,625	13.5%	5.2%
Office	1,608,285	6,420,221	9.1%	3.4%
Residential High Density	1,208,383	3,229,609	6.9%	1.7%
Residential Medium Density	651,142	2,522,050	3.7%	1.3%
Vacant	638,026	36,560,214	3.6%	19.1%
Multi-Tenant Retail	263,566	1,227,664	1.5%	0.6%
Hotel	256,867	748,987	1.5%	0.4%
Single Tenant Retail	247,273	1,514,086	1.4%	0.8%
Mixed Use Commercial	246,747	1,358,985	1.4%	0.7%
Large Format Retail	232,542	1,021,325	1.3%	0.5%
Public Service/ Institutional	206,691	16,737,125	1.2%	8.8%
Stand Alone Restaurant	100,544	621,915	0.6%	0.3%
Entertainment	53,742	399,183	0.3%	0.2%
Agricultural	18,626	6,768,074	0.1%	3.5%
Mixed Use Residential	8,848	42,469	0.1%	0.0%
Mobile Home	1,782	694,901	0.0%	0.4%
Open Space/Parks	1,780	50,696,337	0.0%	26.5%
Total	17,628,919	191,039,078	100.0%	100.0%

Existing Land Uses

In the residential land use categories, Louisville has a higher proportion of single family units to multifamily units than its surrounding geographies, at 78 percent compared to 71 percent in Boulder County and 72 percent in the State.

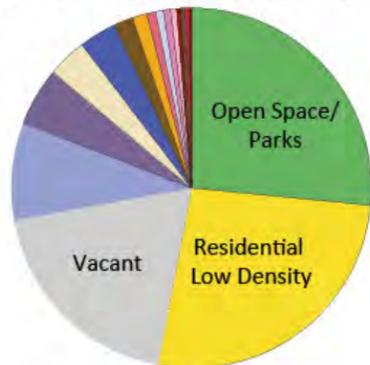


The Planning Context

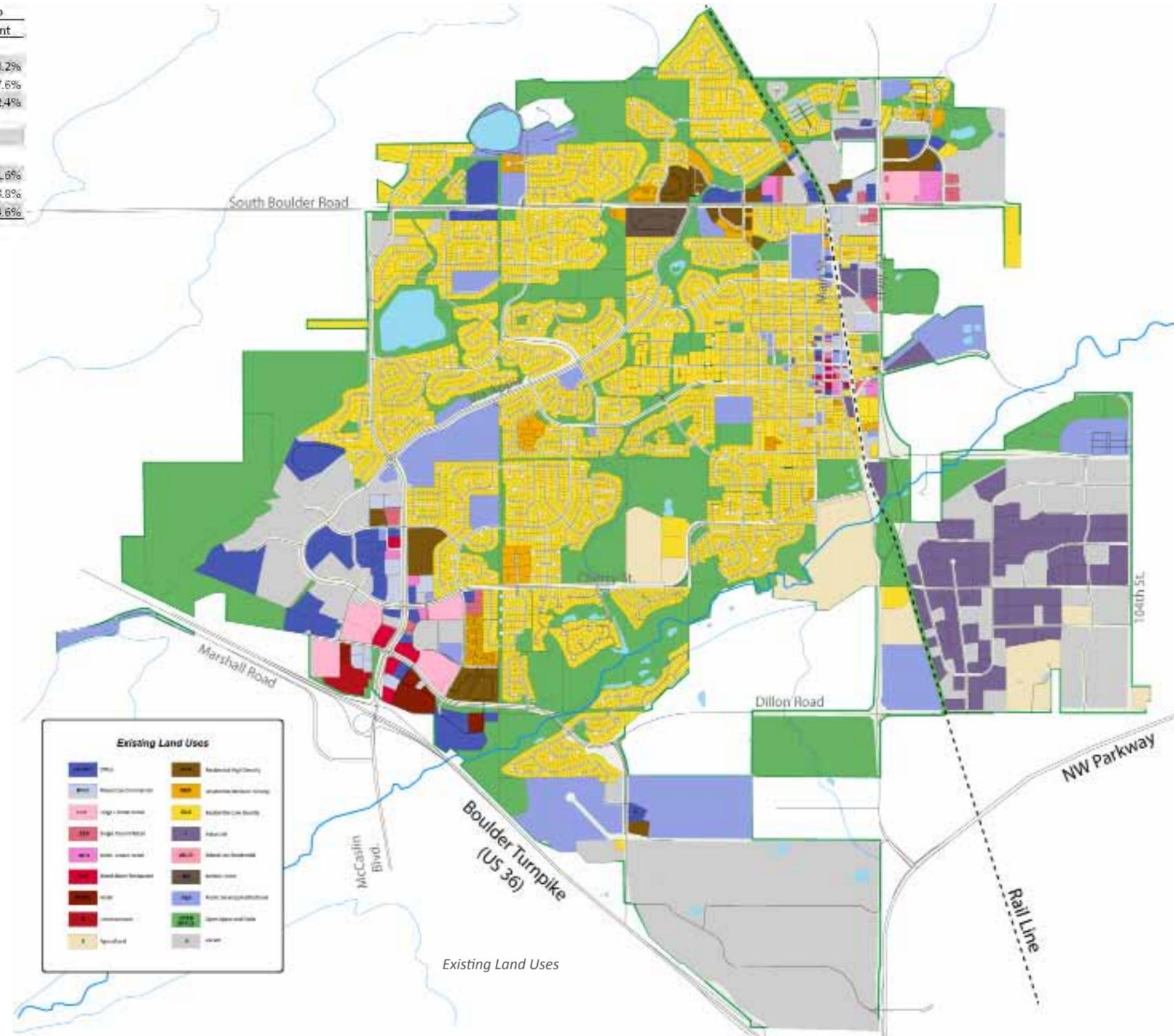
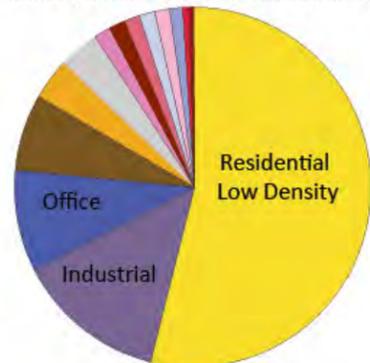
	City of Louisville		Boulder County		State of Colorado	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
Total housing units	7,814		125,768		2,176,600	
Occupied housing units	7,529	96.4%	117,629	93.5%	1,918,959	88.2%
Owner occupied	5,537	73.5%	75,189	63.9%	1,296,670	67.6%
Renter occupied	1,992	26.5%	42,440	36.1%	622,289	32.4%
Avg. HH size of owner occupied unit	2.67		2.51		2.57	
Avg. HH size of renter occupied unit	1.68		2.13		2.31	
Median value of owner occupied units	\$361,200		\$353,300		\$236,600	
Single family units	6,125	78.4%	88,853	70.6%	1,558,501	71.6%
Multifamily units	1,561	20.0%	33,000	26.2%	517,228	23.8%
Mobile homes	128	1.6%	3,915	3.1%	99,621	4.6%

Source: US Census
Housing and Household Information

Land Associated with Each Land Use



Built Square Footage of Each Land Use



The Planning Context

Natural Environment

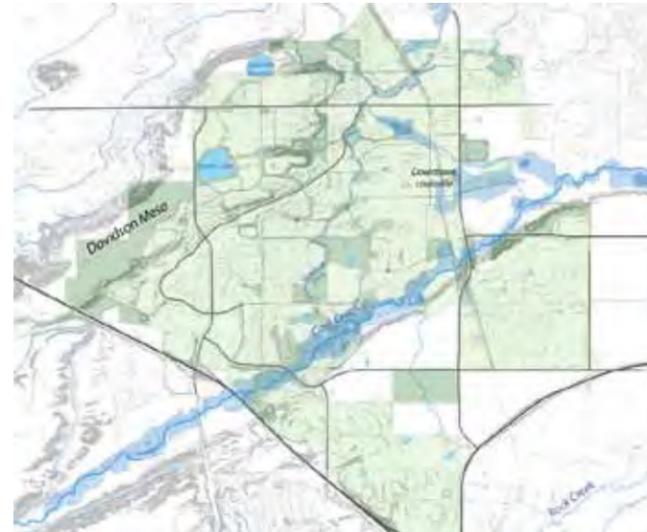
Louisville is located in southeastern Boulder County, generally centered on Coal Creek within the Colorado Piedmont Section of the Great Plains, east of the foothills to the Rocky Mountains. The landform-defining drainage in the Louisville area is the southwest-to-northeast trending Coal Creek. Uplands to the northwest of Coal Creek comprise the drainage divide with the South Boulder Creek drainage basin, and the uplands to the southeast straddle the drainage divide with Rock Creek. Other defining physical features include Davidson Mesa and the slope leading to it in the northwest of the City, as well as the small water bodies throughout the City, most notably Harper Lake.

The area lies eight to ten miles east of the Front Range of the Southern Rocky Mountains. The elevation ranges from about 5,250 feet on the eastern edge of Coal Creek to about 5,530 feet atop Davidson Mesa on the western side of the City.

The City is situated in the Laramie formation at the western end of the Boulder-Weld coalfield, one of the oldest coal mining areas in the Western United States. Coal was mined from the lower part of the Laramie Formation where coal seams were 5-8 feet thick and only 30-40 feet below the ground surface. Many areas of the City of Louisville have been undermined (the City has maps of the undermining available upon request).

With an average elevation of 5,370 feet, the climate of Louisville can be described as a high plain, continental climate, with light rainfall and low humidity. The climate is modified considerably from that expected of a typical high plains environment because of the nearby mountains. Winds are channeled from the Continental Divide down the Front Range and can be severe. Prevailing winds are generally from the west.

The average high temperature in July is 88°F, and the average low temperature in January is 14°F (Weatherbase, 2002). Annual precipitation averages 16 inches. Relative humidity is about 30-35% in summer and about 40-50% in winter. Periods of drought are frequent, usually occurring in the fall and winter. The length of the growing



Natural Features



season is approximately 140 days, with the average date of the first killing frost being September 28. The last killing frost occurs around May 11 (USDA, 1975).

The grasslands of the Colorado Front Range Piedmont are “shortgrass prairie” and represent a response to predominant dryness as well as historic stress in the form of heavy grazing periods by domestic livestock associated with early settlement.

While grassland habitats around Louisville decreased in both extent and quality, the high quality of life offered by Louisville’s attractive surroundings made the 1980’s and 1990’s a time of rapid suburban expansion. Farms were purchased for development of subdivisions and retail space to support the influx of families moving to Louisville.

Riparian corridors in the area are mostly protected from development through floodplain regulations. The loss of adjacent open terrain and the invasion of many invasive plant species have compromised their suitability for many riparian wildlife species.

A few grassland areas on Louisville open space continue to support some of the historic uses by prairie wildlife, especially areas that are too steep to have been farmed. Some riparian areas on Louisville open space continue to support many of the uses that pre-dated settlement, even though they have been modified by the loss of adjacent habitat, increased human disturbance, and competition with human-tolerant urban wildlife. Other areas of open space have been so highly modified or so impacted by development that they no longer sustain significant use by non-urban species.

Built Environment

The built environment of Louisville, like the natural environment, informs how the physical development of the City will fit with the community’s character and evolve over time. Three elements of the built environment were examined for the Louisville Comprehensive Plan: the block pattern; municipal utilities and infrastructure; and the building inventory.



The Planning Context

Block Structure

The City's street network, or block pattern, is the skeleton of the community. The block pattern dictates the development flexibility and ultimately the physical character of the community. The block pattern establishes the street hierarchy and the block structure of the community, which in turn dictate the mass, scale, and orientation of buildings. Together, the streets and buildings determine if the City is walkable, or not.

As existing streets are improved and new streets are proposed in the Comprehensive Plan, it is important to understand the block pattern that is envisioned will establish the character of development and redevelopment for years to come.

The City's existing block pattern creates three distinctive character zones within Louisville: urban, suburban, and rural. Downtown and Old Town (built before 1960) and the newer subdivisions of North End and Steel Ranch (built since 2008) have established interconnected streets with smaller block patterns and supporting alleys. The block structure in the northeastern portion of the City dictates smaller property parcels, interconnected smaller streets and a more walkable urban character.

Contrasting Downtown and Old Town are the suburban (less walkable) areas of the City along South Boulder Road and McCaslin Boulevard and everything built between 1961 and 2007. The character of these suburban and rural areas of town is influenced by their limited street networks and larger arterials, creating single purpose suburban retailing and employment environments.

The problem with suburban block patterns is that after 10 to 15 years, the retail centers built upon them are outperformed by newer competition. Significant public investment is then needed to reshape the blocks to accommodate a variety of retailing formats and land development patterns, allowing the retail centers to successfully compete again.

Block patterns and infrastructure inform an area's building inventory, development patterns, and land use types. It is important for the Comprehensive Plan to

enable the development of more urban block patterns, building stock and community supported land uses. Urban block patterns, like that in Old Town and Downtown Louisville, have high resiliency and flexibility in accommodating development and redevelopment over time. Typical suburban block patterns have not demonstrated the same resiliency.



Block Structure

Municipal Utilities and Infrastructure

Municipal utilities and infrastructure (water, sewer, and storm water) are critical in defining the economic vitality and physical character of the City. Their capacity defines the growth potential of the City. Their placement and design contribute to the physical character of the City.

Louisville's water supply originates from two primary sources: South Boulder Creek and the Northern Colorado Water Conservancy District consisting of the Colorado Big Thompson and Wind Gap projects.

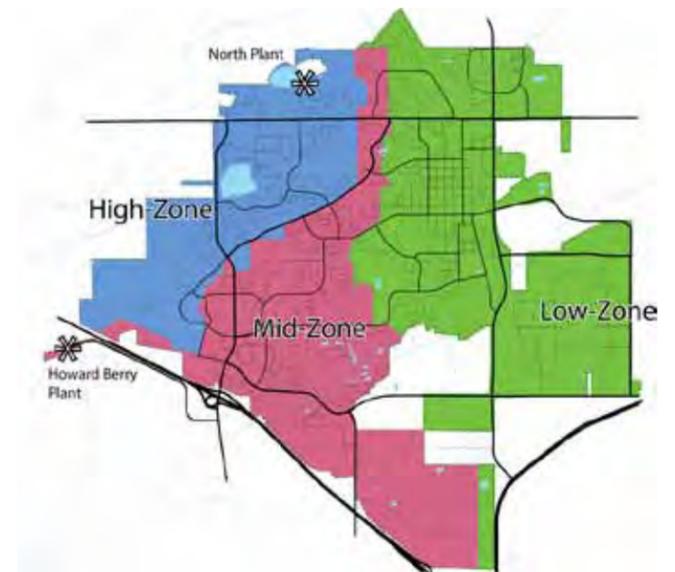


Raw Water Sources

The City is treating 4,000 acre-feet (AF) of water a year, with peak demands approaching 9.0 million gallons per day (mgd). Raw water from the City's established sources is treated and distributed to individual businesses and residences from the City's two water treatment facilities: the Howard Berry Plant and the North Plant. Currently, both plants operate at or under capacity, based on peak day water demand.

The two water treatment plants have a combined treatment capacity of 13 mgd. Together the two facilities serve three pressure zones within the City. Water system capacity analysis examined both demand and location of the projected build-out of the City as well as the expected 20 year projection.

The existing water supply and treatment facilities' capacity of the water treatment plant is sufficient to accommodate the expected 20-year development absorption of the Framework Plan. However, the Howard Berry Plant may require additional capacity to serve the projected build-out of the mid and lower water pressure zones of the City. The primary driver of water demand in the future will be the office and industrial uses expected in the Centennial Valley, the Phillips 66 property, and the Colorado Technological Center (CTC).



Water Pressure Zones

The City's Wastewater Treatment Plant provides sanitary sewage treatment for the City of Louisville. There is a surplus of sanitary treatment capacity currently on-line to serve the projected demand of the City as reflected in the Framework Plan.

The Sanitary Treatment Plan is currently operating at a daily average of 2 million gallons per day (mgd) or 57% of its capacity. Historically the plant has seen flows as high as 2.8 mgd. Additional treatment capacity was added in 1999 giving the plant a maximum permitted capacity of 3.4 mgd. The current Wastewater Treatment Plant has reached the end of its useful life based upon the age of the facility and upcoming regulatory water quality requirements. Based upon build out of the Framework Plan a new Wastewater Treatment Plant is currently being planned for construction to meet growth and regulatory requirements. Improvements to transmission mains and lift stations will be needed with build out of the Colorado Technological Center and the Phillips 66 property.

There are also limitations in the sanitary sewer pipes located in the Downtown and Old Town areas. The pipes in this area are the original vitrified clay pipes, constructed in the mid 1900s. As the pipes have aged, they

The Planning Context

have begun to break down. The City annually replaces portions of these pipes with PVC pipes to maintain the integrity of the collection system.

The City's Engineering Department has an ongoing maintenance program for inspecting storm drainage facilities. The department also provides detailed hydraulic modeling to identify any deficiencies and what improvements are necessary.



The City is currently following the Louisville/Boulder County Outfall System Plan, as completed in 1982, for necessary improvements to the stormwater system. Developers are responsible for completing elements of the outfall system to meet the City's land development and engineering codes.

Overall, the City is positioned well to serve the needs of the Framework Plan at build out. However, as the City continues to age efforts will be placed upon the replacement or rehabilitation of infrastructure that has deteriorated or become obsolete.

Building Inventory

The City of Louisville's building inventory reflects the diversity, economic stability and physical character of the City. According to the 2010 U.S. Census, there were 7,529 occupied housing units in Louisville out of a total of 7,814, for a vacancy rate of 3.6%. Approximately 74% of the occupied units were owner occupied, compared to 64% in Boulder County and 68% in the State. Louisville's median home value of \$361,200 for owner occupied units was slightly higher than Boulder County

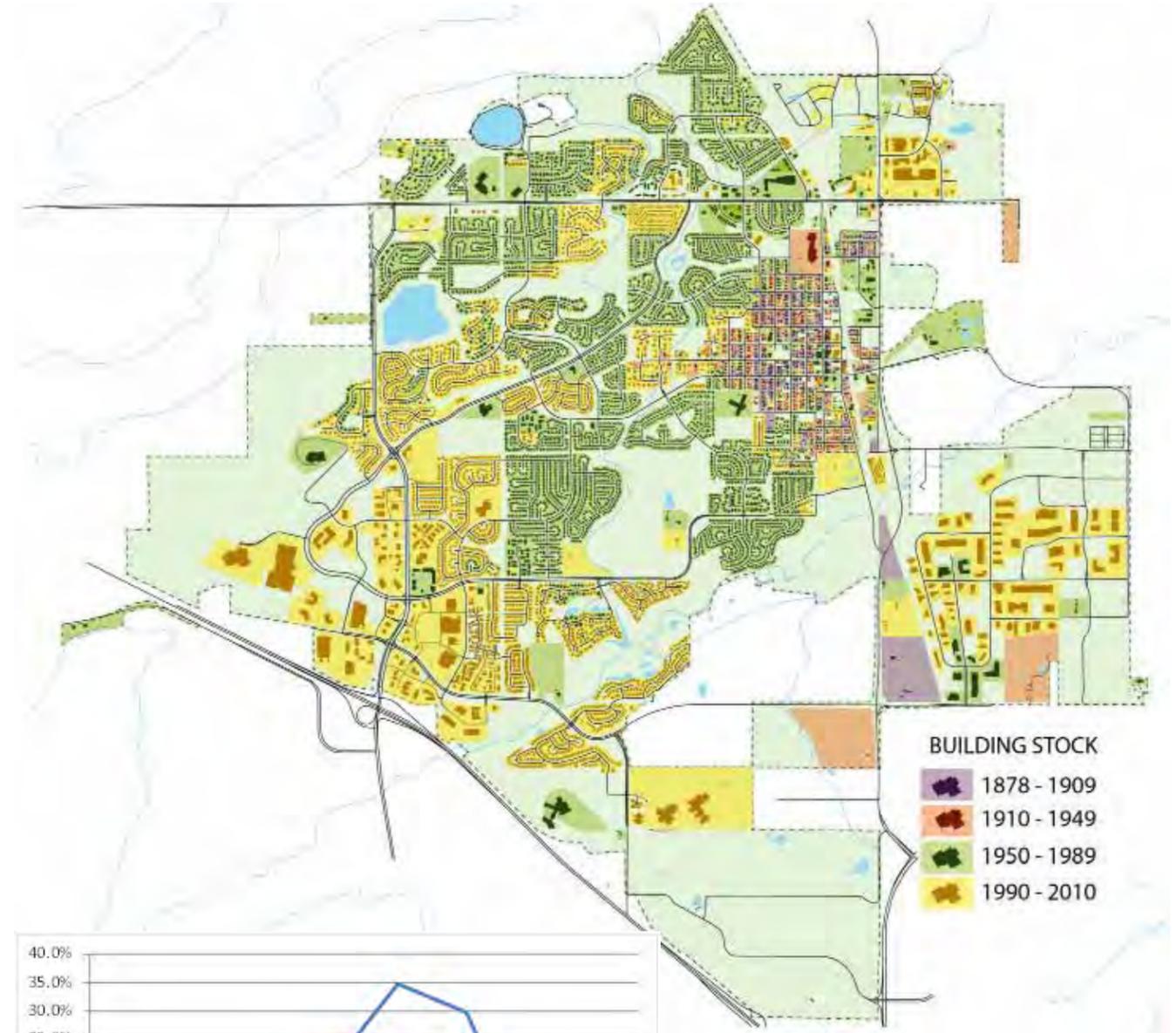


Building Figure Ground

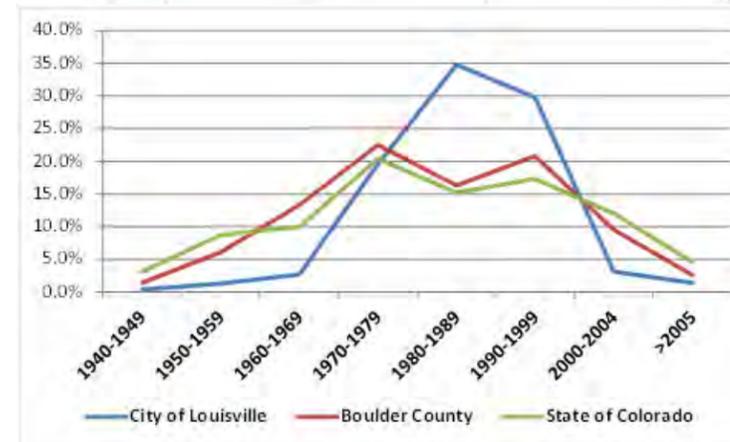
at \$353,300, and significantly higher than the state's median value of \$236,600. The highest median housing value among peer geographies in 2010 is the City of Superior at \$389,300.

The bulk of Louisville's building stock was constructed in the three decades between 1970 and 2000 when 84% of the total inventory was delivered. The County and State saw an upsurge of residential construction starting in the 1960s that remained relatively robust post Year 2000.

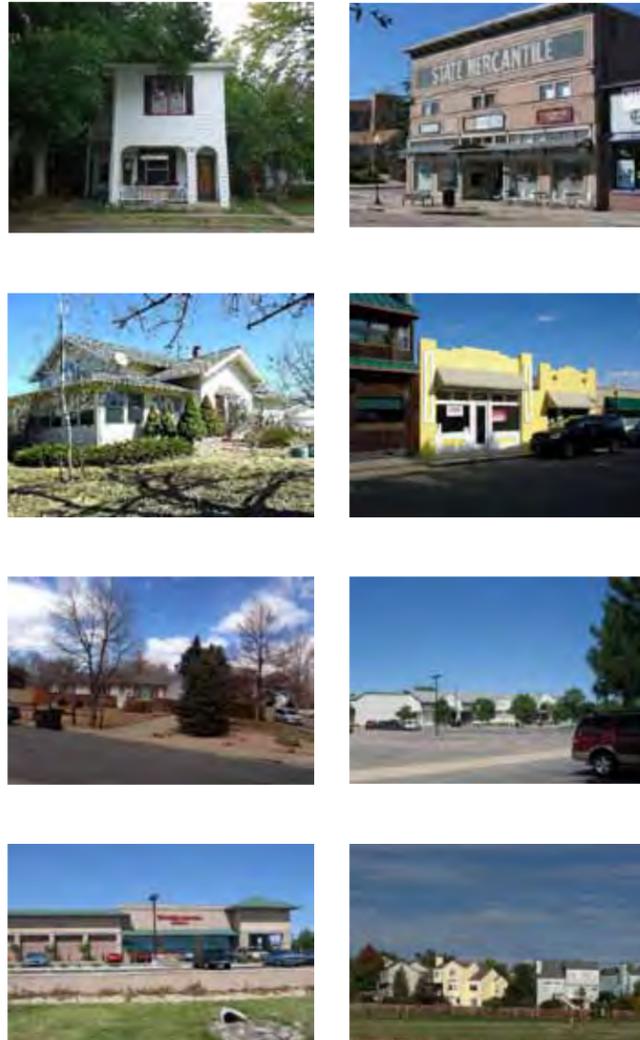
Louisville's building stock is generally divided into four eras of construction. These periods of construction generated distinctively different patterns of development and architectural styles. No single architectural style dominates the Louisville architectural vernacular City-wide, or within any individual era of construction. The development pattern of the City clearly shifted from a pedestrian character and orientation in Old Town and Downtown Louisville (pre-1950) to a vehicle base orientation and character for development after 1950.



Age of Building Stock



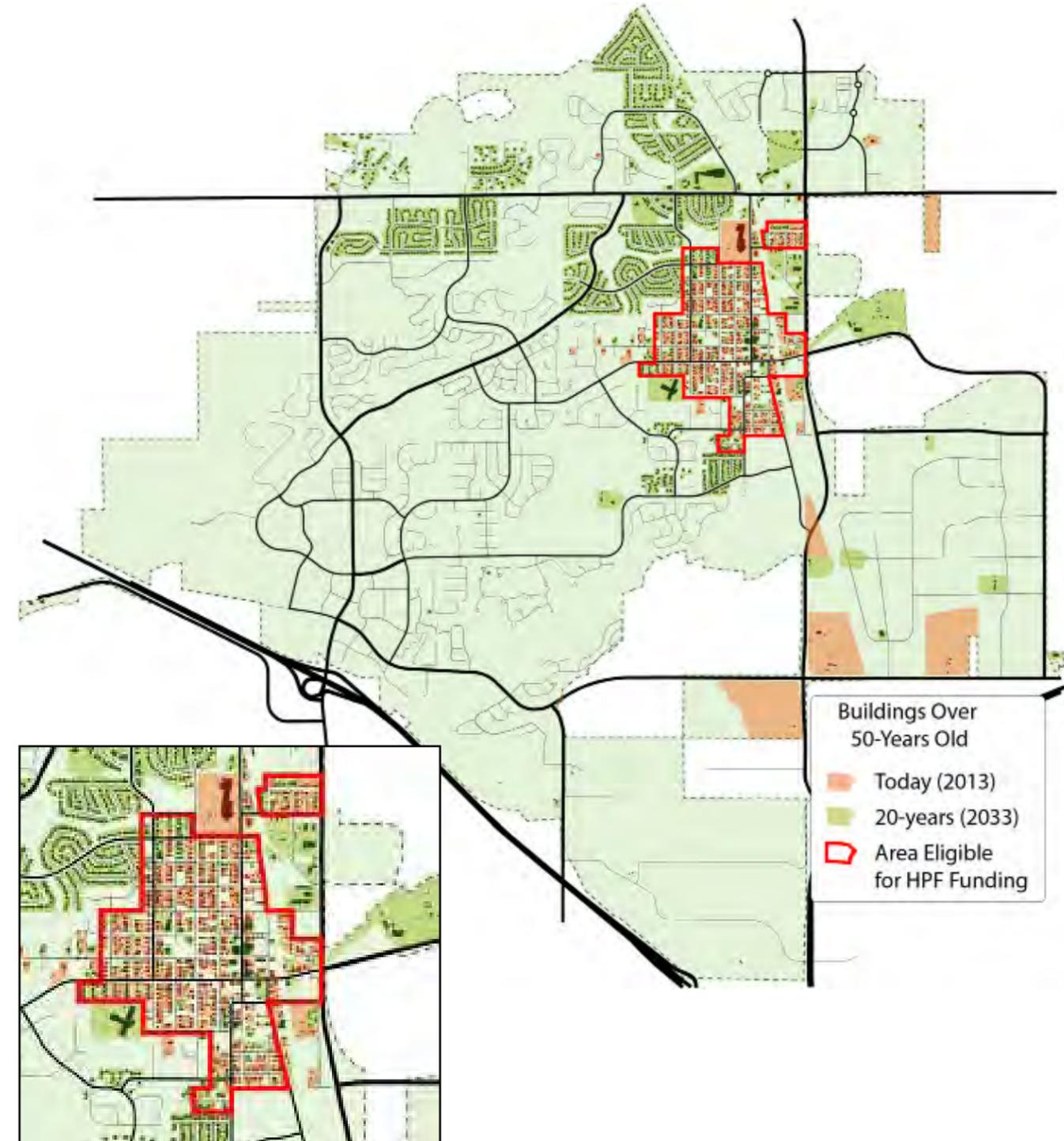
The Planning Context



- Provide incentives to preserve historic resources, including funding of programs to identify and attempt to preserve buildings which qualify for listing on the Louisville Register of Historic Places with the consent of the property owner;
- Provide incentives to preserve buildings that contribute to the historic character of historic Old Town Louisville but do not qualify for listing on the Louisville Register of Historic Places, with such buildings to be treated the same as historic buildings but with lower priority;
- Provide incentives for new buildings and developments within historic Old Town Louisville to limit mass, scale, and number of stories; to preserve setbacks; to preserve pedestrian walkways between buildings; and to utilize materials typical of historic buildings, above mandatory requirements; and
- For city staff time to administer the programs.

As Louisville’s building stock continues to age. More of the City’s buildings will become eligible as historic resources. Currently, buildings over 50-years of age are generally constrained to the building stock of Downtown Louisville and Old Town Louisville. However, over the 20 year life of this Comprehensive Plan it is expected the total number of eligible historic resources will nearly double, including many homes in North Louisville and along South Boulder Road. Under the existing preservation ordinance, these resources will not be eligible for money from the Historic Preservation Fund.

Louisville adopted a historic preservation ordinance in 2005 and voters approved an increase in sales tax for the creation of the Louisville Historic Preservation Fund in 2008. The historic preservation ordinance’s designation of historic resources is voluntary for buildings over 50 years old. Revenues from the one-eighth percent sales tax are to be retained and spent exclusively within the “Historic Old Town Overlay District” and “Downtown Louisville” to preserve the unique charm and character of historic Old Town Louisville. This revenue source is meant to:



The Planning Context

Circulation

Louisville is a maturing municipality in which growth trends and traffic patterns are shifting from an expansion focus to an infill orientation. Louisville is situated within rapidly expanding east Boulder County, between the residential areas of Lafayette, East Boulder County and Erie, and the employment centers of Boulder, Interlocken, and the US 36 Corridor serving Denver. Louisville's arterial street network provides the primary access routes between these residential and employment areas.

Staff and the consultant team conducted a complete multi-modal transportation analysis for Louisville. Four significant observations have emerged from the transportation analysis when compared to the City's Vision Statement and Core Community Values.

Street Vehicle Capacity

Average Daily Traffic (ADT) volumes for the year 2035 were plotted on the Louisville Street Network for the preferred Framework Option. Staff utilized the Institute of Transportation Engineers (ITE) generalized level of service (LOS) guidelines to document any capacity concerns with the projected 20-year build out. LOS is most commonly used to analyze highways by categorizing traffic flow and is a qualitative documenting of a motorist's comfort level and ability to maneuver through a corridor. LOS is measured using letters from A to F. Typically LOS A to C is expected in rural areas while LOS C to F is expected in urban areas. Staff used a corridor LOS D as the general guide in measuring the capacity of roadway segments. Staff selected LOS D because it is a common measure for areas transitioning from suburban to urban environments.

Based on this analysis the City's street network has the capacity to accommodate the 20-year forecasted traffic volumes for the preferred Framework Option.

Regional vs. Local Traffic

Staff conducted a select link analysis of the 2035 DRCOG Transportation Model. A select link analysis identifies where the origins and destinations of car trips using Louisville streets occur. Louisville's share of traffic on its

own roadways is decreasing. In 2035, 38% of all trips on Louisville Streets will have neither an origin nor destination in Louisville. More relevant is that regional traffic on Louisville arterial streets in 2035 will account for 40% to 65% of all traffic. As residential areas in East Boulder County and employment areas in Boulder and the US 36 Corridor continue to increase, Louisville's share of traffic on its own roadways will continue to decrease. Only 10% of Louisville's employment base lives in Louisville. A key transportation strategy for Louisville should be to improve local connectivity and transportation choices internal to the City.

Transportation Nodes and Economic Opportunities

The City of Louisville has three transportation nodes with varying degrees of economic opportunities. These transportation nodes generate intersecting traffic volumes that retailers are attracted to because of visibility and drive-by opportunities. It is important for the City to recognize and capitalize on these opportunities.

Neighborhood Centers: South Boulder Road and Highway 42 along with McCaslin Boulevard, (north of Cherry) represent neighborhood retailing centers. Traffic volumes within these centers will range between 30,000 and 40,000 vehicles daily by the year 2035. Generally, retailing will be limited to neighborhood opportunities.

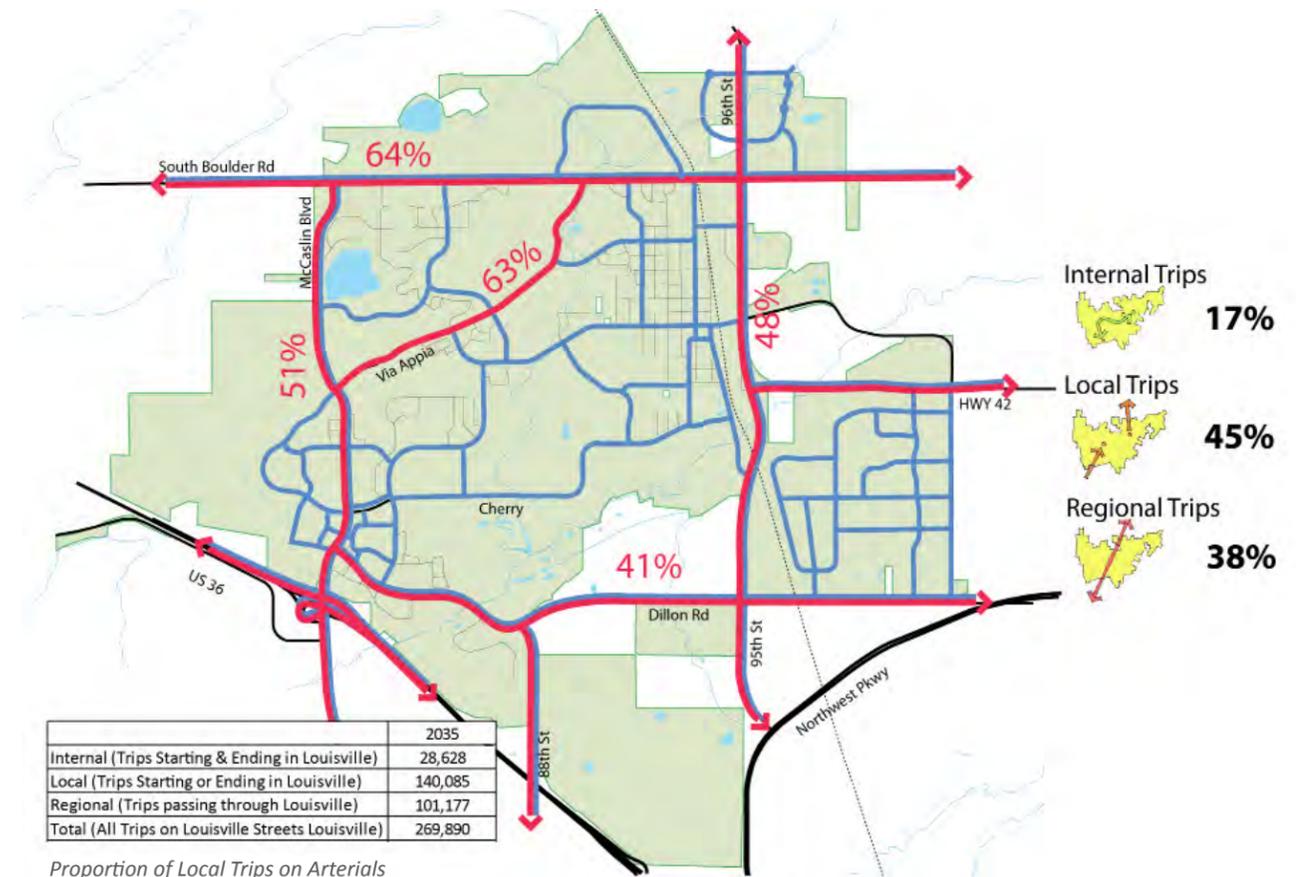


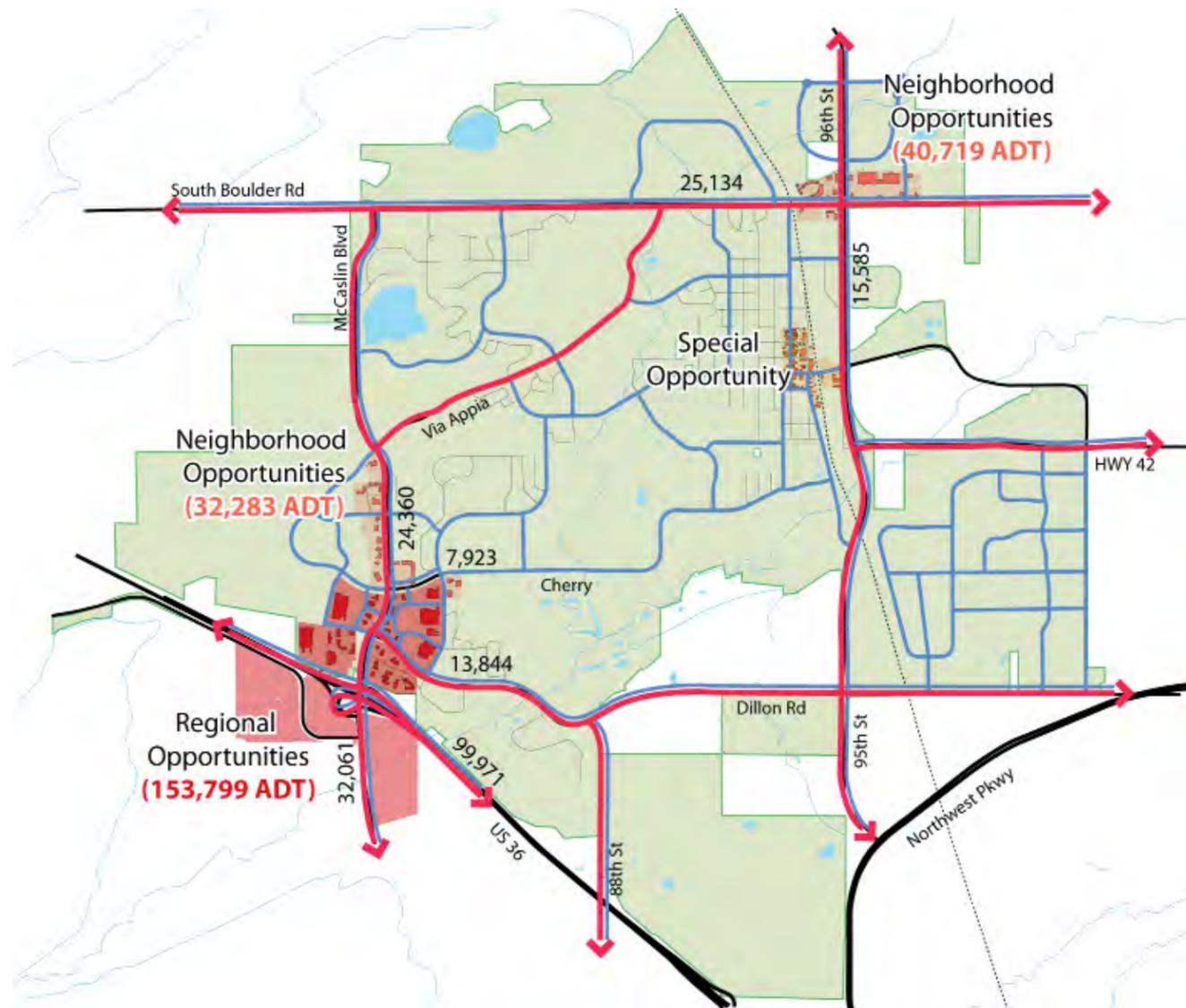
Average Daily Traffic - 2035

Regional Center: Regional retailing opportunities exist along McCaslin Boulevard South of Cherry Street to the US 36 interchange. In total, 150,000 vehicle trips travel through this transportation node daily.

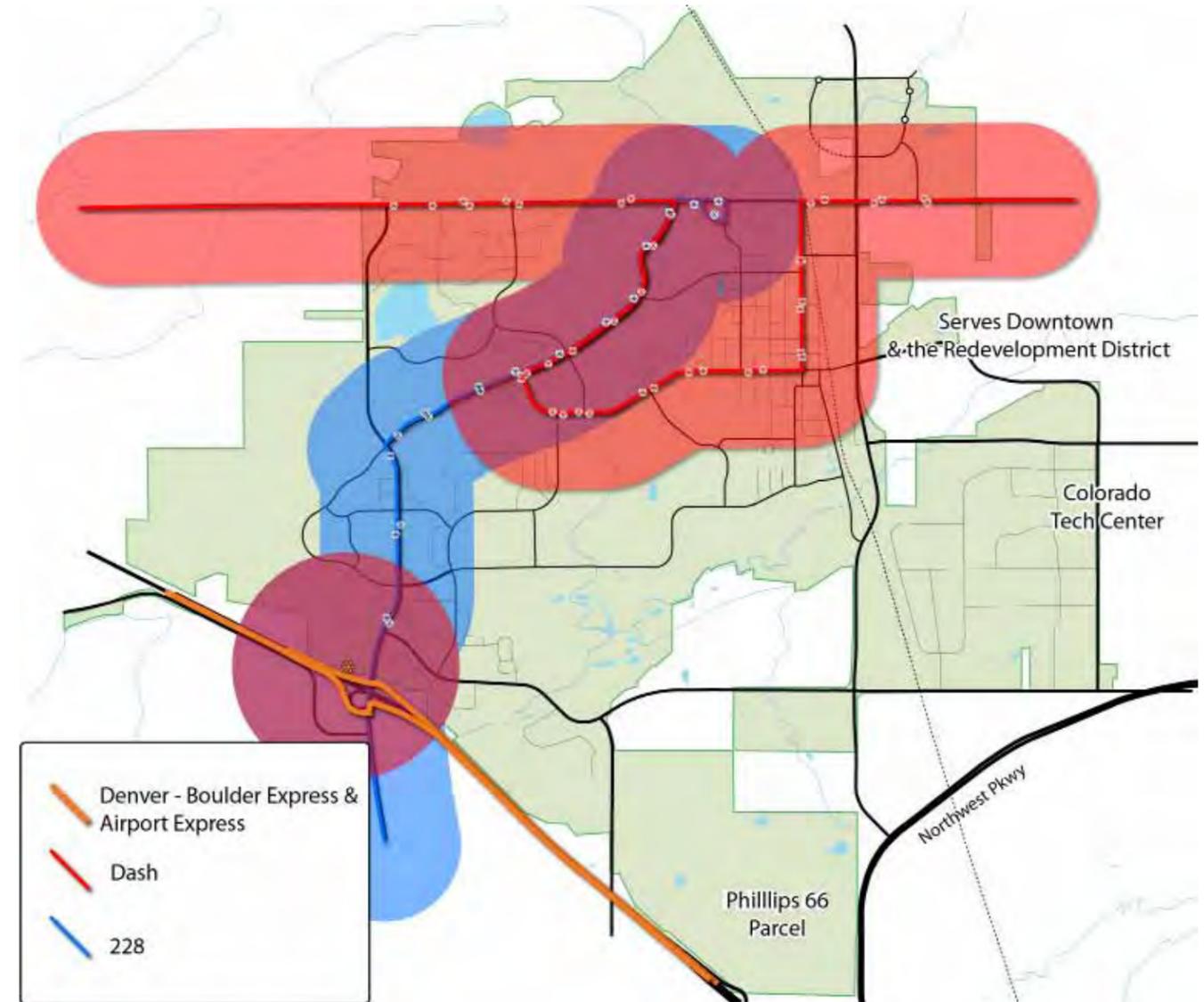
Transit Service

Currently, the entire southeastern portion of the City has no local transit service, including Avista Hospital, the Colorado Technological Center, and the Phillips 66 property. All are critical employment areas to the City and the entire metro region.





The Strength of Retail Opportunities Influenced by Average Daily Traffic Volumes



Transit Service

The Planning Context

Market Opportunities

The City of Louisville contracted with Tischler Bise to complete a demographic and economic market study for the City which is included as an appendix to the Comprehensive Plan. The following is a brief overview of the market opportunities of the major land uses in the City.

Retail

The Economic and Market Assessment indicates there is a surplus of approximately 3 million square feet of retail within a 15 minute drive shed of Louisville. The assessment goes on to suggest that it will take between nine and ten years of population growth in the trade area to fill this excess retail space. Based on these findings, the study concludes that the demand for new retail development at the community shopping center scale and higher (100,000 SF and higher) will be soft in Louisville for the next nine to ten years.

Although the study concludes that demand for larger scale retail in the trade area will be weak for the next ten years, there are opportunities to capitalize on emerging market trends to regain lost retail base. Areas like Downtown and the Revitalization District are positioned well to capitalize on emerging market trends favoring mixed use walkable environments. The zoning is in place and with infrastructure improvements like the South Street gateway and the HWY 42 gateway project committed will together enable these areas to develop in line with emerging market trends. However, the zoning and current development patterns in Centennial Valley and the McCaslin Boulevard corridor provide little flexibility for new development patterns. Residential mixed use is not currently permitted, and the regulations encourage larger lot, automobile centered development.

Office/R&D/Flex Space

The majority of Louisville's office, research and development, and flex space is located in either the Colorado Technological Center (CTC) or Centennial Valley. There is approximately 2.3 million square feet of occupied space in CTC and a great deal of vacant land zoned for additional industrial development including office, research and development, and flex space. The market study suggests the CTC is positioned well in the region and will continue to experience moderate growth for the foreseeable future. Centennial Valley has approximately 425,000 square feet of vacant office space, and the market study indicates it is not likely that additional speculative office space will be built in this area until the vacant space is occupied.

Residential

The City of Louisville's residential housing market is constrained by a scarcity of developable land. As currently zoned, the City does not have additional land for greenfield residential development within city limits. The Alkonis parcel in the northeast corner of the City is the last significant parcel of land identified for annexation with the potential for residential development. Opportunities for infill residential development are constrained by a lack of land supply and current zoning regulations which restrict residential development or do not allow it at all.

Despite a scarcity of residential land for development, the Economic and Market Assessment indicates there is significant demand for residential units in Louisville, as evidenced by the rapid and sustainable sales of homes at Steel Ranch and North End. Opening up additional areas for residential development, either through rezoning, or revised development regulations, would likely result in additional residential development as demand is quite strong.

Use	Net New
Single-Family Residential (Units)	224
Greenfield	141
Infill	83
Multi-Family Residential (Units)	636
Greenfield	53
Infill	583
Retail (Sq Ft)	200,000
Greenfield	25,000
Infill	175,000
Industrial (Sq Ft)	375,000
Greenfield	375,000
Infill	0
Office (Sq Ft)	450,000
Greenfield	250,000
Infill	200,000

20 Year Market Forecast

Fiscal Analysis

Staff worked with an economic and fiscal consultant, Tischler Bise, to assess the fiscal impacts of the Comprehensive Plan over the next 20 years. The complete study is included as an appendix to this plan. At build out, the preferred Framework will produce a balanced amount of residential units, and retail, industrial, and office square footage. However, over the next 20 years the market will only construct a portion of each of these build out scenarios. Additionally, some of the newly constructed square footage and residential units will be added in greenfield locations, while other units and square footage will be constructed in infill locations. The following table outlines the additional square footage and residential units that the fiscal study projects could be built in the next twenty years.

Greenfield development and infill development have different fiscal impacts on the city. For example, a new residential subdivision on the outskirts of town will require the construction of new roads that will need to be maintained by the city, and may require additional police resources. An infill site will likely not need additional roads, and should fall within existing police service ranges. The City's current fiscal model does not account for the potential savings of infill development. The fiscal study attached to this plan includes cost adjustments to Operating and Capital Costs for infill development. Based on the discount assumptions in the report, an analysis of operating and capital fiscal impacts was completed for the 20 year build out. The model indicates that annual operations revenue will exceed expenditures by approximately \$133,000

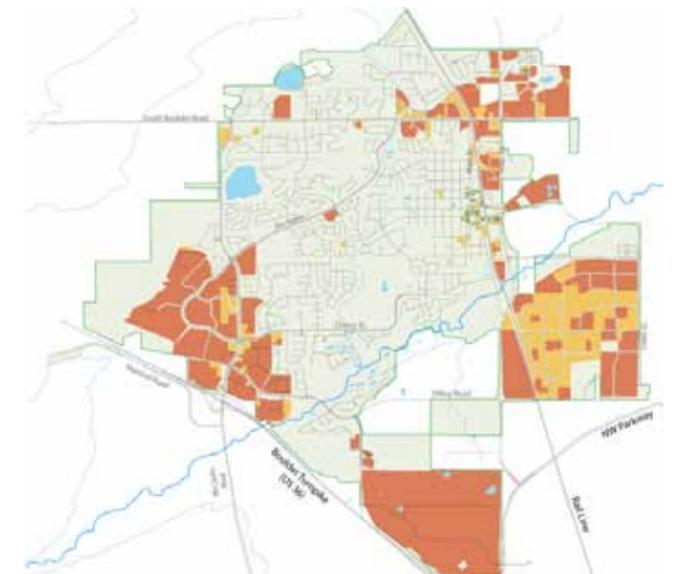
City of Louisville, Colorado	
Fiscal Impact Analysis	
Summary of Operating and Capital Revenue	
	Total
OPERATING SUMMARY	
Revenue	\$ 1,760,494
Expenditures	\$ 1,627,839
Total	\$ 132,654
CAPITAL SUMMARY	
Operating	\$ 13,854,175
Expenditures	\$ 10,991,635
Total	\$ 2,862,540

and that over 20 years the capital budget will experience a surplus of approximately \$2.9 million. These are rough assumptions based on one out of countless possible build-out scenarios.

Stability and Change

The three largest land uses in the City are: residential, parks and open space, and vacant or undeveloped, together comprising approximately three-quarters of the land in the City. On the properties that have been developed, residential makes up more than half of the built square footage in the City, followed by industrial and office, together totaling about one-quarter of the City's built square footage.

The Louisville Municipal Code (LMC), Chapter 17 - Zoning, dictates the amount of development allowed within Louisville. Staff analyzed the LMC with respect to each lot to determine how much development is allowed in addition to what currently exists. This analysis shows a large portion of the City is entitled to additional development.



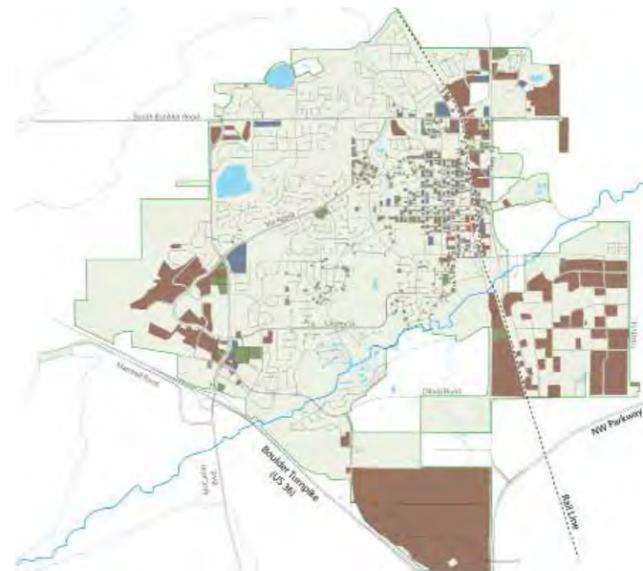
Areas with Substantial Buildout Capacity

Most of the entitled development is within retail corridors along South Boulder Road and McCaslin Boulevard; special office and industrial districts of Centennial Valley, the Colorado Technological Center (CTC), and Phillips 66; and within the Downtown and the HWY 42 Redevelopment district. It should be noted, the analysis simply indicates what additional development is allowed and not what the retail, office, and residential markets can absorb.



The Planning Context

Several variables influence the likeliness of property developing or redeveloping. One is the ratio between the building value and the total property value. If the building value is a relatively small portion of the total value, then the property is probably not being used close to its full potential and redevelopment is likely. However, the improved value to property value ratio is not an indicator of immediate development. Many other factors unique to each property also influence the likeliness of development. For example, if a property is owned free and clear, without any debt, this analysis falls short.



Areas with High Development Pressures

Areas with the highest development pressures are typically vacant like some in the CTC and Centennial Valley; however, many older under-developed properties are experiencing significant reinvestment pressure along South Boulder Road and within Old Town.

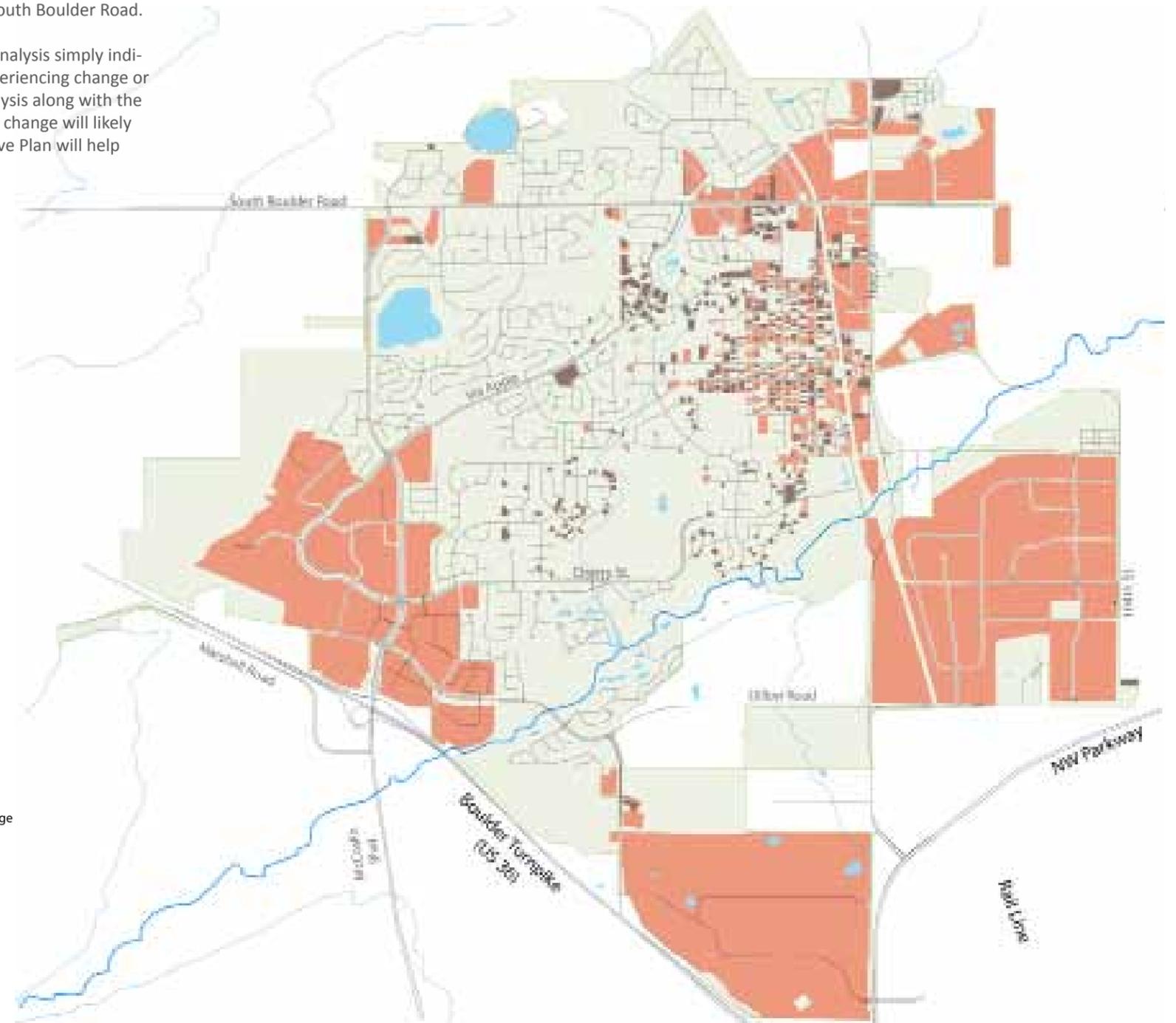
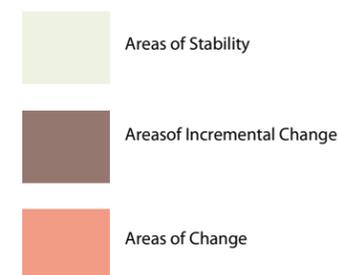
Staff mapped the allowed additional development in the City with the building to property value ratio for all properties to identify areas experiencing change today and that will likely experience change in the future as the real estate market recovers.

The majority of Louisville is stable; however, some specific areas are experiencing, or will likely experience, change. Downtown, over the last few years, has experienced substantial reinvestment to its building stock. The Old Town neighborhood is also experiencing significant reinvestment with new houses replacing many of the older homes. This analysis also

indicates large residential reinvestments may begin occurring in neighborhoods outside of Old Town in the near future. New investments are also occurring in the CTC, Steel Ranch, and North End. Additional development requests are being submitted to the City for property along South Boulder Road.

As a caveat, it is important to realize this analysis simply indicates which areas of the City are likely experiencing change or should anticipate future change. This analysis along with the economic market study will indicate when change will likely occur by land use type. The Comprehensive Plan will help guide that change to the City's benefit.

Areas of Stability and Change



THE VISION STATEMENT AND CORE COMMUNITY VALUES

The 20 Year Plan for the City of Louisville has two primary components which guide the direction and implementation of the 2012 Comprehensive Plan Update. The first key component is the Vision Statement and Core Community Values. The Vision Statement and Core Community Values are supported by the second key component, the Framework Plan.

Louisville's Vision Statement and Core Community Values define how the City sees itself and identify characteristics that should be carried into the future. The Vision Statement and Core Community Values were developed through extensive public outreach and represent the views of residents, business and property owners, and elected and appointed officials. The Vision Statement and Core Community Values serve as the rubric against which the Framework Plan was developed and how future City policies and decisions should be evaluated. All of the recommendations, principles, and policies in this Comprehensive Plan are designed to further the goals of the Vision Statement and Core Community Values.

The Framework Plan illustrates Louisville's community character and development expectations verbalized in the Vision Statement and Core Community Values. Together, the Vision Statement and Core Community Values visualized by the Framework Plan represent the long-range integrated land use, transportation and natural resource vision for the City.



Vision Statement

Established in 1878, the City of Louisville is an inclusive, family-friendly community that manages its continued growth by blending a forward-thinking outlook with a small-town atmosphere which engages its citizenry and provides a walkable community form that enables social interaction. The City strives to preserve and enhance the high quality of life it offers to those who live, work, and spend time in the community. Louisville retains connections to the City's modest mining and agricultural beginnings while continuing to transform into one of the most livable, innovative, and economically diverse communities in the United States. The structure and operation of the City will ensure an open and responsive government which integrates regional cooperation and citizen volunteerism with a broad range of high-quality and cost-effective services.



The Vision Statement and Core Community Values

The following Core Community Values are the foundation upon which the City of Louisville will make decisions and achieve the Community's vision.

We Value...



A Sense of Community . . . where residents, property owners, business owners, and visitors feel a connection to Louisville and to each other, and where the City's character, physical form and accessible government contribute to a citizenry that is actively involved in the decision-making process to meet their individual and collective needs.



Our Livable Small Town Feel...where the government's high-quality customer service complements the City's size, scale, and land use mixture to encourage personal and commercial interactions.



A Healthy, Vibrant, and Sustainable Economy . . . where the City understands and appreciates the trust our residents, property owners, and business owners place in it when they invest in Louisville, and where the City is committed to a strong and supportive business climate which fosters a healthy and vibrant local and regional economy for today and for the future.



A Connection to the City's Heritage . . . where the City recognizes, values, and encourages the promotion and preservation of our history and cultural heritage, particularly our mining and agricultural past.



Sustainable Practices for the Economy, Community, and the Environment . . . where we challenge our government, residents, property owners, and our business owners to be innovative with sustainable practices so the needs of today are met without compromising the needs of future generations.



Unique Commercial Areas and Distinctive Neighborhoods . . . where the City is committed to recognizing the diversity of Louisville's commercial areas and neighborhoods by establishing customized policies and tools to ensure that each maintains its individual character, economic vitality, and livable structure.



A Balanced Transportation System . . . where the City desires to make motorists, transit customers, bicyclists and pedestrians of all ages and abilities partners in mobility, and where the City intends to create and maintain a multimodal transportation system to ensure that each user can move in ways that contribute to the economic prosperity, public health, and exceptional quality of life in the City.



Families and Individuals . . . where the City accommodates the needs of all individuals in all stages of life through our parks, trails, and roadway design, our City services, and City regulations to ensure they provide an environment which accommodates individual mobility needs, quality of life goals, and housing options.



Integrated Open Space and Trail Networks . . . where the City appreciates, manages and preserves the natural environment for community benefit, including its ecological diversity, its outstanding views, clear-cut boundaries, and the interconnected, integrated trail network which makes all parts of the City accessible.



Safe Neighborhoods . . . where the City ensures our policies and actions maintain safe, thriving and livable neighborhoods so residents of all ages experience a strong sense of community and personal security.



Ecological Diversity . . . where the City, through its management of parks and open space and its development and landscape regulations, promotes biodiversity by ensuring a healthy and resilient natural environment, robust plant life and diverse habitats.



Excellence in Education and Lifelong learning . . . where the City allocates the appropriate resources to our library services and cultural assets and where the City actively participates with our regional partners to foster the region's educational excellence and create a culture of lifelong learning within the City and Boulder County.



Civic Participation and Volunteerism . . . where the City engages, empowers, and encourages its citizens to think creatively, to volunteer and to participate in community discussions and decisions through open dialogue, respectful discussions, and responsive action.



Open, Efficient and Fiscally Responsible Government . . . where the City government is approachable, transparent, and ethical, and our management of fiscal resources is accountable, trustworthy, and prudent.

The Vision Statement and Core Community Values

CHARACTER ZONES

This Comprehensive Plan Update introduces a new language and format to the Framework Plan. The intent of the changes is to clarify and illustrate the community's expectations related to the City's land use function, form, and character in the Framework Plan and ensure the City's Vision Statement and Core Community Values are properly translated and illustrated in the Comprehensive Plan. The new language simplifies the format of the Framework Plan into character zones. The character zones are described by two variables: development patterns and development types.

Development Patterns

Three development patterns are found in Louisville: urban, suburban, and rural. These development patterns reflect the look and feel of the City. Development patterns dictate how streets are laid out; how property parcels are subdivided; how buildings are designed and arranged on a site; and how parks and public spaces are integrated into the community.

Specifically, the development patterns in the Framework Plan will establish guidelines for Small Area and Neighborhood Plans to implement specific regulations within the Louisville Municipal Code (LMC). The specific elements the development patterns influence include:

Building Form and Design

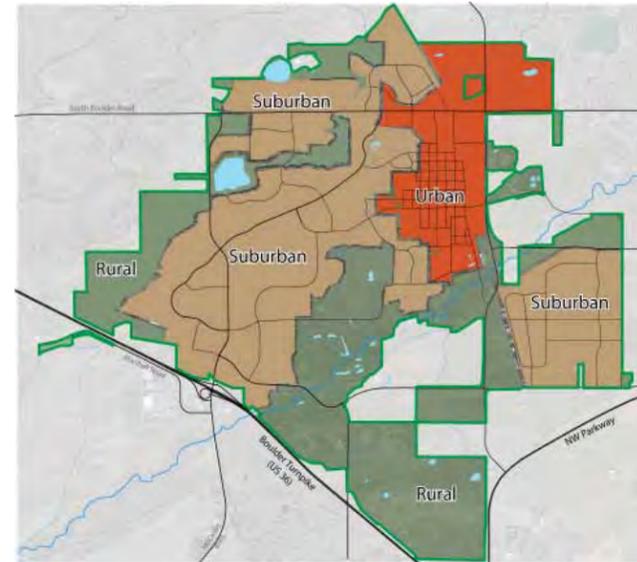
- Building Heights
- Building Mass and Scale
- Building Orientation

Infrastructure

- Streets
- Blocks
- Storm Water Facilities
- Public Spaces and Trails

Design Standards

- Yard & Bulk
- Parking Ratios
- Site Design



Urban Pattern

The urban portions of Louisville are found in the north-east quadrant of the City and are generally more compact and walkable. The majority of the urban development pattern occurred in Louisville prior to 1960, and some has occurred since 2008. The urban areas of the City include: Downtown, Old Town, North End and Steel Ranch. Generally, the urban pattern of development includes the following distinguishing design characteristics.

Streets

- Interconnected street network (smaller blocks)
- Alley / rear loaded properties
- Multimodal (Vehicle, pedestrian, bike, transit)
- Reduced speeds
- Balanced civic and mobility responsibilities

Parcels

- Smaller parcels

Building Design and Orientation

- Street Orientation
- Pedestrian mass, scale, and details

Civic & Public Infrastructure

- Integrated
- Multi-purpose
- Formal landscape



Example Figure Ground - Downtown & Old Town Louisville



The Vision Statement and Core Community Values

Suburban Pattern

The suburban portions of Louisville generally evolved between 1960 and 2008 and are found along: Via Appia; McCaslin Boulevard; South Boulder Road; Centennial Valley; and within the Colorado Technological Center. The suburban patterns of development are typically more spread-out and multimodal when compared to urban patterns of development. Generally, suburban patterns of development include the following distinguishing design characteristics.

Streets

- Disconnected street network (larger blocks)
- Street loaded properties
- Multimodal (Vehicular, Pedestrian, Bike, Transit)
- Higher speeds
- Mobility role larger than civic role

Parcels

Larger parcels

Building Orientation

- Oriented towards property
- Vehicular mass, scale, and details

Civic & Public Infrastructure

- Separated
- Single-purpose
- Informal landscape



Example Figure Ground - McCaslin Boulevard & Centennial Valley

Rural Pattern

The rural portions of Louisville generally occur along the perimeter of City in the form of open space. However, rural development patterns have also emerged around the Coal Creek Golf Course, 96th Street and south of Dillon Road and include the Phillips 66 property. The rural patterns of development are typically more separated and vehicular based when compared to urban and suburban patterns of development. Generally, rural patterns of development include the following distinguishing design characteristics.

Streets

- No street network (no block pattern)
- Street loaded properties
- Vehicular and bicycle design (pedestrian needs supported by trail network)
- Higher speeds
- Mobility priority

Parcels

Larger parcels

Building Orientation

- Natural resource orientation
- Vehicular mass, scale, and details

Civic & Public Infrastructure

- Separated
- Single-purpose
- Native landscape



Example Figure Ground - Avista, Monarch Campus, & Phillips 66 Property

The Vision Statement and Core Community Values

DEVELOPMENT TYPES

Five development types occur throughout Louisville: centers, corridors, neighborhoods, special districts, and parks/open space. These development types reflect the type of uses and activities; density, or intensity of development; and the amount of public infrastructure desired in different areas of the City.

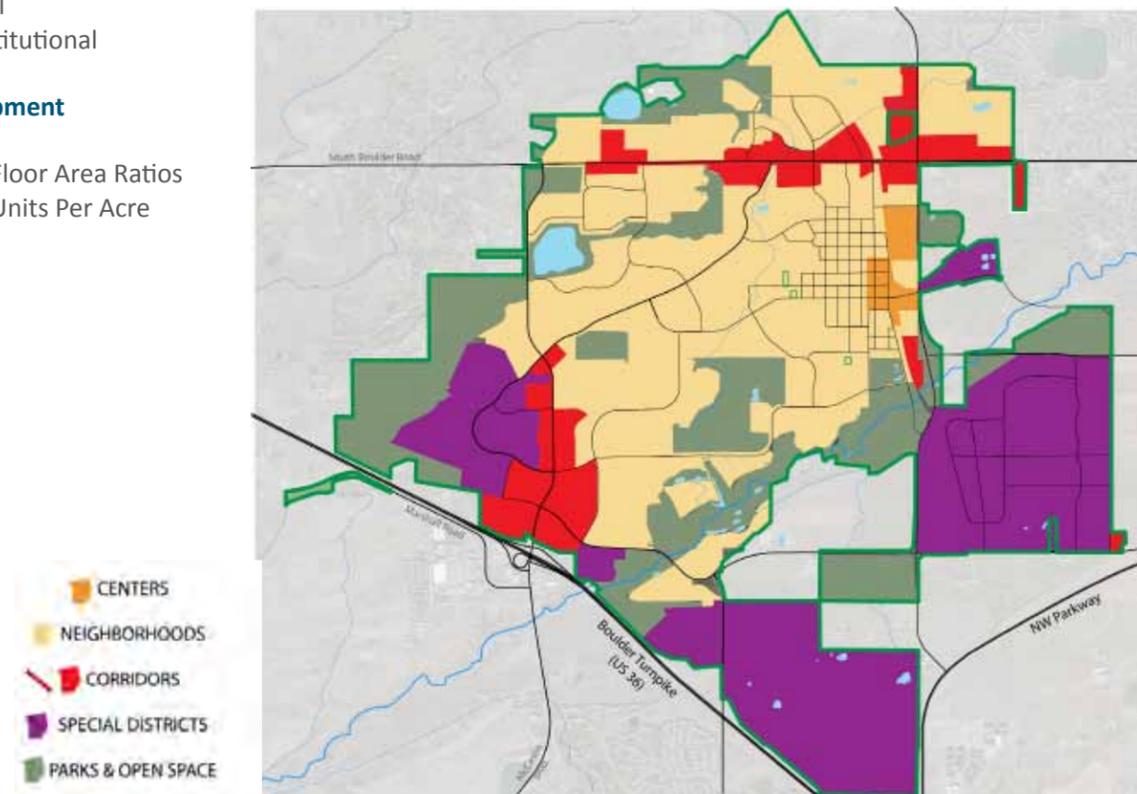
Specifically, the development types in the Framework Plan will establish guidelines for Small Area and Neighborhood Plans to implement specific regulations within the Louisville Municipal Code (LMC). The specific elements the development types influence include:

Land Use Mix

- Retail
- Commercial
- Residential
- Industrial
- Civic/Institutional

Allowed Development

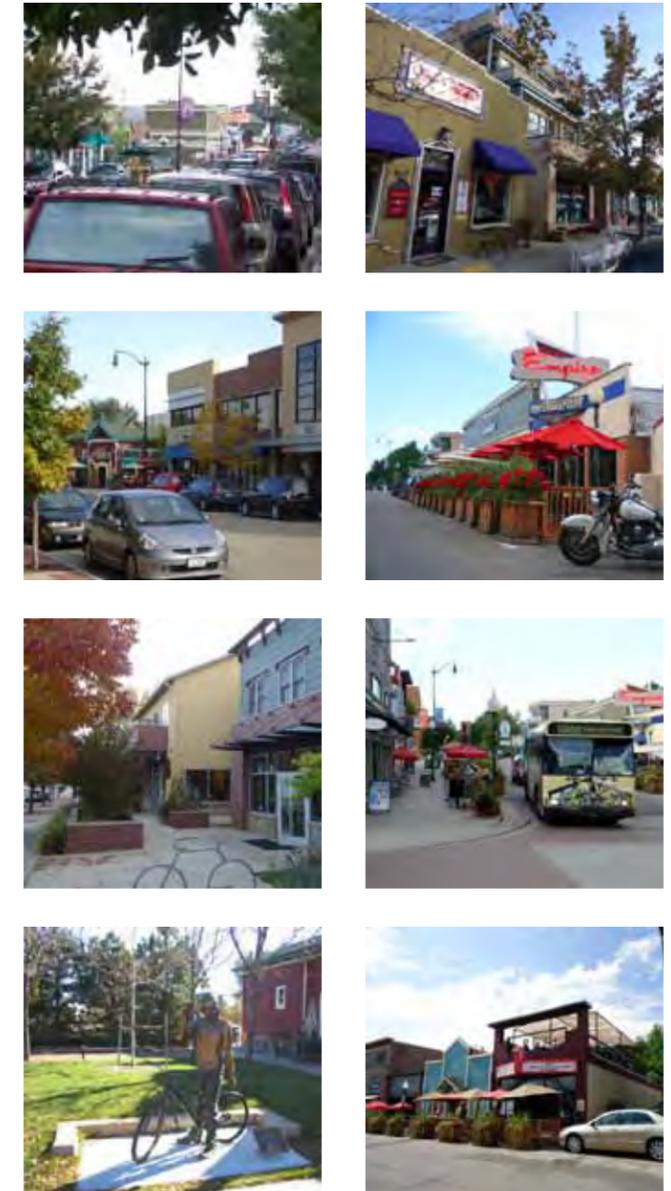
- Density:
 - Floor Area Ratios
 - Units Per Acre



Centers

Downtown Louisville and its relationship with the Old Town neighborhood represent the City's only current center. The City's Framework Plan identifies the emergence of two additional centers: one around South Boulder Road and Highway (HWY) 42, and the other near McCaslin Boulevard and US 36 south of Cherry Street.

Centers are defined by their mixture of uses (retail, commercial, and residential), street interconnectivity, and integrated public spaces. A center's physical design is that of a destination, or gathering point for city-wide activities. Their physical relationship is connected to and oriented toward their adjacent land uses. Centers typically have the greatest retailing opportunities. Centers feature integrated public spaces with a recognized center public space, or focal point. Centers also have the highest potential for a vertical mix of uses.



The Vision Statement and Core Community Values

Corridors

Corridor development types are similar to center development types in the mixture and intensity of land uses. Corridors differ from centers in their shape, connectedness to adjacent land uses, and public space integration. Generally, Corridor development types occur along arterial roadways in a linear form and are disconnected from adjacent land uses. Corridor development types are expected to develop along: McCaslin Boulevard north of Cherry Street and south of Via Appia; along South Boulder Road and along HWY 42, north of Hecla Drive.

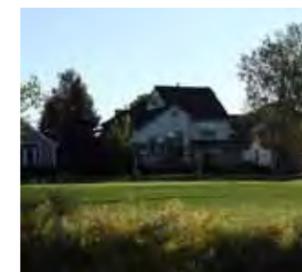
Corridors typically have strong retail, commercial and multi-family development opportunities. Corridors lack integrated public spaces and typically do not have a focal point and central gathering area. Corridors typically feature a linear, not horizontal, mixture of uses. Generally, their architectural character is defined by the primary arterial roadway.



Neighborhoods

Neighborhoods are the most abundant development type in the City of Louisville. Neighborhoods are predominantly residential land uses. Neighborhoods range from less dense large lot single family neighborhoods to higher density multi-family communities. Neighborhoods have public spaces either integrated within, or adjacent to them. Neighborhoods are generally sized by a ½ mile diameter (10 minute walk) and have well defined edges and boundaries.

A key component of this Comprehensive Plan update is the introduction of a recommended city-wide neighborhood planning initiative. The neighborhood plans are tailored toward the needs of individual neighborhood. They will ensure the neighborhoods remain livable, stable and successful as the region continues to grow and the City continues to evolve.



The Vision Statement and Core Community Values

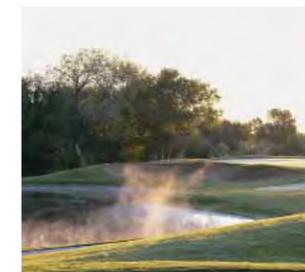
Special Districts

Special Districts are unique development types customized to a particular location and development opportunity. Special Districts are predominantly a single use development, typically involving either industrial or office land uses. Special Districts range in densities and intensities. Public spaces are seldom integrated within the development and are more often adjacent, or nearby. Special districts within Louisville include: Centennial Valley, Coal Creek Business Park, Phillips 66 and the Colorado Technological Center.



Parks and Open Space

Parks and Open Spaces are a development type to be considered in Louisville. Parks and Open Spaces are predominantly a single institutional or civic use, in which retailing and entertainment opportunities may be temporarily allowed through a license agreement with the City. Parks and Open Spaces range in size and activity levels. The Parks and Open Spaces system is guided by the Parks Recreation Open Space and Trails (PROST) Master Plan, a companion document to the Comprehensive Plan.



THE FRAMEWORK PLAN

The Framework Plan uses the new character zone language outlined in the previous section to graphically represent the City of Louisville's adopted Vision Statement and Core Community Values. The Framework Plan also represents a Long-Range Integrated Land Use, Transportation and Natural Resource Plan for the City. These elements provide a specific strategy for enabling the City to review and modify its land development regulations and assist in prioritizing the City's Capital Improvement Program. They also provide guidance to the anticipated areas of change by setting expectations and to the areas of stability by making certain they are strengthened and preserved.

The Framework Plan's composition of land uses helps ensure a place for existing and future residents to live, work, shop, and play. The composition of uses ensures a fiscal balance to maintain the City's high quality of services. It also positions the City to capitalize on sound market strategies that will allow the City's revenue generating land uses to stay competitive with our neighboring municipalities and surrounding region.

The core component of the plan is the identification and development of three mixed use urban centers in the City over the next twenty years.

1. Downtown / the Highway 42 Revitalization District;
2. Highway 42 and South Boulder Road; and,
3. McCaslin Boulevard.

The Framework Plan also designates McCaslin Boulevard (North of Cherry Street and South of Via Appia), South Boulder Road (east of Via Appia), and HWY 42 (north of South Boulder Road) as urban corridors. The special districts of the City are defined to include Centennial Valley, Coal Creek Business Park, the Colorado Technological Center, 96th Street, Dillon Road, and the Phillips 66 property.

The plan identifies various suburban, urban, and rural neighborhoods throughout the City and outlines the parks and open space areas within the City. The follow-

ing section describes what is envisioned through the City's Vision Statement and Core Community Values and graphically represents it within the Framework Plan.

Street Types and Land Use

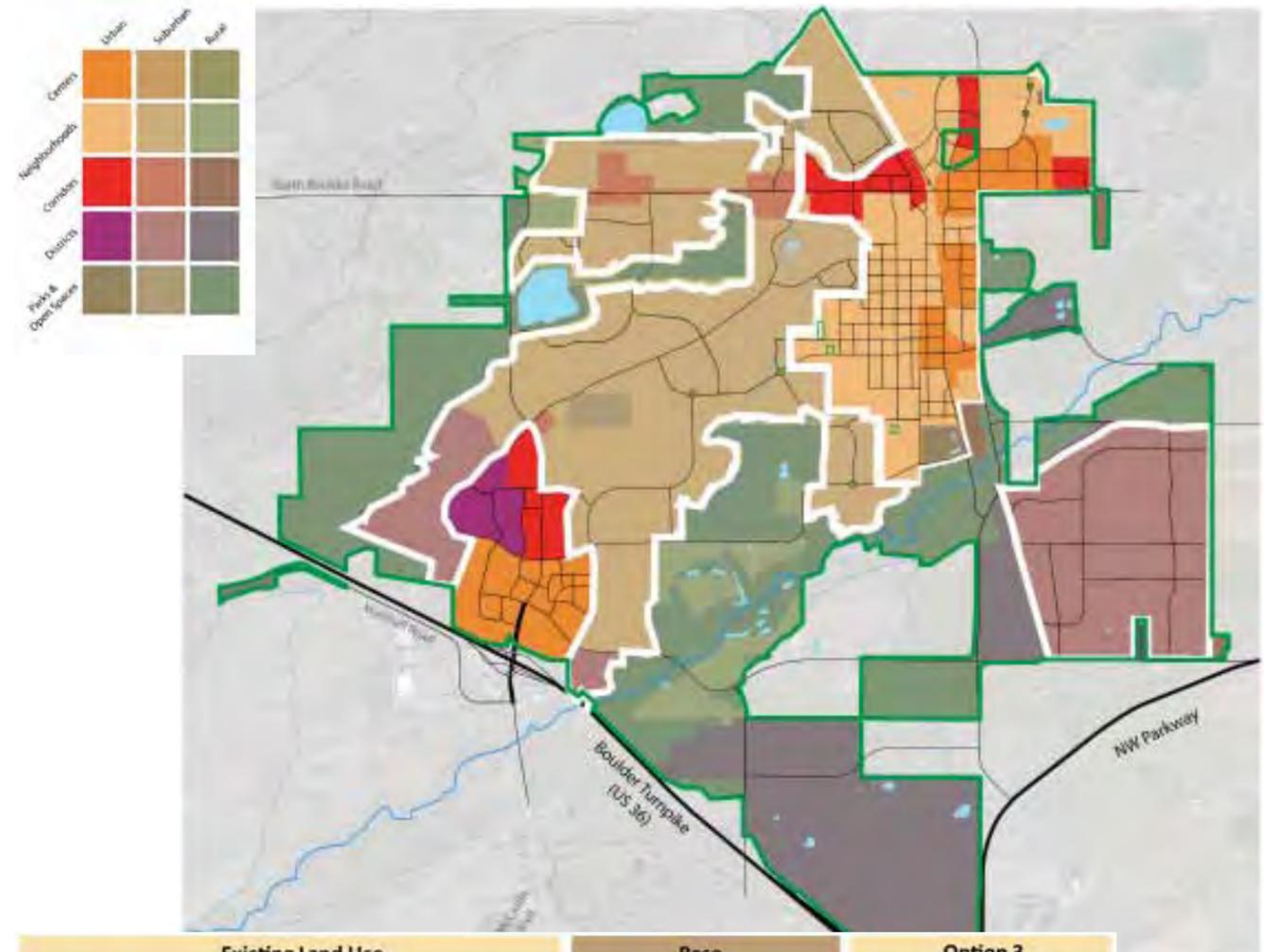
The land uses envisioned in the Framework Plan's Center and Corridor development types, are determined by the street types in each area. This Comprehensive Plan identifies four types of streets in the Center and Corridor development types: Retail Primary and Secondary Streets; Mixed Use Primary and Secondary Streets.

Retail Primary Streets are those streets best positioned for retail success. The traffic volumes and visibility these streets provide requires the provision of retail land uses on the ground floor of the buildings adjacent to them. Other commercial uses may be located on a second story, above the ground floor retail use. Residential land uses are not found on Retail Primary Streets.

Retail Secondary Streets have the potential for retail success, but their location and traffic volumes suggest that other commercial uses, such as office, may present a more economically viable land use option. Retail land uses should be clustered in key locations on secondary streets where visibility and access exist. Residential land uses are not found on Retail Secondary Streets.

Mixed Use Primary Streets are those streets that are located and designed for a mix of complementary uses. These streets may function as the center of a larger mixed use district, and as such are ideally situated for pedestrian activated ground floor commercial uses. Residential uses may occupy the upper floors of a mixed use building on a Mixed Use Primary Street.

Mixed Use Secondary Streets are found in mixed use districts, but they are not located in the heart, or center, of the district. The location of the streets and the corresponding reduced traffic volumes suggest that uses other than retail or office may be more appropriate on the ground floor of buildings fronting the street. Residential uses may be the sole use in a building located on a Mixed Use Secondary Street.



	Existing Land Use	Base	Option 3
Retail	1,401,281 SF	1,712,615 SF 311,334 SF	2,658,248 SF 1,256,967 SF
Office	1,608,285 SF	7,057,201 SF 5,448,916 SF	7,807,714 SF 6,199,429 SF
Industrial	2,380,013 SF	7,632,300 SF 5,252,287 SF	7,632,300 SF 5,252,287 SF
SF residential (units)	6,765 U	6,931 U 166 U	6,931 U 166 U
MF residential (units)	1,593 U	2,146 U 553 U	3,125 U 1,532 U
Public Service/ Institutional	206,691 SF	206,691 SF	206,691 SF
Agricultural	18,626 SF	18,626 SF	18,626 SF
Open Space/Parks	50,696,337 SF	69,644,937 SF 19,948,600 SF	69,807,806 SF 19,111,469 SF
Population	18,376	19,991 1,615	22,145 3,769
Employment	11,708	37,129 25,420	41,732 30,023
TOTAL	30,084	57,120 27,035	63,877 33,792



The Framework

DOWNTOWN AND THE HIGHWAY 42 REVITALIZATION DISTRICT

The combination of Downtown Louisville and the HWY 42 Revitalization District is the only one of the three urban centers identified in the Framework Plan that currently operates as an urban center. Historic Downtown Louisville presently has a mix of land uses within a walkable and integrated urban pattern. Future efforts in this center will continue to encourage a healthy and vibrant downtown consisting of a mix of supporting businesses and residences. This Framework Plan looks to build on the success of Downtown Louisville in the HWY 42 Revitalization District.

The existing HWY 42 Revitalization Plan calls for a mix of residential housing types, commercial retail and office areas, and parks and public spaces on the east side of the railroad tracks. As the Downtown and HWY 42 Revitalization District Urban Center continues to evolve, focus should be placed on policy and infrastructure improvements which enable these two areas to evolve as one well connected and cohesive urban center.

Land Use Mix

The Downtown and Highway 42 Revitalization District Urban Center is intended to include a mix of uses through the entirety of the center, and within individual buildings. The Center will include a mix of Mixed Use Primary and Secondary Streets, and the land uses envisioned will follow those highlighted in the following table. The assignment of the street types in this sub-

Land Use	Street Type			
	Retail		Mixed Use	
	Primary	Secondary	Primary	Secondary
Retail	G	A	E	A
Office	A*	A	E	A
Residential	N	N	A*	A
Industrial	N	N	N	N
Institutional	A	A	A	A

- A Allowed
- A* Allowed above ground floor
- E Either retail or office required on ground floor
- G Required on ground floor
- N Not allowed

district will be determined separate Planning initiative.

Parking: Shared parking environment where visitors park once and visit multiple locations without moving their automobile.

Fiscal Performance: Land use mix demonstrates positive fiscal benefits

Density:
Floor Area Ratio: 1.0 – 2.0 with an overall average of 1.5
Unit per Acre: 12-25 DU / Acre

Building Height: 2-3 Stories

Building Form and Design

- Buildings front the street and the ground floor is activated on primary retail streets.
- Human scaled buildings.
- Pedestrian design detailing on all building ground floors and around public gathering spaces.
- The growth of the Center will preserve the character and scale of the neighborhoods within the Old Town Overlay District (Little Italy, Miners Field, and Old Town).

Infrastructure

Streets: Reduced speed and multimodal

Block Length: 300-400 Feet

Public Spaces and Trails: Interconnected and integrated into the urban center and nearby open spaces

Design Standards

Downtown - Downtown Framework Plan; Downtown Design Handbook; and, Downtown Parking and Pedestrian Action Plan.

Revitalization District - Mixed Use Development Design Standards and Guideline and Highway 42 Framework Plan.

Policies

- Encourage a diversity of housing types and

provide a transition in scale from higher density uses in the core of the Urban Center to the adjacent neighborhoods.

- Promote the development of additional public parking and parking management strategies to efficiently use parking resources, ensure a walkable environment, and alleviate potential parking constraints as the Urban Center continues to redevelop.
- Continue to promote the vitality of the downtown through marketing (such as new identification and directional signs) and collaboration with the Chamber of Commerce, Business Retention and Development Committee, and the Downtown Business Association, as well as supporting destination venues such as the Louisville Street Faire, the Steinbaugh Pavilion, Memory Square, the Louisville Arts Center and the Community Park.
- Encourage business diversity through strategic public infrastructure improvements and business assistance which encourages new private investment and business development.
- Complete the necessary street network, pedestrian, and bicycle connections between the Downtown Area and the Highway 42 Revitalization District to create one cohesive urban center.
- Promote safe connections for all transportation modes across major transportation corridors and between adjacent commercial areas. Pedestrian crossings should be completed across HWY 42 and under the existing rail tracks to ensure safe pedestrian passage.
- Develop a complete street network and a safe and cohesive access strategy for the portion of the urban center located east of the BNSF Railway, north to South Boulder Road, and south to both sides of Pine Street which maxi-

mizes connectivity and provides access and circulation to facilitate redevelopment in an urban center pattern.

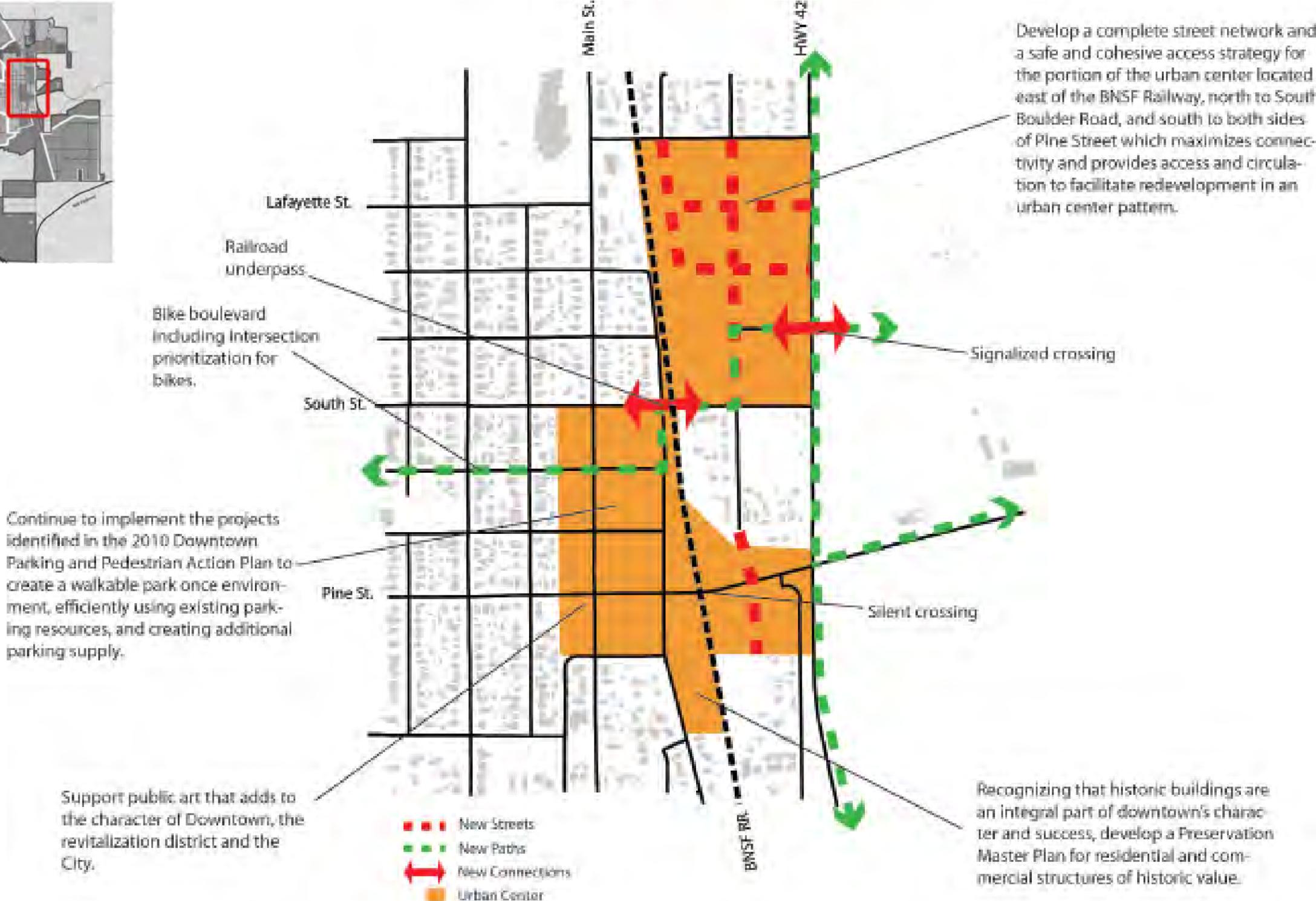
- Promote the health of downtown through a traditional development pattern and pedestrian scaled redevelopment including expansion of business and housing opportunities.
- Continue to implement the projects identified in the 2010 Downtown Parking and Pedestrian Action Plan to create a walkable park once environment, efficiently using existing parking resources, and creating additional parking supply.
- Continue to recognize historic buildings are an integral part of downtown's character and success, and develop a Preservation Master Plan for residential and commercial structures of historic value.
- Support public art that adds to the character of Downtown, the Revitalization District and the City.



The Framework



Location Map



The Framework

MCCASLIN BOULEVARD (SOUTH OF CHERRY)

The McCaslin Boulevard Urban Center will serve as the focal point for a regionally significant mixed use commercial activity center within the McCaslin Corridor. Future public and private investment is needed to transform this area from an auto oriented suburban retail center, to a walkable mixed-use transit supportive urban center. As properties redevelop over time, attention will be given to enabling a more interconnected block structure that introduces a walkable street network, and the possibility of a mixture of uses, to an area that currently consists of large single purpose properties. The block structure in the McCaslin Boulevard Urban Center will allow for larger blocks than those found in Old Town, but basic connectivity through the Center will be enhanced. The forthcoming Diverging Diamond Interchange and Bus Rapid Transit (BRT) center located at the McCaslin and US Highway 36 interchange will provide increased vehicle capacity and regional transit options that will support higher intensity Transit Oriented Development Infill opportunities. The McCaslin Boulevard Urban Center shall remain the City of Louisville's primary retailing center and will have the highest intensity of development in the City.

Land Use Mix

The McCaslin Boulevard Urban Center shall remain the City's primary retail center that is supported by a mix of land uses including office and residential. The center will support a vertical mix of land uses with single use residential buildings permitted only on the eastern half of the urban center adjacent to existing residential. The Center is intended to include Retail Primary and Secondary Streets and Mixed Use Primary and Secondary Streets. The location and classification of these streets will be determined during the creation of a small area plan for the McCaslin Boulevard Urban Center.

Land Use	Street Type			
	Retail		Mixed Use	
	Primary	Secondary	Primary	Secondary
Retail	G	A	E	A
Office	A*	A	E	A
Residential	N	N	A*	A
Industrial	N	N	N	N
Institutional	A	A	A	A

A Allowed
 A* Allowed above ground floor
 E Either retail or office required on ground floor
 G Required on ground floor
 N Not allowed

Parking: Majority on-site private parking associated with a particular use. Shared parking facilities encouraged in the vicinity to the BRT Station.

Fiscal Performance: Land use mix demonstrates strong fiscal benefits

Density:
Floor Area Ratio: Average of 1.0
Unit per Acre: 15-30 DU / Acre

Building Height: 2-3 Stories. A 4th story allowed only if view sheds are preserved, shading impacts are mitigated, and the public realm is not adversely impacted.

Building Form and Design

1. Ground floor oriented towards the street
2. Ground floor activated with retail and commercial uses and pedestrian scaled development
3. Provide buildings which transition in scale from adjacent uses

Infrastructure

Streets: Reduced speed and multi-modal
Block Length: 300-600 Feet
Public Spaces and Trails: Public gathering spaces and focal points on both sides of McCaslin Boulevard. Trails integrated into the urban center and transitioning to

Davidson Mesa.

Design Standards

Future development will be guided by a Small Area Plan which will allow for flexibility in the urban center to enable emerging market retail, office, residential and mixed use trends to develop as long as the desirable form of the center is maintained.

The Commercial Development Design Standards and Guidelines (CDDSG) currently guide design in the urban center. These guidelines were created for an auto-centric suburban single-use commercial environment, and do not provide flexibility for a changing commercial retail market. The small area plan will address building placement, block structure, landscaping, and signage requirements consistent with an urban center character expectation.

Policies

1. Build upon the planned Diverging Diamond Interchange and the BRT Station to provide a higher intensity mix of interdependent and compatible land uses with quality access to transit opportunities.
2. New residential uses should first be introduced in areas adjacent to existing residential, where they can be incorporated into existing neighborhoods.
3. Introduce public gathering spaces on both the east and west side of McCaslin Boulevard which will help to create an identity for the area and allow for public events.
4. Retain commercial retail land supply and promote the retention of existing commercial development as a primarily regional retail center.
5. Enhance the City's regional retail opportunities at the US 36 and McCaslin Boulevard interchange.
6. Emphasis should be placed on retention of

commercial retail uses as a component of any transit oriented development.

7. Increase pedestrian connectivity across McCaslin Boulevard and between employment centers, retail areas, and public land areas within the Urban Center transforming McCaslin Boulevard from a barrier, to the feature that connects both sides of the urban center.
8. Promote safe connections for all transportation modes across major transportation corridors and between adjacent commercial areas.
9. Provide safe pedestrian crossings of McCaslin Boulevard to assist in the integration of both sides of the street. Promote site planning design standards that support and facilitate pedestrian and bicycle access and alternative modes of transportation.
10. New gateway features and wayfinding should reinforce the McCaslin Boulevard interchange area as a primary entryway to the City.
11. Support public art and amenities that add to the character of the McCaslin Boulevard Urban Center and the City.



The Framework



Location Map

Increase pedestrian connectivity across McCaslin Boulevard and between employment centers, retail areas, and public land areas within the Urban Center transforming McCaslin from a barrier, to the feature that connects both sides of the urban center.



New residential uses should first be introduced in areas adjacent to existing residential, where they can be incorporated into existing neighborhoods.

Introduce public gathering spaces on both the east and west side of McCaslin which will help to create an identity for the area and allow for public events.

Build upon the planned Diverging Diamond Interchange and the Bus Rapid Transit Station to provide a higher intensity mix of interdependent and compatible land uses with easy access to transit opportunities.

New gateway features and wayfinding should reinforce the McCaslin Interchange area as a primary entryway to the City.

- ■ ■ New Streets
- ■ ■ New Paths
- Urban Center
- Connectivity Seam

The Framework

HIGHWAY 42 AND SOUTH BOULDER ROAD

The Highway 42 and South Boulder Road Urban Center will bring together all of the separate parcels surrounding the Highway 42 and South Boulder Road intersection into one cohesive center. As properties redevelop in this area, attention will be paid to introducing a more connected street grid creating smaller parcels which relate to one another in an urban and walkable mixed use environment. Commercial land uses and higher density residential uses will concentrate along the South Boulder Road and Highway 42 intersection while lower density residential uses will be located away from the main arterials to provide a transition to the existing neighborhoods.

Land Use Mix

The Highway 42 and South Boulder Road Urban Center is intended to include a mix of uses throughout this important neighborhood center. This center will include a mix of Retail Primary and Secondary Streets and Mixed Use Primary and Secondary Streets. The location and classification of these streets will be determined during the creation of a small area plan for the Highway 42 and South Boulder Road Urban Center.

Land Use	Street Type			
	Retail		Mixed Use	
	Primary	Secondary	Primary	Secondary
Retail	G	A	E	A
Office	A*	A	E	A
Residential	N	N	A*	A
Industrial	N	N	N	N
Institutional	A	A	A	A

- A Allowed
- A* Allowed above ground floor
- E Either retail or office required on ground floor
- G Required on ground floor
- N Not allowed

Parking: On-site private parking associated with a particular use. Allowance for shared parking agreements

Fiscal Performance: Land use mix demonstrates positive fiscal benefits

Density:
Floor Area Ratio: Average of 1.0
Unit per Acre: Up to 30 DU/Acre

Building Height: 2-3 Stories

Building Form and Design

1. Ground floor oriented towards the street.
2. Ground floor activated with retail and commercial uses and pedestrian scaled development.
3. Provide buildings which transition in scale to adjacent neighborhoods.

Infrastructure

Streets: Slow speed and multimodal with emphasis on creating livable and urban arterial roadways (South Boulder Road and HWY 42).
Block Length: 300-400 Feet
Public Spaces and Trails: Public gathering spaces and focal points on both sides of HWY 42 interconnected and integrated into the urban center and transitioning through the center to the surrounding trail network and open space.

Design Standards

A small area plan should be completed to further define the desired form of development in the Highway 42 and South Boulder Road Urban Center. The majority of the center is currently regulated by the Commercial Development Design Standards and Guidelines (CDDSG). These guidelines were created for an auto-centric suburban commercial environment, and they do not address the type of urban center development envisioned in this Comprehensive Plan. New guidelines should be created which address building placement, block structure, landscaping, and signage requirements consistent with an

urban center pattern. The Mixed Use Development Design Standards and Guidelines will continue to provide design guidance for the portion of the center located in the Revitalization District.

Policies

1. Include a mix of low to high density residential and commercial neighborhood services.
2. Transition from higher intensity uses at the core of the center to lower density uses at the neighborhoods on the periphery of the center
3. To encourage the economic health of existing shopping centers, leverage public investment for infrastructure improvements and business assistance packages to stimulate private redevelopment.
4. Focus on community retail opportunities at the intersection of South Boulder Road and HWY 42 which serve a smaller trade area than those found at a regional retail center.
5. Introduce new roadway network in the center to enable the area to operate as a connected urban center. Medium to high density residential areas should be located with proximity to and pedestrian access to public transportation, neighborhood parks and trail connections and commercial services.
6. As redevelopment occurs, introduce roadway network to enable a variety of redevelopment possibilities. The City should cooperate with the City of Lafayette and Boulder County to secure access between Hecla Lake, Waneka Lake, and Coal Creek.
7. Create a high degree of trail and open space connectivity reinforcing the east/west connectedness of a regional trail system to Hecla Lake and north/south connectedness to Downtown and Coal Creek regional trail.

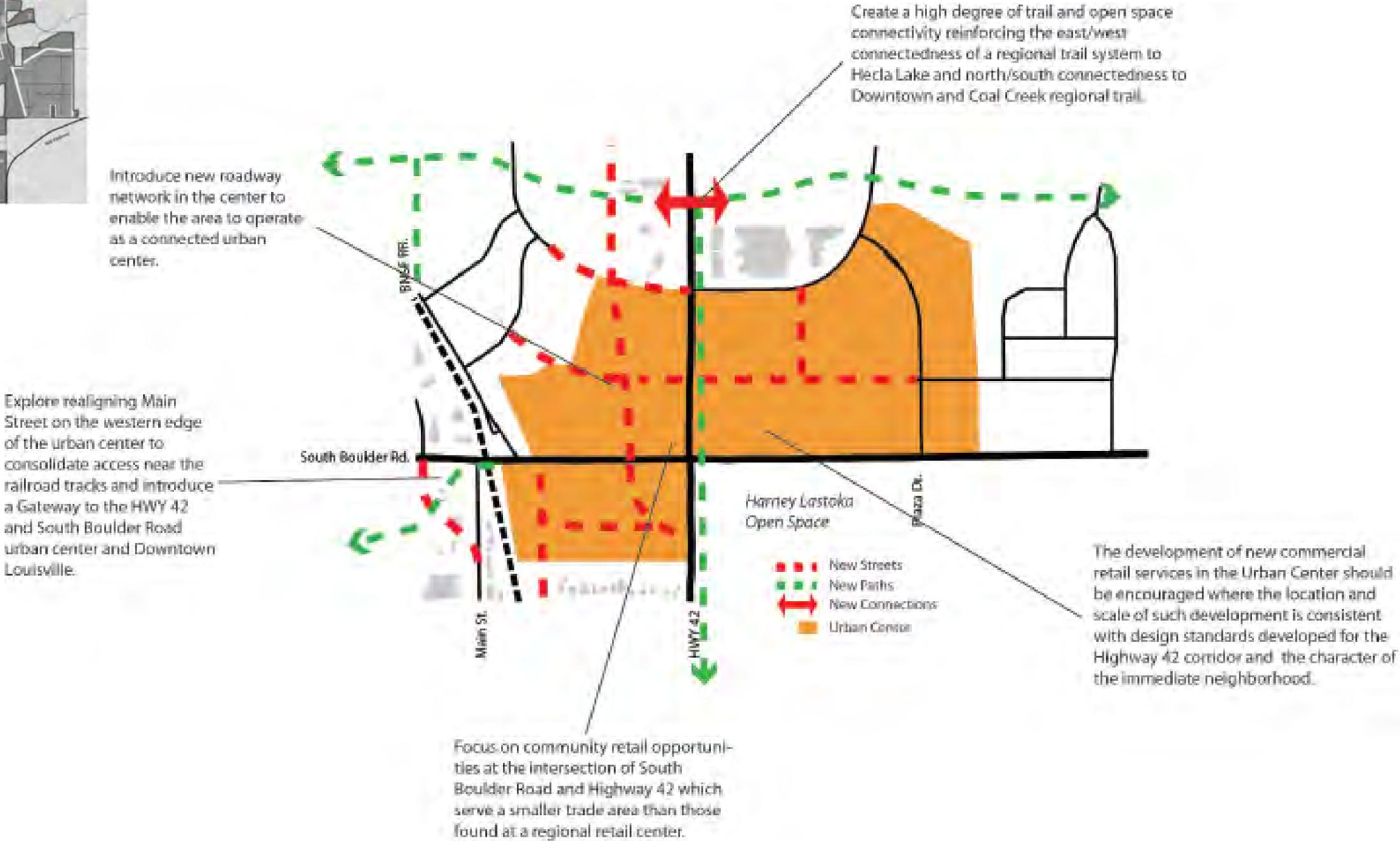
8. Explore realigning Main Street on the western edge of the urban center to consolidate access near the railroad tracks and introduce a Gateway to the HWY 42 and South Boulder Road urban center and Downtown Louisville.
9. Connect the Highway 42 and South Boulder Road Urban Center to the rest of Louisville through the introduction of new roads, trail connections, and pedestrian crossings of the railroad tracks, South Boulder Road, and HWY 42.
10. The development of new commercial retail services in the Urban Center should be encouraged where the location and scale of such development is consistent with design standards developed for the HWY 42 corridor and the character of the immediate neighborhood.



The Framework



Location Map



The Framework

SOUTH BOULDER ROAD AND HIGHWAY 42 CORRIDORS

South Boulder Road Suburban Corridor (West of Via Appia)

South Boulder Road begins as a Suburban Corridor at City limits and remains one as it travels east to Via Appia. As a Suburban Corridor, South Boulder Road's main function is to move all modes of transportation through the corridor and to provide access to the neighborhoods and commercial uses surrounding the corridor. The South Boulder Road Suburban Corridor contains a horizontal mix of uses including residential and commercial. The parcels in the suburban corridor are mainly connected along South Boulder Road and the land uses are setback from the roadway or buffered from it through landscaping. In this fashion South Boulder road serves as an edge between the uses on either side of it. Safe pedestrian and bicycle crossings at key locations are needed to connect both sides of the corridor.

South Boulder Road Urban Corridor (East of Via Appia)

The South Boulder Road Urban Corridor runs adjacent to South Boulder Road beginning at Via Appia and extending east to the railroad tracks where it feeds into the Highway 42 and South Boulder Road Urban Center. After leaving the Urban Center, South Boulder Road transitions back to an urban corridor until it leaves City limits. The urban corridor section of South Boulder Road begins the transition of the road from a suburban edge where the road is a division between land uses on either side of it, to an urban seam where the land uses in the corridor begin to engage with the road instead of turning their back on it. Development in the urban corridor section of South Boulder Road has a high degree of linear (east/west) connectivity between parcels and transitions to adjacent neighborhoods at the back of the corridor through the scaling down of buildings and the introduction of landscape buffers. The South Boulder Road urban corridor provides a transition to the Downtown and the Revitalization District urban center, and the Highway 42 and South Boulder Road urban center.

Highway 42 Urban Corridor

The Highway 42 Urban Corridor begins at the City limits adjacent to Paschal Drive and continues south on the

west side of Highway 42 until transitioning to the urban Center at Hecla Drive. This urban corridor focuses on commercial opportunities including office and neighborhood retail along with higher density housing in close proximity to the roadway. The land uses along the corridor will transition and provide connections to the lower density residential uses found on the outer edge of the corridor. Pedestrian and bicycle safe connections will be constructed across Highway 42 to connect users to the amenities on either side of the corridor, and provide regional trail connectivity.

Land Use Mix

Urban Corridors include a mix of uses including residential, commercial, retail, and park land. The South Boulder Road Corridor and Highway 42 Corridor is a combination of Mixed Use Primary and Secondary Streets. The location and classification of these street segments will be determined during the creation of a small area plan for the Highway 42 and South Boulder Road Corridors. The following table provides an overview of the land uses envisioned in the South Boulder Road and Highway 42 Corridors.

Land Use	Street Type			
	Retail		Mixed Use	
	Primary	Secondary	Primary	Secondary
Retail	G	A	E	A
Office	A*	A	E	A
Residential	N	N	A*	A
Industrial	N	N	N	N
Institutional	A	A	A	A

A Allowed
 A* Allowed above ground floor
 E Either retail or office required on ground floor
 G Required on ground floor
 N Not allowed

Parking: Majority on-site private parking associated with a particular use. Allowance for shared parking agreements in urban corridors.

Fiscal Performance: Land use mix demonstrates positive fiscal benefits in the urban corridor, and may demonstrate neutral fiscal returns in suburban corridors.

Density:
Floor Area Ratio - Urban Corridors: Fronting the Arterial – 1.0
 Not fronting the Arterial - .5
Floor Area Ratio - Suburban Corridors: Less than .25
Units per Acre - Urban Corridors: Average of 15-30 DU/Acre over the entirety corridor
Units per Acre - Suburban Corridors: Average of 12-15 DU/Acre over the entirety corridor

Building Height:
Urban Corridors - 2-3 Stories
Suburban Corridors – 2 Stories

Building Form and Design
Urban Corridors: Ground floor is oriented towards the Arterial Road and/or a secondary street. Provide buildings which transition in scale and mass to adjacent neighborhoods on the back of the property

Infrastructure
Streets - Urban Corridor Arterials: Reduced speed accommodating all modes and including safe pedestrian and bicycle crossings
Street - Suburban Corridor Arterials: Higher speed streets with safe pedestrian and bicycle crossings at key locations
Block Length - Urban Corridor: 300-400 Feet
Block Length - Suburban Corridor: 300–600 Feet
Public Spaces and Trails: Integrated into and transitioning through the corridor

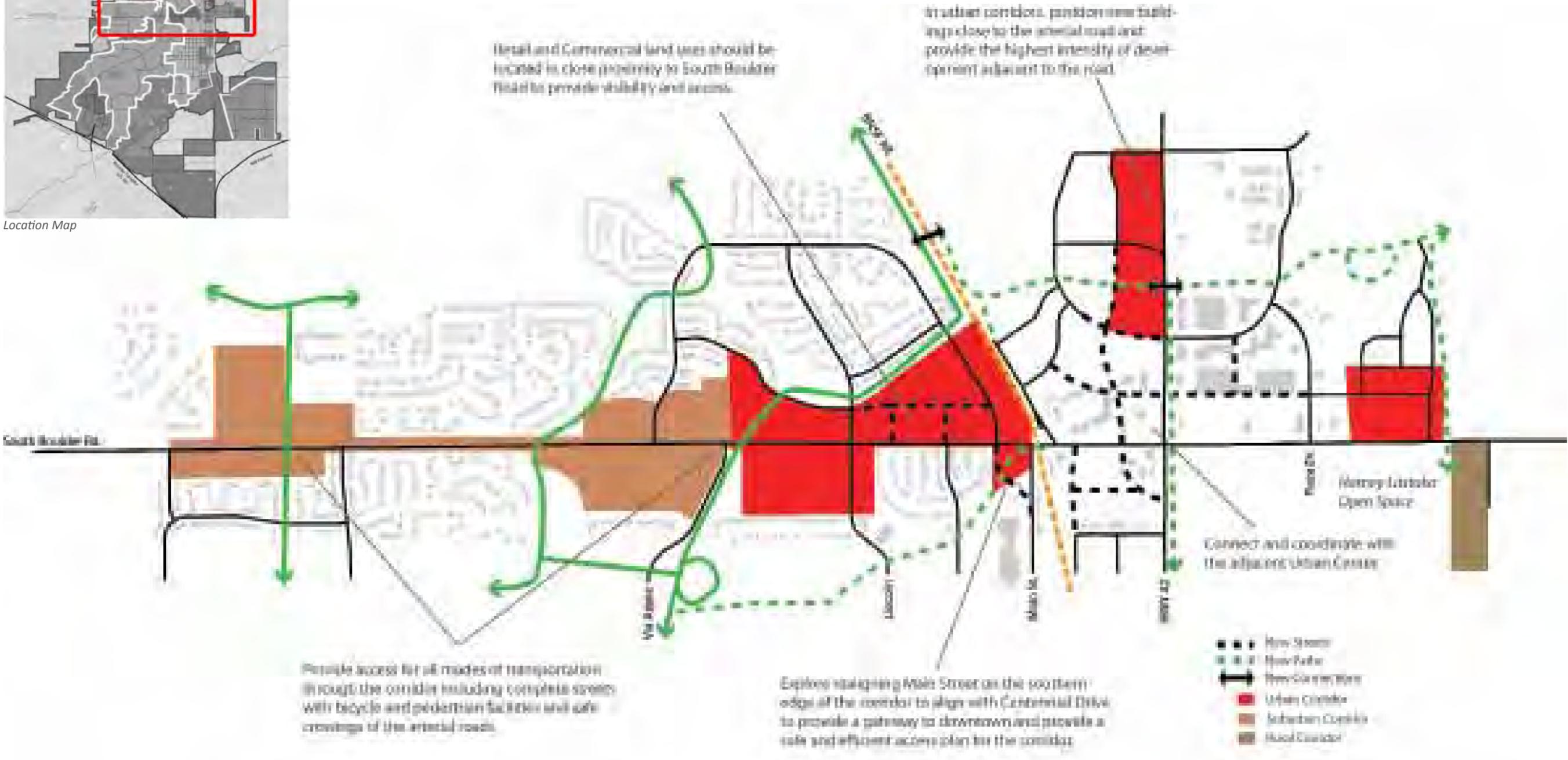
Design Standards
 There is currently no cohesive design guidance for the urban and suburban corridors within the City. The Commercial Development Design Standards and Guidelines (CDDSG) regulate commercial development, and various planned unit developments and other residential zoning standards govern residential development. Unified standards should be created which help to create unified and connected mixed use urban and suburban corridors. Form based design regulations should focus on establishing a street presence along the roadway in the corridors, and setbacks and landscaping standards should be revised to enable visibility of commercial structures.

- Polices**
1. In urban corridors, position new buildings close to the arterial road and provide the highest intensity of development adjacent to the road.
 2. Retail and Commercial land uses should be located in close proximity to South Boulder Road to provide visibility and access.
 3. Explore realigning Main Street on the southern edge of the corridor to align with Centennial Drive to provide a gateway to downtown and provide a safe and efficient access plan for the corridor.
 4. Provide access for all modes of transportation through the corridor including complete streets with bicycle and pedestrian facilities and safe crossings of the arterial roads.
 5. Develop a comprehensive signage and way finding strategy for the corridor.





Location Map



The Framework

MCCASLIN BOULEVARD CORRIDOR (North of Cherry Street)

McCaslin Boulevard transitions from an urban center to an urban corridor from Cherry Street north to Via Appia. The land uses in this corridor will focus on the activity generated by McCaslin Boulevard and will include a mix of residential, commercial and neighborhood retail uses. Linear (north/south) connections will be maintained between individual parcels in the corridor. Safe pedestrian and bicycle crossings of McCaslin Boulevard will be implemented to enable safe access between the businesses, offices, and residences on either side of McCaslin. The McCaslin Boulevard Urban Corridor transitions to a Suburban Corridor at the southeast corner of Via Appia and McCaslin.

Land Use Mix

Urban Corridors include a mix of uses including residential, commercial, retail, and park land. The McCaslin Boulevard Corridor and Highway 42 Corridor is a combination of Mixed Use Primary and Secondary Streets. The location and classification of these street segments will be determined during the creation of a small area plan for the McCaslin Boulevard Corridor. The following table provides an overview of the land uses envisioned in the McCaslin Boulevard Corridor.

Land Use	Street Type			
	Retail		Mixed Use	
	Primary	Secondary	Primary	Secondary
Retail	G	A	E	A
Office	A*	A	E	A
Residential	N	N	A*	A
Industrial	N	N	N	N
Institutional	A	A	A	A

- A Allowed
- A* Allowed above ground floor
- E Either retail or office required on ground floor
- G Required on ground floor
- N Not allowed

Parking: Majority on-site private parking associated with a particular use. Allowance for shared parking agreements.

Fiscal Performance: Land use mix demonstrates positive fiscal benefits.

Density:
Floor Area Ratio:
 Fronting McCaslin Boulevard – 1.0
 Not fronting McCaslin Boulevard - .5
Units per Acre: 15-30 DU/Acre

Building Height: 2-3 Stories

Building Form and Design

Ground floor is oriented towards McCaslin Boulevard and/or a secondary street. Provide buildings which transition in scale to adjacent neighborhoods.

Infrastructure

Streets – McCaslin Boulevard: Transitioning to lower speeds which accommodate all modes of travel in an urban environment, and including safe bicycle and pedestrian crossings.

Block Length: 300-600 Feet

Public Spaces and Trails: Integrated into and transitioning through the corridor

Design Standards

There is not currently cohesive design guidance for the McCaslin Boulevard urban corridor. The Commercial Development Design Standards and Guidelines regulate new commercial development, and various planned unit developments and other residential zoning standards govern residential development. Unified standards should be created which help to create a cohesive linear corridor with a mix of uses. Form based design regulations should focus on establishing a street presence along McCaslin Boulevard with both single use commercial buildings and mixed use residential buildings. Setbacks and landscaping standards should be revised to enable visibility of commercial structures and a uni-

fied signage and wayfinding program should be implemented.

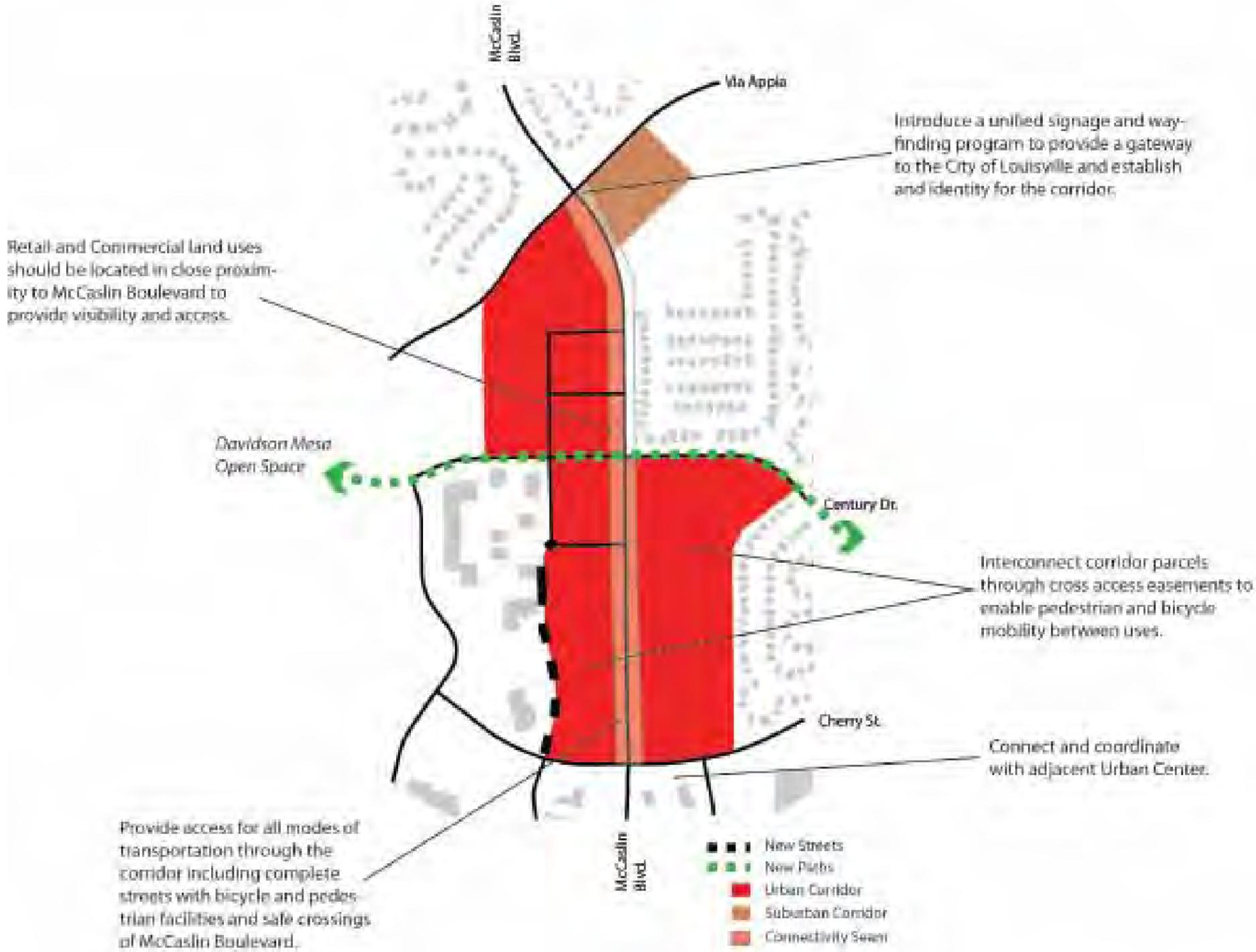
Policies

1. Position new buildings close to the street and provide the highest intensity of development on the Roadway. Interconnect corridor parcels through cross access easements to enable pedestrian and bicycle mobility between uses.
2. Retail and Commercial land uses should be located in close proximity to McCaslin Boulevard to provide visibility and access.
3. Introduce a unified signage and wayfinding program to provide a gateway to the City of Louisville and establish and identity for the corridor.
4. Provide access for all modes of transportation through the corridor including complete streets with bicycle and pedestrian facilities and safe crossings of McCaslin Boulevard.





Location Map



The Framework

SPECIAL DISTRICTS

Centennial Valley and Coal Creek Business Park

Centennial Valley is an office park special district located between McCaslin Boulevard and the Davidson Mesa Open Space. The portion of the Centennial Valley Business Park located to the west of Centennial Parkway is suburban and consists of single use large office parcels. The portion of the Special District located to the east of Centennial Parkway is urban and consists of smaller office parcels that are interconnected and have direct bicycle and pedestrian access to the McCaslin Boulevard urban center and urban corridor. The Coal Creek Business Park is a suburban office park Special District located adjacent to Dillon Road.

Colorado Technological Center (CTC) The Colorado Technological Center Suburban Special District is located in the southeastern corner of the City and includes a mix of industrial, office, and research and development facilities. This Special District is a key employment center for the City and will continue to be in the future. Design standards will serve to buffer land uses of differing intensities in the special district, and maintain a high quality employment center that responds to the needs of businesses.

96th and Dillon

The 96th Street and Dillon Road Rural Special District serves as the rural gateway to the City of Louisville. The area will include a mix of commercial, institutional, and industrial uses. The uses in this special district will be separated and buffered from the surrounding roads to maintain the appearance of a rural entryway to the City.

Phillips 66

The Phillips 66 Rural Special District is located in the southern portion of the City and is currently vacant. The land in this location is a unique subarea of the City which contains vital community facilities that provide critical services to the City and also presents a unique regional development opportunity. Due to the isolated nature of this special district, it is somewhat self-contained. However, the district will remain connected to the region through US 36 and to the rest of Louisville

through pedestrian and bicycle trails.

Land Use Mix

Each Special District's land use mix is unique and customized to each individual area. Generally the land use mix within each area is:

Residential: Not Allowed

Retail: Allowed in locations where the use can capitalize on the activity in the special district and traffic on surrounding roads

Office: Allowed as the single use on a parcel, or as part of a mixed commercial/industrial building

Industrial: Allowed as the single use on a parcel, or as part of a mixed commercial/industrial building

Institutional: Allowed

Parking: On-site private parking associated with a particular use.

Fiscal Performance: Land use mix demonstrates neutral fiscal benefits and positive economic benefits

Density:

Floor Area Ratio - Urban: up to .75

Floor Area Ratio - Suburban: up to .5

Floor Area Ratio - Rural: up to .25

Building Height:

Urban: 2-3 Stories

Suburban: 2-3 Stories

Rural: 3 stories. Additional stories permitted if structures are clustered and located out of the public view shed and buffered by surrounding topography and Open Space.

Building Form and Design

Buildings are oriented towards the property they sit on and serve the unique use requirements of the property.

Infrastructure

Streets: Varied Speeds

Block Length:

Urban: 300-600 Feet

Suburban: 1,000 – 2,000 Feet

Rural: No defined block structure

Public Spaces and Trails: Serving the periphery of the district.

Policies

1. Special Districts' specific character expectation will be articulated and defined in customized general development plans adopted by City Council.
2. Create walkable special districts that are connected to the rest of the City through sidewalks and pedestrian and bicycle paths.
3. Encourage internal services which meet the daily needs of the people working in the special district.





The Framework

NEIGHBORHOODS (N)

The established residential neighborhoods of Louisville are often overlooked but are of paramount importance to the citizens of Louisville residing in them. The City's residential housing stock is aging and rehabilitation issues within residential areas create challenges that the City must be prepared to meet. Outside of Old Town, the City's residential areas are governed by independent planned nit developments (PUDs). While these PUDs are comprehensive, they are not equipped to assist the City in providing coherent neighborhood plans and strategies for issues such as: housing rehabilitation, cut-through traffic, safe routes to school, aging infrastructure, and monitoring and maintenance of community services.

Changes in adjacent commercial and industrial land uses, particularly infill redevelopment, will also impact neighborhoods, requiring the establishment of compatible design criteria.

This Comprehensive Plan therefore recommends creating plans for each neighborhood in the City to aid in addressing these and other issues.

The residential areas of Louisville have been divided into nine neighborhoods. The starting point was circles with half-mile radii, representing a reasonable walking distance. The neighborhoods were then formed around these circles based on geography, connectivity, housing stock, and the input of residents at the charrette and elsewhere. They are as follows:

Davidson Mesa – the homes on top of the mesa in the northwest corner of the City, stretching to both sides of South Boulder Road and bounded on the south and east by Coyote Run open space. The area is mostly larger-lot single-family homes, with a few duplexes and some of-fice uses along South Boulder Road.

North Louisville – the central residential area north of South Boulder Road, with the north open space to the west and the BNSF railway to the east. The area consists of single-family homes, townhomes, apartment



Walking Distance and Neighborhood Size

units, and commercial and retail developments along South Boulder Road.

Hecla – the newer homes on either side of HWY 42, north of South Boulder Road and east of the BNSF railway. The area includes apartments, townhomes, single-family homes, senior housing, and significant retail development around South Boulder Road and HWY 42.

Lake Park – the houses around Lake Park on Via Appia, bounded by Coyote Run open space to the west, South Boulder Road to the north, and Old Town to the south and east. The area has apartments, townhomes, mobile homes, and single-family homes.

Hillside – the houses on the slope of Davidson Mesa, with Via Appia to the south and Coyote Run to the north, stretching across McCaslin Boulevard to the homes on the west. The area is all single-family homes, mostly on larger lots.

Old Town – the central area comprised of the Old Town Overlay Zone District, the Central Business District, and the Mixed Use Overlay District, as well as the newer subdivisions immediately west of Old Town. The area has a diverse mix of single-family houses, both new and

old, and multi-family dwellings, as well as commercial areas along Main Street and at South Boulder Road.

Fireside – the homes around Fireside Elementary, extending from Cherry Street to Via Appia and McCaslin Boulevard to Warembourg open space. The area includes mostly single-family homes, but also some apartments and townhomes.

South Louisville – the houses south of Downtown and north of Dutch Creek open space, with Warembourg open space to the west. The area is almost entirely single-family homes, with a few duplexes and townhomes.

Coal Creek – the area along Coal Creek and the golf course, south of Cherry Street and east of Dahlia Street. The area consists of single-family homes, townhomes, and apartments.

PRINCIPLE N-1. Planning Commission shall develop and City Council shall adopt a process for the creation, adoption, and implementation of Neighborhood Plans.

Policy N-1.1: The preparation of Neighborhood Plans may be initiated either by the City or by the residents of a neighborhood.

Policy N-1.2: The residents, property owners, and business owners within the neighborhood shall be integrally involved in the creation of the plan, and will work with staff to complete the plans that are presented to City Council for adoption.

Policy N-1.3: The Neighborhood Planning Areas shall include the residential areas, as identified in the accompanying map, as well as the local shops and businesses that serve the area and the public facilities such as parks and schools.

PRINCIPLE N-2. The Neighborhood Plans shall include definitive steps to be taken by the City, including but not limited to changes in zoning or other regulatory codes and improvements in physical and social infrastructure.

Policy N-2.1: Topics to be addressed in Neighborhood

Plans include:

- Addressing issues and concerns identified by residents.
- Transitions between the neighborhood and adjacent neighborhoods and commercial and industrial areas.
- Existing neighborhood character and desired future neighborhood character.
- Compatibility of existing zoning and PUDs with current and future development.
- The adequacy and appropriateness of the street network and street design.
- Facilities for pedestrians and cyclists, including sidewalks and multi-use paths.
- Availability of parking, both on street and off street.
- Other physical infrastructure needs, including water and sewer, power and gas, telephone, cable, and internet, and other civic amenities.
- Neighborhood safety, especially safe routes to school.
- Access to parks, open space, and recreation facilities.
- Provision of and access to social and cultural services.
- Access to public transportation.

PRINCIPLE N-3. Neighborhood Plans shall be compatible with this Comprehensive Plan and other adopted goals and policies for the City.

Policy N-3.1: Street designs shall comply with the City's complete streets policy and allow appropriate amounts of traffic at appropriate speeds.

Policy N-3.2: Streets shall form an interconnected network.

Policy N-3.3: Transportation facilities shall provide multi-modal accessibility for users of all ages and abilities.

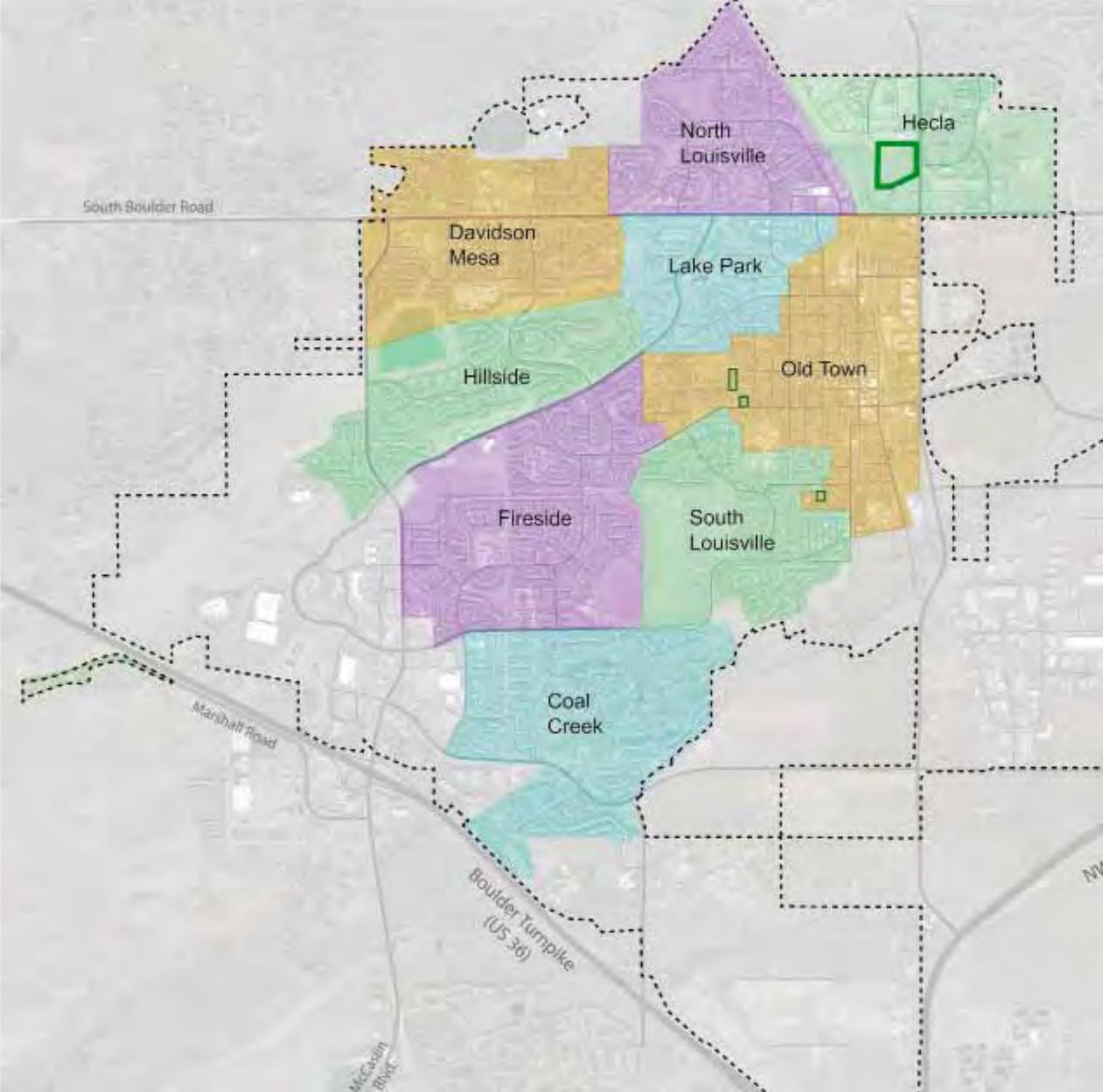
Policy N-3.4: Diverse housing opportunities shall be available for residents of varying income levels.



Policy N-3.5: The preservation of significant historic resources shall be encouraged.

Policy N-3.6: Neighborhood Plans shall be compatible with environmental, economic, and social sustainability.

Policy N-3.7: Neighborhood Plans shall contribute to the sense of place and community that defines Louisville.



Neighborhood Planning Areas

The Framework

TRANSPORTATION (T)

Transportation infrastructure is the foundation of city building. The form, function and character of Louisville's transportation infrastructure and adjoining land uses are intrinsically linked – starting with the first Boulder County roads, inter-urban rail between Denver and Boulder, or the Boulder Turnpike and its interchanges. Louisville's urban form and community character are dictated by its transportation systems. Streets provide the means and conveyance of circulation. Streets establish the block structure, organize land uses, and influence the architectural qualities of buildings. Streets are Louisville's most immediate and accessible public space, linking parks and schools to our neighborhoods.

Background / History

Since 1878, the City of Louisville's community form, character, and urban design have been influenced by its transportation investments. There are generally five stages of transportation investments and corresponding land use development, community growth and changes in Louisville's community character.

Stage 1: The Embryonic Phase of Development: The historic core of Louisville grew incrementally between the 1880s and the 1960s. The City's urban form was based on the local mining industry and was guided by the presence of the rail line and the "Kite Route", Denver's inter-urban railroad service to Boulder.

The pattern of Louisville's development was very walkable and formed what is known today as Downtown and Old Town. Louisville's growth during this time period was primarily residential, organically expanding the original town's street grid. Commercial development stayed within Downtown. Local groceries, goods, and services were provided to the public from various stores in Downtown including Joe's and Ideal Markets. The form of Louisville adhered to an urban pattern of development which better accommodated pedestrians and established Louisville's cherished small town character.

Stage 2: Major Road Infrastructure is developed: Louisville's urban pattern changed dramatically for the City in 1952 with the opening of the Boulder Turnpike and again in the 1960's when the toll for the Turnpike was removed and McCaslin Boulevard was first built. Be-

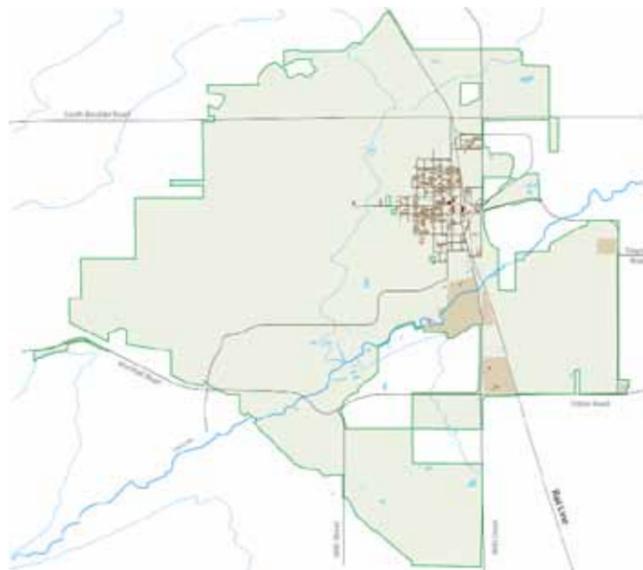
tween the 1960s and 1980s, Louisville experienced a significant period of growth and expansion, more than doubling the size of the City. Many new residential subdivisions were developed and the form of the City changed from urban, pedestrian based design, to suburban, reflecting the mobility of the automobile.

The Boulder Turnpike (US 36) and South Boulder Road improvements increased the accessibility of Louisville to the Denver-Boulder region. The Village Square Shopping Center was the first commercial development outside of Downtown and took advantage of the situation by providing a state-of-the-art grocery store, in 1978, capable of serving the Louisville households along with the regional customers commuting along South Boulder Road. As a result, retail services in Downtown were cannibalized by a more efficient and better located regional competitor. Downtown retail eventually lost economic viability.

Stage 3: Retailing of the suburbs: Mass suburbanization of the Front Range, Boulder County, and Louisville followed the major transportation improvements. HWY 42 was realigned; better connecting Louisville to Broom-

field and HWY 287. McCaslin Boulevard was widened with a reconfigured interchange at US 36. Additional retail uses were approved and constructed along McCaslin Boulevard (Sam's Club) and South Boulder Road. Louisville Plaza (King Soopers and K-Mart) was located strategically at the intersection of HWY 42 and South Boulder Road, where it was capable of serving both Louisville and Lafayette residents along with the regional customers traveling on the two arterials. Louisville became the regional retail center of east Boulder County.

Stage 4: Employment Growth: Regional Employment growth followed the newly constructed households. Growth in the Centennial Valley, Colorado Technological Center, and Interlocken (Broomfield) altered traffic patterns. Boulder was no longer the primary employment center. New transportation investments, namely the 96th Street / HWY 42 connector (over the BNSF railline) and the Northwest Parkway significantly altered north-south travel in Louisville and East Boulder County. The new connection acknowledged the emerging commuting traffic to and from Interlocken, and the US 36 Corridor.



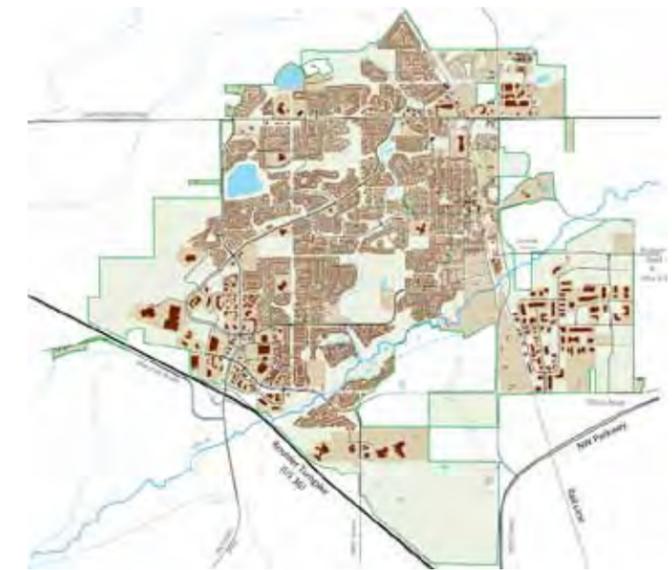
Louisville 1910



Louisville 1970



Louisville 1990



Louisville 2013

New retailers emerged in the Louisville trade area along key regional commuting corridors, including Wal-Mart and King Soopers along US 287 and Target, Costco and Whole Foods at McCaslin Boulevard and US 36. The change in commuting patterns, the continued loss in market share, the generally built out nature of the residential areas in Louisville, and other factors have had their economic impacts on the regional retail structure of the City. Now nearly 40% of the City's sales tax revenues come from local groceries and food and beverage sales, not regional retail.

Stage 5: Maturity (What's Next?): As new development continues in neighboring jurisdictions, Louisville will likely experience a decreasing share of local traffic on its internal street network. More and more cars on Louisville roads will neither begin nor end their trips in the City. Currently, nearly 40% of all trips on Louisville streets are regional in nature without an origin or destination within Louisville. Future transportation investments in the City will be challenged to accommodate demands for regional traffic mobility and at the same time address livability and economic viability concerns internal to Louisville.

Louisville's physical expansion is near completion. Open space, City boundaries and inter-local agreements with neighboring jurisdictions limit where Louisville can annex and expand. All first generation development has been planned and entitled in Louisville (except the 12 acre Alkonis property). Currently, 19% of Louisville's developable land remains vacant. However, this does not mean Louisville will not continue to evolve. Louisville's building stock will continue to age and will require improvements to remain economically viable.

Anticipated transportation projects influencing Louisville's form and character include: McCaslin Boulevard / US 36 Interchange (the Divergent Diamond Interchange and Bus Rapid Transit Station), HWY 42 redesign, and the Regional Transportation District's (RTD) Northwest Rail Corridor. Future Louisville transportation investments are prioritized toward transit and a more balanced (multimodal) system. Correspondingly, Louisville growth trends for the future have shifted away from

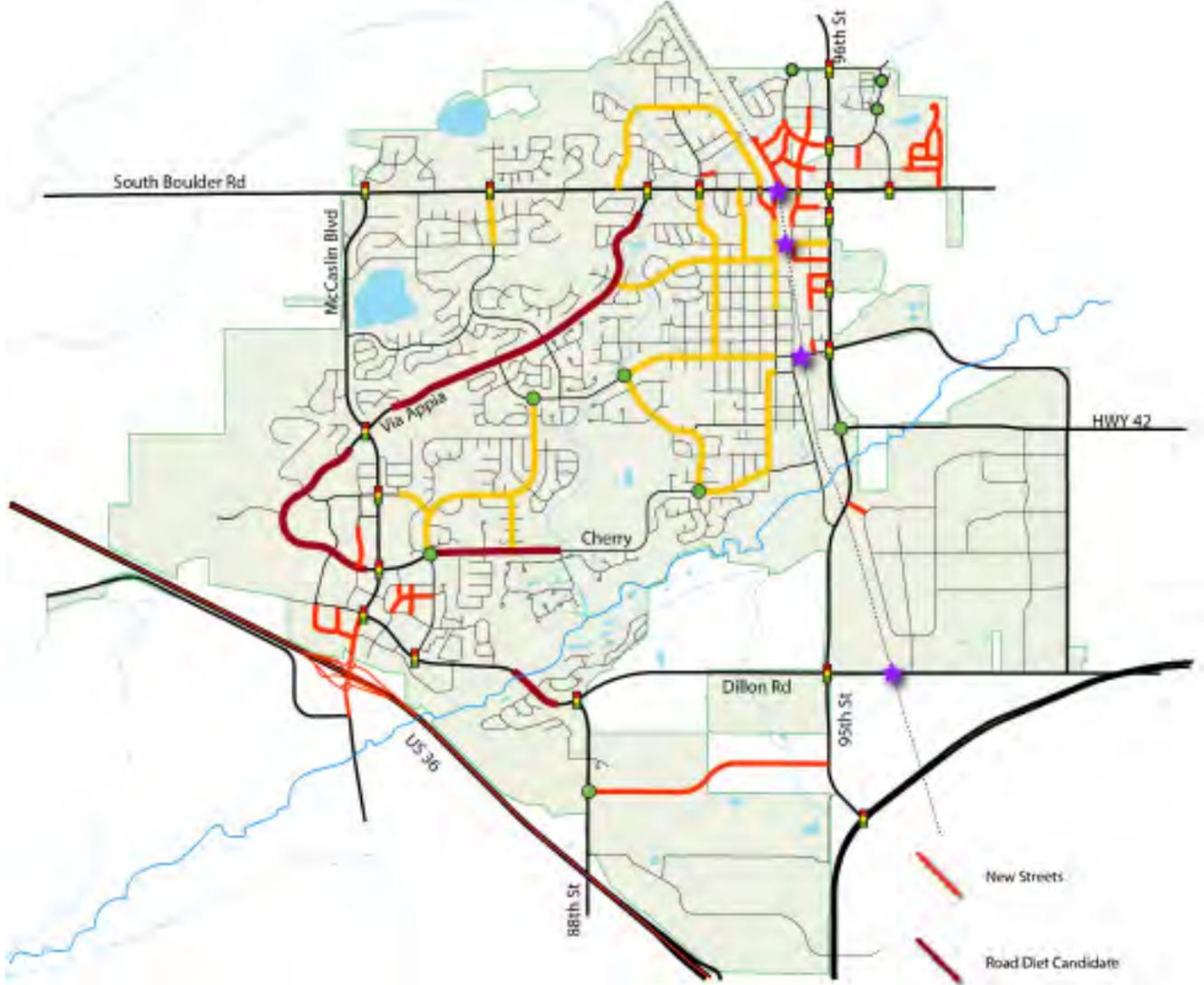
vehicular scaled design toward a more pedestrian scaled design; from community expansion to community reinvestment, refurbishment, and redevelopment, as second and third generation development occurs in Louisville.

The construction of the managed lanes along US 36 and the Divergent Diamond Interchange at McCaslin Boulevard will introduce high capacity transit to Louisville. Current land patterns near the interchange and park-and-ride facility do not maximize the opportunities presented by the US 36 Bus Rapid Transit System.

The City's current transportation policies and regulations reflect a community focus on vehicular movement and not a more balanced multimodal transportation system. The policies support transportation actions which continue to expand street capacity and are not consistent with the realities of a community that is landlocked and experiencing second and third generation growth. The City's current transportation regulations are aligned with regional mobility concerns and are designed to accommodate vehicular traffic, roadway capacity, and safety features for higher speeds. These policies are in direct conflict with the City's Vision Statement and many of the City's Core Community Values. Louisville's transportation priorities need to be aligned with multimodal transportation, roadway efficiency, property access, and safety features to create a balanced transportation system.

Analysis

Using a sophisticated traffic model developed from the Denver Regional Council of Governments (DRCOG) 20-year forecasts, staff analyzed the transportation impacts associated with the endorsed development scenario. The target was level of service (LOS) D, as defined by the Institute of Transportation Engineers, which is common in suburban areas and allows traffic to flow relatively freely, with a few instances of congestion. Based on this analysis the City's street network has the capacity to accommodate the 20 year forecasted regional traffic for the preferred Development Framework. The following summarizes the recommended roadway strategies for Louisville over the next 20 years.



Proposed Transportation improvements

The Framework

Several significant observations have emerged from the transportation analysis and community outreach efforts of the Comprehensive Plan when compared to the City’s Vision Statement and Core Community Values.

20 year Forecasts - With the approval of the Divergent Diamond Interchange at the McCaslin Boulevard and US 36 interchange, all Louisville streets are expected to meet the anticipated regional traffic forecasts and maintain an overall Level of Service (LOS) D.

Principle T-1. The City of Louisville is committed to creating a context-sensitive, multimodal transportation and trail system which integrates land use, transportation, and recreational considerations and enables vehicles, transit, bicycles, and pedestrians of all ages and abilities to move in ways that contribute to the economic prosperity, public health and exceptional quality of life of Louisville

Policy T-1.1: New streets are needed as properties experience second and third generation redevelopment. The long-term transportation strategy for the City should focus on local street network enhancements balanced with neighborhood traffic calming, improving the connectivity and livability of the City’s arterial network.

Policy T-1.2: Corridor Master Plans and 30% Designs are needed for Hwy 42/96th Street; McCaslin Boulevard; South Boulder Road; and Dillon Road.

The purpose of these multi-modal corridor plans is to outline a plan of action and specific strategies which ensure mobility and access for individuals within a broad range of ages and abilities on all City arterials by providing safe, convenient, and efficient multi-modal transportation infrastructure. The Corridor Master Plans and 30% Designs shall meet existing and future needs, support the implementation of adopted community plans, and reflect and support the anticipated and expected development character of the areas they are traversing. Each Multi-modal Transportation Corridor Plans and 30% Designs shall:

- Balance regional mobility and community liv

ability,

- Develop partnerships to work cooperatively with all stakeholders served by the corridor;
- Provide a supportive transportation system that enables the Community’s Land Use Vision;
- Consider and balance the impacts upon natural, social and cultural resources;
- Provide safe and convenient facilities for a broad range of users and multiple modes of travel;
- Accommodate future regional transit plans;
- Promote regional trail connectivity;
- Design sustainable solutions; and,
- Develop creative, cost-effective and implementable solutions.

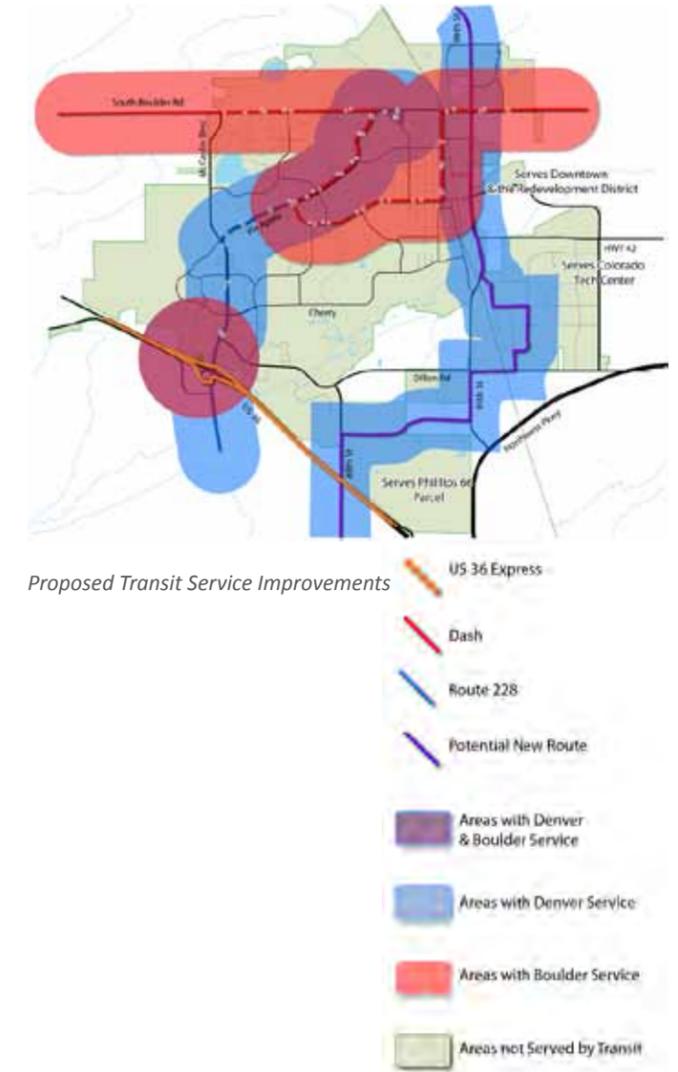
Policy T-1.3: The Louisville street network has excess capacity on a few of its arterial streets. Via Appia, Centennial Parkway, Cherry Street (between Dahlia and Heritage Park), and Dillon Road (between 88th Street and Club Circle) are candidates for “right sizing”. Right Sizing candidates are roadways where the expected volume of traffic does not warrant the size of the street and the capacity of the street could be reduced and still meet expected traffic levels of service. Benefits of a right sizing include: traffic safety, pedestrian and bicycle accommodation, neighborhood continuity, and reduction in long-term maintenance costs to the City. Challenges to a right sizing include a reduction in mobility and a motorist’s ability to freely maneuver along a corridor. This recommendation simply identifies these four road segments as candidates for right sizing and recommends a more detailed corridor analysis be conducted to evaluate peak hour traffic conditions and specific pedestrian and bicycle utilization rates along with crash histories for each corridor. The timing of these corridor studies should be aligned with the City’s capital improvement program and reconstruction schedule of each roadway.

Policy T-1.4: Three roundabouts operate in the City of Louisville; one in the Steel Ranch Community and two in the North End Community. This Comprehensive Plan identifies the potential for a number of additional roundabouts throughout Louisville.

Roundabouts are preferred traffic control devices based on multiple opportunities to improve safety, operational efficiency, and community aesthetics. The intent of the candidate roundabout program in Louisville is to identify opportunities for more detailed analysis and the possibility of introducing roundabouts to promote a safer and more balanced transportation system. The timing of these roundabout studies and their possible implementation should be aligned with the City’s neighborhood planning initiatives, the capital improvement program, and the reconstruction schedule in the Capital Improvement Program for candidate intersections. The benefits of roundabout intersections include:

- Traffic Safety
- Operational Performance
- Traffic Calming
- Pedestrian Safety
- Aesthetics
- Land Use Transitions
- Ongoing Operations and Maintenance
- Environmental Factors

Policy T-1.5: The transportation analysis identified traffic calming candidate streets throughout Louisville. A number of streets were identified as traffic calming candidates where residential homes “fronted” high volume roadways which carry more than reasonable neighborhood traffic volumes (1,000 vehicles per day). The purpose of this classification is not to reduce the capacity of the street, but to develop physical measures which reduce the speeds at which motorists are traveling along these streets in order to make them traverse the neighborhoods at safe speeds. Physical measures can include narrowing streets or changing street geometrics, among other things. This recommendation identifies these streets as candidates for traffic calming and recommends a more detailed neighborhood traffic plan be created to evaluate real conditions, rather than modeled conditions. The timing of these neighborhood traffic plans should be aligned with the City’s Capital Improvement Program and repaving schedule of each neighborhood, concurrent with the development of recommended Neighborhoods Plans.



Policy T-1.6: Transit service to Louisville can and should be improved. Louisville supports the Regional Transportation District’s (RTD) FasTrack Program. Louisville’s long-range Land Use strategies are tied to the implementation of the Bus Rapid Transit Corridor along US 36 and the long-term implementation of the Northwest Rail Corridor with a station serving Downtown Louisville.

Additionally, there are two key components to local bus transit service within Louisville: coverage and frequency. Coverage refers to what portions of the City have local transit service. Frequency refers to how often the areas which have local transit service are served by transit. Louisville needs improvements in both aspects of RTD’s local transit service.

Currently, the entire southeastern portion of the City has no local transit service, including Avista Hospital, the Colorado Technological Center, Monarch Campus and the Phillips 66 property. All are critical employment areas to the City and the entire metro region. It is the recommendation of the Comprehensive Plan for the City to work with its neighboring jurisdictions and RTD to provide transit service along HWY 42/96th Street between Lafayette and Broomfield and introduce transit service to Avista Hospital, the Colorado Technological Center, and, as development occurs, the Phillips 66 property.

Policy T-1.7: Walkability is a key ingredient to livable cities and neighborhoods. Great cities and neighborhoods all feature street level experiences that invite and stimulate pedestrian and bicycling activities. Walkability enhances public safety, fosters personal interactions, improves public health, and increases economic vitality.

Louisville has an excellent recreation trail network and generally a high quality walking environment on its City streets. The intent of this Comprehensive Plan is to establish a transportation policy which raises the bar and better integrates the City’s recreational trail network with City’s street network. This interconnection will help create a more balanced transportation system that serves the entire City and is designed for all users of all ages and ability levels.

Policy T-1.8: Louisville has four at-grade crossings of the Burlington Northern Santa Fe (BNSF) Rail line. Three of the crossings: Main Street, Griffith Street and South Boulder Road are located within, or immediately adjacent to established residential neighborhoods. The fourth is located at Dillon Road near the Colorado Technological Center and proposed relocation of the St. Louis Catholic Church and School.

Federal Railroad Administration regulations require locomotive horns be sounded for 15-20 seconds before entering all public at-grade crossings, but not more than one-quarter mile in advance. This federal requirement preempts any state or local laws regarding the use of train horns at public crossings, unless certain improvements are made to the crossings.

The noise level of the horns negatively impacts the quality of life for residents and employees living and working ¼ mile of the rail corridor. It is a recommendation for the City of Louisville to work with its neighboring jurisdictions and the BNSF to create safe Federal Railroad Administration qualifying upgrades to all four rail crossings in the City. The timing of these investments was tied to FasTrack’s Northwest Rail Corridor improvements. However, because of the uncertainty of the Northwest Rail Project, the City of Louisville should continue to advance implementation of the four crossings improvements necessary for a City-wide Quiet Zone in a strategy separate from the Northwest Rail Study.

Principle T-2. The City of Louisville should develop and implement area-specific and City-wide transportation plans through an open and collaborative process to achieve the principles and policies outlined above.

Policy T-2.1: The Planning Department, Public Works Department and the Parks and Recreation Department shall collaboratively generate multimodal transportation plans for the residential neighborhoods and commercial areas of the City. At a minimum, this work shall include:

- a. Safe Routes to School
- b. Parking Management
- c. Pedestrian Circulation

- d. Bicycle Circulation
- e. Vehicular Circulation and Neighborhood Traffic Calming

Policy T-2.2: The Planning Department, Public Works Department and the Parks and Recreation Department shall collaboratively generate multimodal transportation corridor plans for HWY 42/96th Street; McCaslin Boulevard; South Boulder Road; and Dillon Road which shall include:

- a. Long-Term Land Use Vision and Urban Design Assessment
- b. Near-term and Long-term multimodal transportation performance evaluation
- c. Parking
- d. Transit Circulation and pedestrian access
- e. Pedestrian and bicycle crossings

Policy T-2.3: The Planning and Building Safety Department, Public Works Department and the Parks and Recreation Department shall generate a City-wide multimodal Transportation Master Plan that incorporates and consolidates the findings of each neighborhood, commercial area, and corridor plan. The plan shall include:

- a. Traffic Management and Traffic Calming Program
- b. Pedestrian Master Plan
- c. Bicycle Master Plan
- d. Transit Service Plan
- e. Primary Corridor Plan
- f. Transportation Demand Management

Policy T-2.4: The Departments of Planning and Building Safety, Public Works and Parks and Recreation will review and update the current design and construction standards including Resolution 9, Series 1994 (Roadway Construction and Design Standards); and LMC Chapter 12 – Streets and Sidewalks; Chapter 16.16 – Design Standards; and Chapter 17.14 – Mixed Use Zone District.

The review and update will ensure they reflect the best design standards and guidelines to provide flexibility for context-sensitive design. The roadways will be designed

within the context of the neighborhood and corridors, recognizing all streets are different. The user, mobility, and land use needs will be balanced and consistent with the context sensitive multimodal transportation policy stated above.

Policy T-2.5: An annual report will be made to the City Council by the City Manager showing progress made in implementing this policy.

The Framework

CULTURAL HERITAGE (CH)

The Cultural Heritage of Louisville includes the built environment – the structures of the past and their remains that evidence the history of our community – augmented by the stories of those who inhabited them, recorded through archival records and oral history. The history gives life and meaning to buildings that could otherwise not speak, and to the people associated with these structures that provide a tangible link to the past. The principles and policies below will ensure the Cultural Heritage of Louisville is protected and celebrated, in accordance with the Vision Statement and Core Community Values.

Principle CH-1. The City should support and encourage the preservation of historic structures through its policies and actions.

Policy CH-1.1: The City should create a Preservation Master Plan, updated every five years, to identify resources and guide the City’s Historic Preservation Program and the use of Historic Preservation Funds.

Policy CH-1.2: Area and Neighborhood Plans should incorporate historic preservation elements, where appropriate.

Policy CH-1.3: The City’s Design Standards and Guidelines, particularly the Downtown Design Handbook, should be updated to incorporate elements of historic preservation.

Principle CH-2. Preservation efforts can support a Sustainable Community.

Policy CH-2.1: The City should highlight preservation projects for their sustainable benefits, expand partnerships with sustainability organizations and programs, and include preservation considerations as it develops new sustainability policies and regulations.

Policy CH-2.2: The City should promote economic sustainability through historic preservation, including:

- Promote Louisville as a destination for visitors interested in cultural and historic attractions.
- Coordinate preservation efforts with other programs designed to support local businesses.
- Promote adaptive reuse of historic properties.
- Work with economic development partners to include historic resources in redevelopment policies and economic development plans.

Policy CH-2.3: The City should promote environmental sustainability through historic preservation, including:

- Expand partnerships with sustainability organizations and programs .
- Create energy efficiency standards to fit historic resources.
- Highlight green building practices through various City programs.

Policy CH-2.4: The City should work with affordable housing organizations to utilize historic resources.

Principle CH-3. City policies should encourage a livable community with a strong sense of history.

Policy CH-3.1: The City should expand the existing Museum to meet museum standards for allocation of resources by developing a new structure, or moving and renovating a historic structure, onto the vacant pad site of the Museum campus for the storage of over 15,000 items.

Policy CH-3.2: The City should consider creating a Historic Park where buildings slated for demolition can be moved and used as interpretive education to showcase Louisville’s mining and agricultural heritage.

Policy CH-3.3: The City should develop procedures for identifying, preserving and protecting archaeological resources, including the adaptive reuse of the Louisville Grain Elevator.

Principle CH-4. The City should provide effective public outreach regarding Cultural Heritage issues.

Policy CH-4.1: The City should provide educational programs such as a rehabilitation skill-building program for local trade workers.

Policy CH-4.2: The City should stage regular outreach events with community organizations that may become future partners in historic preservation.

Policy CH-4.3: The City should ensure the public is aware the Historic Preservation Fund sales tax sunsets at the end of 2018 and should take steps to encourage voters to renew the tax.

Policy CH-4.4: The City should promote public awareness and understanding of the city’s cultural and social history through programs such as an interactive map which provides hyperlinks to social histories of historic properties.

Policy CH-4.5: The City should encourage public participation in the preservation program.

Policy CH-4.6: The City should develop policies that provide clear guidance to the public for the treatment of locally designated historic resources.

Policy CH-4.7: The City should monitor the preservation program on an on-going basis to assure that it maintains a high level of performance and implement an annual program review that includes Certified Local Government programming.

Principle CH-5. City Boards and Commissions that deal primarily with Cultural Heritage issues, particularly the Historical Commission and Historic Preservation Commission, should collaborate more with each other and with other Boards and Commissions to promote the preservation and celebration of Louisville’s Cultural Heritage.

Policy CH-5.1: Preservation Principles should be integrated with other community goals and policies.

Policy CH-5.2: City departments and boards should be kept apprised of the policies and actions of the Historic

Preservation Commission so they may act in a mutually supportive fashion, including actions such as:

- Review related City regulations for potential conflicts with preservation objectives.
- Integrate preservation project review into the City’s review of land development applications.
- Include preservation development review policies on the City’s website.
- Conduct an annual interdepartmental work session related to historic resources.
- Include preservation objectives in the Capital Improvement and Preservation program.
- Include preservation objectives in planning and City facilities.

Policy CH-5.3: The City should ensure the application of the existing International Building Codes supports preservation objectives and should promote appropriate use of the flexibility provided in the International Building Code for historic properties.

Policy CH-5.4: The City should establish a clear working relationship between preservation staff and code enforcement staff, including creating and implementing the use of a compliance-tracking form to aid enforcement staff in site inspections for preservation related projects.

Principle CH-6. – The City should continually update and improve the Historic Preservation Fund Grant program.

Policy CH-6.1: The City should work with past grant recipients to learn from past experiences.

Policy CH-6.2: The City should create an effective and efficient process which guides the nomination and designations of historic resources and should establish a user-friendly system for the designation of individual landmarks and districts.

Principle CH-7. The City should periodically update Section 15.36 of the Louisville Municipal Code.

Policy CH-7.1: The City should establish minimum main-



The Framework

tenance requirements for landmark properties.

Policy CH 7.2: The City should ensure the policies and extents of the grant and demolition review programs match the community's goals with respect to aging structures outside the traditional historic core.



The Framework

PARKS, RECREATION, OPEN SPACE, AND TRAILS (PROST)

In 2012, the City adopted a Parks, Recreation, Open Space, and Trails Master Plan (PROST Plan) that defined goals and objectives for Louisville’s parks and recreational amenities.

The PROST Plan made recommendations for maintaining and improving the high level of service enjoyed by Louisville residents and those recommendations, along with the entire PROST Plan, are hereby adopted by this Comprehensive Plan. In summary the principals and policies for Parks, Recreation, Open Space, and Trails identified in the PROST Plan and adopted here are as follows:

Principle PROST-1. Improve trail connections to promote healthy and enjoyable alternative transportation and opportunities for active recreation

Policy PROST-1.1: Enhance the trail user experience through improved wayfinding and additional safety and

comfort features.

Policy PROST 1.2: Improve safety, accessibility, and continuity for the trails within Louisville.

Policy PROST-1.3: Continue to provide connections from Louisville’s trails to regional trails and trails provided by neighboring agencies.

Principle PROST-2. Maintain existing high levels of service for parks, open space, and trails as Louisville matures and evolves.

Policy PROST-2.1: Ensure that Levels of Service are appropriate and equitable now and in the future across the entire city so that all residents have equitable access to services.

Principle PROST-3. Maximize efficiency.

Policy PROST-3.1: Position the Department to achieve maximum efficiency.

Facility	Quantity
Louisville Parks	306 acres
Louisville Coal Creek Golf Course	154 acres
Louisville Open Space	698 acres
Jointly Owned Open Space	1,060 acres
Open Space – Other Ownership	1,117 acres
Parks – Other Ownership	182 acres
Component	Quantity
Arboretum	1
Art Walks	2
Ball Diamonds	10
Basketball Courts	4
BMX Course	1
Bocce Courts	9
Community Gardens	1
Disc Golf Course	1
Dog Parks	2
Horseshoe Pits	4
In-Line Rink	1
Multi-Purpose Fields	11
Outdoor Fitness Court	2
Playgrounds	13
Picnic Shelters	16
Pool (outdoor)	1
Recreation Center	1
Skate Park	1
Tennis Courts	9
Volleyball Courts	2
Trail Type	Quantity (mile)
Louisville (Soft Surface)	13.23
Louisville (Paved)	15
Louisville (Sidewalks)	9.8
Other Ownership (All Surfaces)	30.4

Facility Inventory

Policy PROST-3.2: Organize staffing to achieve maximum efficiency.

Policy PROST-3.3: Enhance staffing levels to meet the challenges of a growing community.

Principle PROST-4. Ensure a Service Delivery Model that remains responsive and relevant to City residents’ leisure behaviors, interests, and needs.

Policy PROST-4.1: Address emerging recreation and leisure trends and changing population characteristics including the aging population and current increasing demand for pre-school age programming.

Policy PROST-4.2: Respond to the 2008 citizen survey, the 2009 Comprehensive Plan, 2010 citizen survey that suggested teen activities/programming is a high unmet need.

Principle PROST-5. Enhance programming capacity by exploring opportunities outside of City of Louisville facilities and services.

Policy PROST-5.1: Assess partnerships with local organizations and agencies to provide access to other spaces for programming.

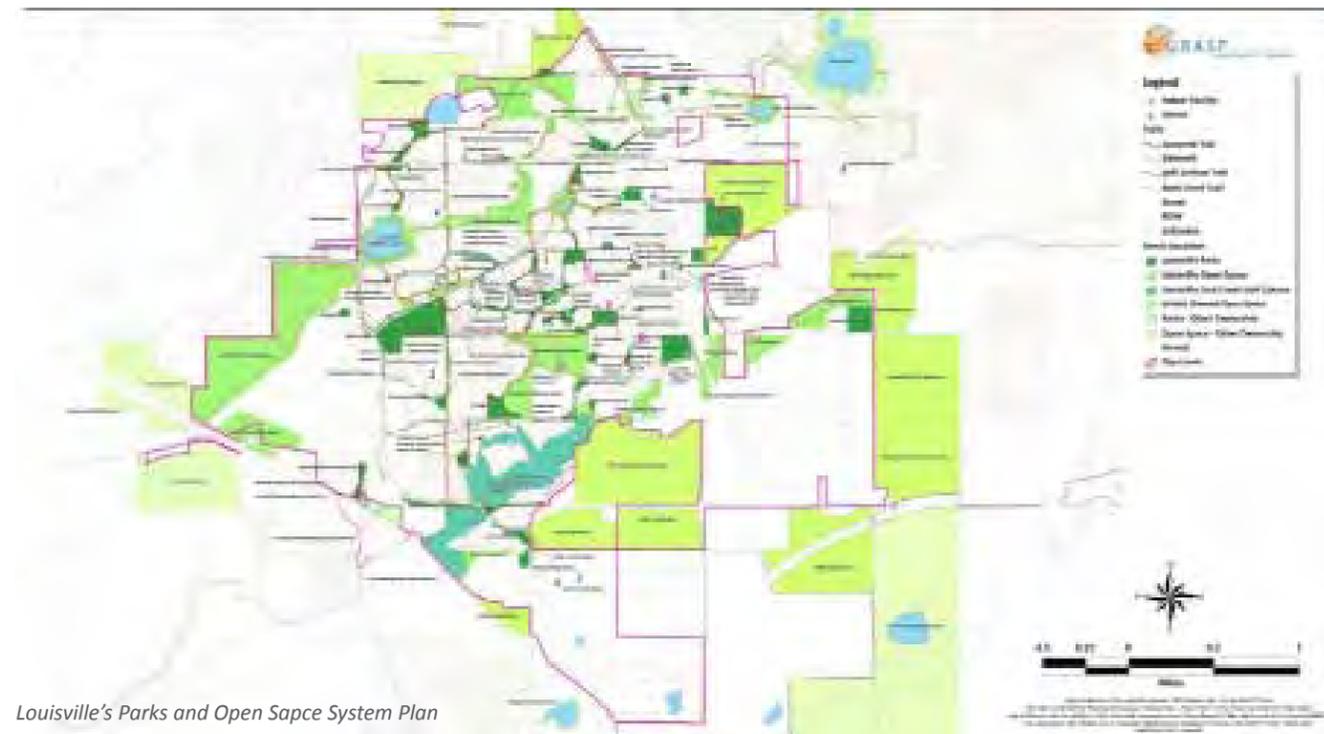
Principle PROST-6. Promote environmental stewardship and education.

Policy PROST-6.1: Continue to develop and incorporate environmental stewardship and education curricula to respond to community values.

Principle PROST-7. Enhance communications and outreach efforts to increase efficiencies and effectiveness.

Policy PROST-7.1: Continue to develop and implement an enhanced, streamlined marketing, communications, and outreach plan in response to a need identified to increase efficiencies and create cost-savings.

Principle PROST-8. Maximize intergovernmental agreements with Boulder Valley School District.



Louisville's Parks and Open Space System Plan



The Framework

Policy PROST-8.1: Maximize partnerships with governmental agencies through adjustments to existing inter-governmental agreements (IGAs).

Principle PROST-9. Evaluate and review the effectiveness and understanding of partnership agreements.

Policy PROST-9.1: Develop and implement a partnership policy to be used for the development of all new partnership agreements.

Principle PROST-10. Define/Improve Park Maintenance Standards.

Policy PROST-10.1: Adopt general Park and Athletic Field maintenance standards.

Principle PROST-11. Define/Improve Open Space Maintenance & Management Standards.

Policy PROST-11.1: Create, review, and update Open Space Maintenance & Management Plans to provide consistency in management practices throughout the system.

Principle PROST-12. - Parks & Open Space CIP

Policy PROST-12.1: Prepare and revise, as needed, a Capital Improvements Plan for Parks and Open Space to facilitate ease of maintenance, maintain community expectations, and to keep ahead of the potential of deterioration of existing facilities.

Principle PROST-13. Sustain the high level of service to which citizens have become accustomed.

Policy PROST-13.1: Ensure continuation of the 3/8 percent sales tax Conservation Trust Land Acquisition Fund due to sunset January of 2014.

Policy PROST-13.2: Identify and estimate the cost of future maintenance and operations (staffing, supplies, and services) for any newly proposed parks, open space, trails, and indoor facilities to ensure that future development O & M is funded.

Policy PROST-13.2: Create and implement a cost recovery philosophy and policy.

Principle PROST-14. Renovate, Expand, and Develop Facilities.

Policy PROST-14.1: Conduct Feasibility Studies to understand future capital and operational funding and revenue generation potential.

Principle PROST-15. Implement 2011 Coal Creek Golf Course Strategic Plan.

Policy PROST-15.1: Improve overall maintenance and playability, and secure capital funding for repairs, replacement, and improvements.

Principle PROST-16. Maximize Implementation Efforts.

Policy PROST-16.1: Collaborate to strategically achieve the goals of the plan.

Policy PROST-16.2: Inform and empower staff to implement plan recommendations.



Louisville's Regional Trails Improvement Plan

The Framework

MUNICIPAL INFRASTRUCTURE (MI)

Louisville’s municipal infrastructure includes roads (addressed in the Transportation section), raw water supply and treatment, sanitary sewers and wastewater treatment, and storm sewers and drainage. Other infrastructure not belonging to the City, but in which the City has a vital interest, include gas, electric, and telecommunications lines.

As described in the Existing Conditions chapter, raw water supply is secured for the City’s planned build out, but improvements may be needed to the water treatment plants to serve new commercial and industrial development. Improvements to the Wastewater Treatment Plant will be undertaken as needed. The City will also make improvements to the storm sewer system to improve water quality and mitigate the impacts of flooding.

Principle MI-1. The City should provide adequate public facilities, water, sewer and related services to meet the demand of existing and future residents and commercial and industrial growth.

Policy MI-1.1: Through the use of water tap fees for new development, the City should ensure that water acquisitions will supply adequate water to meet the needs of the community.

Policy MI-1.2: The City’s water quality standards and treatment practices should continue to maintain a high level of health protection for its residents.

Policy MI-1.3: The City should ensure that its storm drainage and wastewater treatment system is adequate to meet the demands of existing and planned development.

Policy MI-1.4: The City should continue to require the dedication of water rights or the payment of a water resource fee in lieu of dedication from newly annexed property.

Principle MI-2. Development fees should be adequate

for the improvements necessary to serve new development.

Policy MI-2.1: The City should develop and utilize long-range plans for determining infrastructure requirements to meet the demand of planned growth.

Policy MI-2.2: The City should continue to assess impact fees on new development requiring development to pay its calculated share of new public facilities and infrastructure.

Policy MI-2.3: The City should coordinate with other service providers on development requests to ensure that necessary services not provided by the City should be made available for planned new development and redevelopment.

Policy MI-2.4: Development patterns should be planned with the consideration of the alignment and location of existing and future public facilities and infrastructure.

Policy MI-2.5: Future development and redevelopment should be coordinated with Xcel Energy to ensure that development is buffered to the full extent necessary from the existing locations, as well as future expansion of high pressure natural gas pipeline systems and overhead transmission lines and associated infrastructure.

Policy MI-2.6: All new developments should dedicate to the City required right-of-ways and install designated public improvements per approved design standards.

Principle MI-3. The City should continue to make improvements to reduce the impacts of potential flooding on property owners.

Policy MI-3.1: The City should continue to participate in the Federal Emergency Management Agency (FEMA) Community Rating System to decrease the flood danger and reduce the cost of flood insurance for property owners.

Policy MI-3.2: The City should work with FEMA and the Urban Drainage and Flood Control District to define the

floodplain in the Empire Road area and consider pursuing a letter of map change in partnership with private property owners to remove the area from the floodplain.

Policy MI-3.3: The City should support any appropriate requests for letters of map change brought by private property owners.

Policy MI-3.4: The City should continue to follow the Louisville/Boulder County Outfall System Plan and work with neighboring jurisdictions, partner agencies, and property owners to make improvements to the storm sewer system, particularly with respect to Downtown Louisville.

Policy MI-3.5: The City should continue to work with and support property owners and developers on maintaining existing and new drainageways to maintain drainage capacity.

Principle MI-4. The City should take steps to ensure an adequate long-term water supply for the City in the face of droughts and changes to the regional climate.

Policy MI-4.1: The City should complete a water conservation plan that will encompass Comprehensive Plan updates and climate impacts with up-to-date raw water needs.

Policy MI-4.2: The City should adopt revised Drought Management Practices, including changing the drought surcharge from mandatory to discretionary and adding discussion surrounding water restrictions as a tool.

Policy MI-4.3: The City should continue to work with other area municipalities on strategies and communications.

ENERGY (E)

The City of Louisville recognizes that protection and conservation of its local and regional environmental resources is important to city residents. Residential and commercial buildings account for nearly half of the elec-

tricity and natural gas consumed in Colorado. Building codes and policy initiatives play a critical role in ensuring that energy efficiency technologies are supported in the marketplace, and provide multiple benefits to homeowners, renters, building owners and tenants, and society at large through reduced energy demand and energy cost savings. Policies and procedures should be examined to lessen energy consumption, waste generation, and air pollution impacts to our community. The City should also strive to promote wise use of energy resources in its own municipal operations.

Principle E-1. The City should efficiently use its energy resources and continually strive to conserve energy where practical.

Policy E-1.1: The City should pursue cost effective measures to reduce its dependency on non-renewable energy sources by pursuing the use of renewable energy sources for residents and businesses as well as for its municipal operations.

Policy E-1.2: The City should encourage building designs that maximize the use of natural light and thus diminish the need for energy consuming supplemental lighting.

Policy E-1.3: The City should encourage the use of energy-efficient lighting, appliances, and other devices in new development, redevelopment and in municipal operations.

Policy E-1.4: The City should encourage the use of landscaping that assists energy savings by the use of buffers and admittance of solar energy in the winter and shade in the summer.

Policy E-1.5: The City should encourage the use of solar energy in new development and redevelopment.

Policy E-1.6: The City should encourage expansion of wind or solar energy for on-farm electrical needs on Parks & Recreation and Open Space-owned land.

Principle E-2. The City should increase its internal purchase of renewable energy and expand opportunities



The Framework

for renewable energy where practical.

Principle E-3. The City should promote increased energy efficiency in residential and commercial properties.

Policy E-3.1: Increase outreach and education efforts with local energy efficiency contractors, designers, home and business owners.

Policy E-3.2: Work with partner agencies to offer free and subsidized weatherization services to qualifying low-income residents.

Policy E-3.3: Strive to remain current with the following model building codes from the International Code Council: International Energy Conservation Code, International Green Construction Code.

Policy E-3.4: Conduct a comprehensive community-wide analysis of energy consumption for City activities, City facilities, and also residential and commercial activities and buildings to create a baseline measure for future improvements.

COMMUNITY SERVICES (CS)

Community services include schools, libraries, police and fire services, solid waste / recycling / composting services, and health services. While not all of these services are provided directly by the City of Louisville, the Vision Statement and Core Community Values have indicated that they are very important. These principles and policies will ensure that the City supports community services to the fullest extent possible.

Schools

The City of Louisville is served by three elementary schools, the Louisville Middle School, and the K-12 Monarch campus. 2012 enrollments, and projected enrollments based upon the build-out of the Framework Plan. Louisville enrollment has been broken out from total enrollment to reflect what portion of the total enrollment is made up of Louisville students. As the Boulder Valley School District (BVSD) practices an open enrollment policy, the enrollment numbers reflect that approximately

20% to 30% of the total enrollment at the elementary level are comprised of students that open enroll from outside the City of Louisville.

Louisville public schools reflect a strong connection to the neighborhoods within their respective attendance area and enjoy a high level of parent involvement. As education is a defining attribute of the community, the City will continue to cooperate with BSVD to maintain an excellent school system.

School	October 1 Count 2007				Future Louisville Enrollment*	Capacity Surplus (Deficit)
	Program Capacity	Louisville Enrollment*	Students Population**	Total Enrollment		
Fireside Elementary	440	383	375	425	85.4%	383
Coal Creek Elementary	440	336	404	470	71.5%	336
Louisville Elementary	460	308	347	427	72.1%	460
Monarch K-5	298	297	323	325	81.4%	331
Louisville Middle	651	438	490	567	77.2%	531
Monarch 6-8	476	320	399	432	74.1%	320
Monarch High School	1728	1414	1878	1528	92.7%	1544
Totals	4467	3478	4213	4172	83.3%	3905

Source: Boulder Valley School District

* Note: Louisville enrollment for Monarch was not determined as the attendance area includes Superior and Louisville.

** Future surplus/deficit based on 2007-2008 program capacity with future enrollment potential based on the Framework Plan.

Principle CS-1. Excellence in education and access to educational opportunities should be a key feature of life in Louisville.

Policy CS-1.1: Library facilities, services, and programs should meet the existing and future library needs of all Louisville residents. The Library should:

- Provide a community gathering place for learning, entertainment, and the exchange of ideas for residents of all ages;
- Provide its citizens with exemplary service, quality print and non-print collections, and access to electronic resources using the latest in proven technological tools;
- Support the acquisition of pre-literacy skills for Louisville's youngest citizens and encourage literacy for all residents in the digital age;
- Support and encourage an atmosphere of intellectual curiosity and continuing education within the Louisville community through the

ongoing enhancement and promotion of the Library's services and programs;

- Strengthen Louisville's longstanding tradition of educational excellence through continued collaboration with local schools and other educational agencies.

Policy CS-1.2: Management should be consistent with the Library's policies as adopted by the Board of Trustees, the Library's goals and objectives as delineated in its Strategic Plan, and the City's Home Rule Charter and Louisville Municipal Code.

Policy CS-1.3: The City should collaborate with other area municipalities so that the Library can pursue consortial agreements to ensure cost-effective services and operation.

Policy CS-1.4: The City should ensure that land use and housing policies of the City complement the mission statement of the BVSD.

Policy CS-1.5: The City should promote joint planning activities with BVSD to ensure that new facilities are appropriately located, are provided in a timely manner and meet the needs of extracurricular and community use.

Policy CS-1.6: The City should continue to work closely with the BSVD to provide program capacity to meet Louisville and District needs.

Policy CS-1.7: The City should continue to refer appropriate proposed residential development applications to the Boulder Valley School District for review and comment and consider the estimated student yield of new residential neighborhoods during the development review process.

Policy CS-1.8: The City should encourage students to attend neighborhood schools.

Policy CS-1.9: The City should encourage BVSD and school principals to become involved in the planning process as the City continues to develop and redevelop in areas that will affect the school district.

Policy CS-1.10: The City should encourage new developments to provide Safe Routes to School to ensure the safety of Louisville students as they commute to and from school.

Police and Fire Services

Principle CS-2. The City should promote the health and safety of the community.

Policy CS-2.1: The City should remain committed to maintaining its police force level of service to ensure the safety of the community.

Policy CS-2.2: The City should support crime prevention through environmental design.

Policy CS-2.3: The City should continue to support a Fire Protection District to ensure preservation of life and property through fire prevention, fire suppression, hazardous materials response and emergency medical services support. The City, together with the Louisville Fire Protection District, should encourage the use and cost effectiveness of fire sprinklers in protecting life and property.

Policy CS-2.4: The City should coordinate with the Boulder County Health Department to ensure that public health services are available to residents of all ages.

Policy CS-2.5: The City should encourage programs or projects that promote healthy eating and active living.

Solid Waste Services

Principle CS-3. Promote and implement waste-reduction and recycling programs.

Policy CS-3.1: The City should work with governmental, private and not-for-profit agencies to develop regional approaches to solid waste reduction and management.

Policy CS-3.2: The City should continue its efforts to reduce waste generation from its municipal operations and explore methods for additional reduction. The City should consider the purchase of supplies with recycled content when feasible.

The Framework

Policy CS-3.3: In its own operations, the City should consider the environmental and economic costs, risks, benefits and impact from a life-cycle perspective when making planning, contracting, purchasing and operating decisions.

Policy CS-3.4: The City should continue to promote public education related to the value, methods and techniques of recycling, resource recovery and waste reduction.

Policy CS-3.5: The City should promote diversion from the landfill of construction and demolition refuse.

THE ECONOMIC DEVELOPMENT (ED) AND FISCAL HEALTH (FH)

Economic Development

Given Louisville's central location along the US 36 Corridor, between Broomfield and Boulder, the community is strategically located to capture its share of the region's business growth. The level of investment that actually occurs within the community will correlate to the City's commitment to its Vision and Core Community Values (as expressed in this Comprehensive Plan Update), supportive policies, creative financial solutions and removal of barriers. Barriers to development of the concepts presented here fall within five principal categories – organizational, physical, market, regulatory and financial. Strategies for the removal of these barriers will be critical to the ultimate implementation of the Plan.

Encouraging strategic investment in an environment that contains an appropriate mix of land uses and creates a unique sense of place is the central approach for targeting investment in key areas within the City. This premise assumes concentrating resources in the key commercial, retail, and employment centers in the City that will have a positive economic ripple effect throughout the entire City. In this way, the City of Louisville (as a public partner) can effectively leverage public investment efforts to overcome barriers and achieve desired outcomes. The economic future of the City will depend on how effectively these leveraged efforts are implemented.

It is also important to note the key role residential development plays in attracting new businesses and retaining existing businesses in the community. A diverse housing base is a prominent criteria businesses use to evaluate a community. The ability of a wide range of employees to live and work in close proximity increases business efficiency, provides a higher quality of life for employees, and discourages companies to relocate their business outside of the community. This relationship between residential diversity, availability and business growth should continue to be fostered in future economic development efforts.

Principle ED-1. The City should retain and expand existing businesses and create an environment where new businesses can grow.

Policy ED-1.1: The City should work to maintain a business friendly environment, where services to new and existing businesses are delivered in a timely and efficient manner.

Policy ED-1.2: The City should encourage employment centers that provide goods and services that will bring revenue from outside of the community into the community.

Policy ED-1.3: The City should focus on primary job creation that provides job diversity, employment opportunities and increased revenue for Louisville.

Policy ED-1.4: The City should focus on efforts that will encourage existing businesses to expand and develop in Louisville.

Policy ED-1.5: The City should review requests for business assistance based upon criteria under the Business Assistance Program.

Policy ED-1.6: The City should continue its business retention program as a means of reaching out to businesses in Louisville to specifically understand the needs of the business community.

Principle ED-2. The City should direct growth in an eco-

nomically responsible way, to maintain quality amenities and high service levels for residents.

Policy ED-2.1: The City should strive to achieve complementary land uses that promote an economically healthy community.

Policy ED-2.2: The City should work to maintain and improve community assets such as the educational, housing, recreational, retail and cultural opportunities that encourage local businesses to remain and expand in Louisville.

Principle ED-3. The City should be responsive to market opportunities as they occur, and maintain and enhance the City's competitive position to attract development that adheres to the Community Vision.

Policy ED-3.1: The City should actively compete for quality economic development opportunities.

Policy ED-3.2: The City should consider strategic public investments and partnerships to encourage, promote and recruit private investment that responds to the Community Vision and Core Community Values.

Policy ED-3.3: The City should establish a protocol for responding, from a single point of contact, to real estate, economic and demographic information requests.

Policy ED-3.4: The City should support Chamber of Commerce and the Downtown Business Association activities directed toward economic development both financially and through staff and support services.

Policy ED-3.5: The City should fund and manage a successful range of economic development services to respond to business development inquiries about the community.

Policy ED-3.6: The City should support redevelopment efforts that bring diversity and income generation to aging and distressed areas within Louisville.

Principle ED-4. The City should cooperate with sur-

rounding communities to explore opportunities for regional solutions to economic development challenges.

Policy ED-4.1: The City should participate with public/private entities that further economic development on a regional and State level.

Policy ED-4.2: The City should evaluate the benefits of forming a regional partnership within Boulder County as a vehicle to pool resources and encourage cooperation.

Policy ED-4.3: The City should participate in regional activities that promote Louisville.

Policy ED-4.4: The City should participate in bringing state and local programs designed to encourage business growth to businesses in Louisville.

Principle ED-5. The City should work to support and maintain the historic and cultural attributes of the Downtown Business District.

Policy ED-5.1: The City should periodically review the Downtown Framework Plan and the Downtown Design Handbook to ensure that the guidelines are applied in a manner that encourages the revitalization of existing structures, historic preservation where applicable, as well as application of appropriate guidelines in the construction of new structures and expansion of existing buildings.

Policy ED-5.2: The City should support and promote the revitalization of existing structures that maintain the character of downtown, while providing a diverse business base.

Policy ED-5.3: The City should support a mix of uses that bring new revenue generation to the downtown area.

Policy ED-5.4: The City should support and promote efforts that showcase both development opportunity and quality of life in Louisville, such as the "Street Faire", parades, the "Taste of Louisville", shopping opportunities and other community events.



Fiscal Health

A community's fiscal environment can be described as a "three-legged" stool, balancing nonresidential development, municipal services and amenities and residential development. The first "leg" of the stool – nonresidential development – provides the vast majority of revenues to support municipal services. Municipal services and amenities, the second "leg", attract residents and maintain their quality of life. The third "leg" – residential development – generates the spending and employees to support nonresidential business. Fiscal sustainability of the community relies on this type of balance, which must continually be maintained, even through changing economic cycles.

Over the past two decades, the City of Louisville has been at the forefront of Boulder County communities in maintaining its fiscal health. The City recognized early the need for revenue-generating, nonresidential development to offset the costs of providing a high level of service and community amenities to its residents. To this end, the City continues to make significant public investments to attract new businesses to retail, office and industrial developments. In 2011, a use tax was approved by voters to strengthen the tax base and offset the swings experienced from a declining retail market. The City continues to attract high quality residential development to support business growth.

Over the past five years, sales tax revenues in Louisville have declined by XXX PERCENT, as large format retailers in the McCaslin and South Boulder Road Corridors have closed down.

The City's continued fiscal challenge will be to balance the revenues and expenditures to maintain the desired municipal services that its residents expect. This fiscal balance has to occur recognizing that Louisville is land locked and successful redevelopment and revitalization will be keys to the City's future. However, if the desired land use pattern does not support the desired municipal level of service under the existing revenue structure, a change in the revenue structure may be required, similar to the adoption of the use tax.

Certain retail areas of the City of Louisville are depended upon to produce revenues that exceed the cost associated with providing services to them. These areas are the key producers of net positive revenues which in turn are used to provide City-wide services. The majority of the City's sales tax revenue comes from three key activity centers. The land use mix in each of these three key areas must provide positive fiscal returns to the City, and certain areas must provide exceedingly strong fiscal benefits to the City under the current City tax structure.

1. *The McCaslin Boulevard and US Highway 36 Interchange* - The McCaslin Boulevard and US Highway 36 Interchange Area generates approximately XXX percent of the City of Louisville's sales tax revenue. These revenues are due in large part to regional retail operations located in close proximity to McCaslin Boulevard and the Highway 36 interchange. Future land use scenarios should ensure that this area continues to provide strong fiscal benefits to the City by capitalizing on improvements in infrastructure and adapting to market trends.

2. *The South Boulder Road and Highway 42 area* - In contrast to McCaslin Boulevard's Regional Retailers, the South Boulder Road and Highway 42 intersection is a Community Retail center serving a smaller trade area. Although sales tax revenue generated in this area is not as high as the McCaslin Boulevard area, the revenue generated in this area is crucial to the continued fiscal success of the City, and the future land use mix in this area should produce positive fiscal returns to the City.

3. *Downtown Louisville* - 18% percent of retail sales tax revenue in the City of Louisville comes from food and beverage. A large percentage of this food and beverage sales tax is generated by the restaurants and bars in Downtown Louisville. Future land use plans for the Downtown area must continue to provide strong positive benefits to the City by supporting the continued success of the restaurant sector while enabling a diversification into other retail sectors.

Principle FH-1. The City should maintain fiscal balance through effective land use decisions, focused economic development efforts, encouraging a mix of residential

unit types and pricing, and strategic public investments, all consistent with the community's desire for high-quality services and amenities.

Policy FH-1.1: Fiscal impacts of proposed annexation, development or redevelopment should be evaluated to determine both operational and capital cost impacts upon all service departments of the City. These impacts should be measured through a marginal cost model which assigns incremental costs to new development.

Policy FH-1.2: New development should have a positive impact on the City's fiscal and economic position. The impact of new development should be measured by its effect on City revenue generation, service provision, capital investments, job creation, catalytic opportunities, and quality of life.

Policy FH-1.3: Fees associated with development should be reviewed, and adjusted, as required to cover the cost of impacts upon the City.

Policy FH-1.4: The City should coordinate the need for capital improvements, the need to expand operating programs and services and the need for revenues prior to the approval of new annexations and rezonings.

Policy FH-1.5: With respect to infrastructure investment for new development, the City should carefully evaluate the use of alternative financing mechanisms, including special districts and regional authorities.

Policy FH-1.6: The City's fiscal structure should consistently be evaluated to ensure it supports the desired land use pattern and community levels of service.

Policy Alignment & Implementation



Policy Alignment & Implementation



LSAB Comp Plan Topic Summary - Energy

ENERGY

The City of Louisville strives to help the entire community work toward energy efficiency and renewable energy use. Residential and commercial buildings account for nearly 45% of the electricity and natural gas consumed in Colorado. Green building codes play a critical role in ensuring that energy efficiency technologies are supported in the marketplace, and provide multiple benefits to homeowners, renters, building owners and tenants, and society at large through reduced energy demand and energy cost savings.

- Principle HS-1 The City should reduce its internal energy consumption and move toward net-zero energy use in City of Louisville buildings.
- Policy HS-1.1: Require that all existing City of Louisville buildings that are eligible for ENERGY STAR label achieve the ENERGY STAR label.
- Policy HS-1.2: Require that all new City of Louisville buildings achieve as many available points within the Energy and Atmosphere's section of the U.S. Green Building Council's LEED for new construction, and/or follow the requirements of Chapter 6 of the International Green Construction Code (Energy Conservation, Efficiency and CO2 Emission Reduction).
- Policy HS-1.3: Require that all new City of Louisville buildings strive for a 48% improvement in building performance, through energy modeling, from baseline as described in ANSI (American National Standards Institute), ASHRAE (American Society of Heating, Refrigerating and Air Conditioning Engineers), and IESNA (Illuminating Engineering Society of North America) Standard 90.1-2007.
- Policy HS-1.4: Require that all new City of Louisville buildings obtain 15% of the building's energy needs from renewable energy.
- Policy HS-1.5: Adopt the 2030 Challenge for all new City of Louisville buildings.
- Principle HS-2 The City should increase its internal purchase of renewable energy and expand opportunities for renewable energy.
- Policy HS-2.1: The City should expand its purchase of renewable energy from local utilities to achieve carbon neutrality by 2030.
- Policy HS-2.2: The City should expand solar for all City of Louisville buildings.
- Policy HS-2.3: Install onsite solar photovoltaic (PV) systems to power City of Louisville-owned buildings.
- Principle HS-3 The City should increase energy efficiency in residential and commercial properties.
- Policy HS-3.1: Promote the use of and continue the support of Boulder County's EnergySmart program, Boulder County's energy efficiency service, to residents and businesses to improve the efficiency of existing buildings.
- Policy HS-3.2: The City should increase outreach and education efforts with the local energy efficiency contractors, designers, home and business owners.

- Promote through the City website workshops, trainings, and educational resources.
- Build relationships with energy efficiency contractors and professionals.
- Build relationships with local non-profits focused on energy efficiency in buildings.

Policy HS-3.3: Work with Boulder County to offer free and subsidized weatherization services to qualifying low-income residents.

Policy HS-3.4: The City should adopt and remain current with the following model building codes from the International Code Council: International Energy Conservation Code, International Green Construction Code.

Policy HS-3.5: The City should support through its Municipal Code opportunities for shared renewable energy strategies for residents and businesses (i.e. Solar Gardens, shared geothermal sources, etc.)

Principle HS-4 Achieve carbon neutrality for City of Louisville operations.

Policy HS-4.1: Create an internal carbon neutrality task force dedicated to making internal county operations carbon neutral by 2030.

Policy HS-4.2: Implement controls and policies to limit idling of municipal and county vehicles.

Policy HS-4.3: Establish projects and programs to reduce the number of employee commute trips.

Policy HS-4.3: Develop short-term and long-term conversion plans for the county vehicle fleet to implement new vehicle technologies as they become available for testing and use.

Policy HS-4.3: Promote the use of sustainable, locally sourced bio-fuels within the City of Louisville vehicle fleet where possible.

Policy HS-4.3: Conduct a carbon inventory of county lands, particularly Parks & Recreation and Open Space land management, including restoration to native plants, forest management and agricultural practices.

Policy HS-4.3: Set goals for greenhouse gas (GHG) emissions- saving land management actions.

Policy HS-4.3: Expand wind or solar energy for on-farm electrical needs on Parks & Recreation and Open Space–owned land.

Principle HS-5 **Conduct a comprehensive community-wide analysis of energy consumption for City activities, City facilities, and also residential and commercial activities and buildings.**

Policy HS-5.1: Study assessment measures the energy consumed in the following sectors: Water, Fuel/Energy (electricity, natural gas, diesel), Transportation (vehicle, airline), Food, Shelter (concrete), and Solid Waste.

Principle HS-6 Create and adopt a Sustainability Plan.

Policy HS-6.1: Plan should include the following topics: Air Quality, Climate, Ecological Health, Energy & Buildings, Health & Wellness, Local Food & Agriculture, Transportation, and Water.

Policy HS-6.2: Plan is to be design to measure the City's baseline energy use for the above sectors and demonstrate what is working well and where improvements may be made.

DEMOGRAPHIC, ECONOMIC, & FISCAL HEALTH ANALYSIS

Prepared for:
City of Louisville, Colorado

November 20, 2012

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Introduction

TischlerBise was retained by the City of Louisville to provide professional consulting services to conduct demographic, economic, and fiscal health analyses as part of the City's update of its comprehensive plan. The findings and conclusions in this analysis are the culmination of data collection, research, initial stakeholder input, and the consensus gained through a public planning charrette.

The report comprises five sections. The first section, a Demographic Assessment, documents recent demographic trends in the context of peer geographies. The second section, a Regional Influence and Market Assessment, examines local and regional economic characteristics. Next, the Fiscal Health Assessment provides an overview of the City's revenues and expenses to document overall fiscal health. The Identification of Opportunities section analyzes the factors that will impact future development in Louisville, including land availability and the characteristics of individual real estate market sectors, including retail, office/industrial, and residential. The final section, an Implementation and Action Program, focuses on land use options based on market and fiscal analysis.

Demographic Assessment

DEMOGRAPHIC PROFILE

Overview

In order to more fully understand the economic and market conditions in which the City of Louisville operates, a baseline demographic and economic profile was performed to identify factors which will influence future economic development.

The evaluation takes a regional approach to ensure that the characteristics of households and employment within commuting distance of the City of Louisville are evaluated, since economic development will most likely derive from the surrounding area. For comparison purposes and to place the City in its broader geographic context, the Boulder County (which comprises Louisville) and the State of Colorado are profiled as primary peer geographies, with the cities of Lafayette, Superior, Broomfield and Denver profiled as secondary geographies, where appropriate.

Primary Peer Geographies

City of Louisville: The City of Louisville is located in the southeast corner of Boulder County, which is coextensive with the Boulder, CO MSA. It is approximately 11 miles east southeast of Boulder and the University of Colorado, and approximately 22 miles north northwest of Denver. The cities of Boulder and Denver are accessed by US Highway 36, the Boulder-Denver Turnpike. The nearest north/south interstate is I-25, approximately 10 miles west of Louisville. The nearest east/west interstate is I-70, which is accessed in Denver. Louisville's geographical area covers approximately 7.9 square miles.

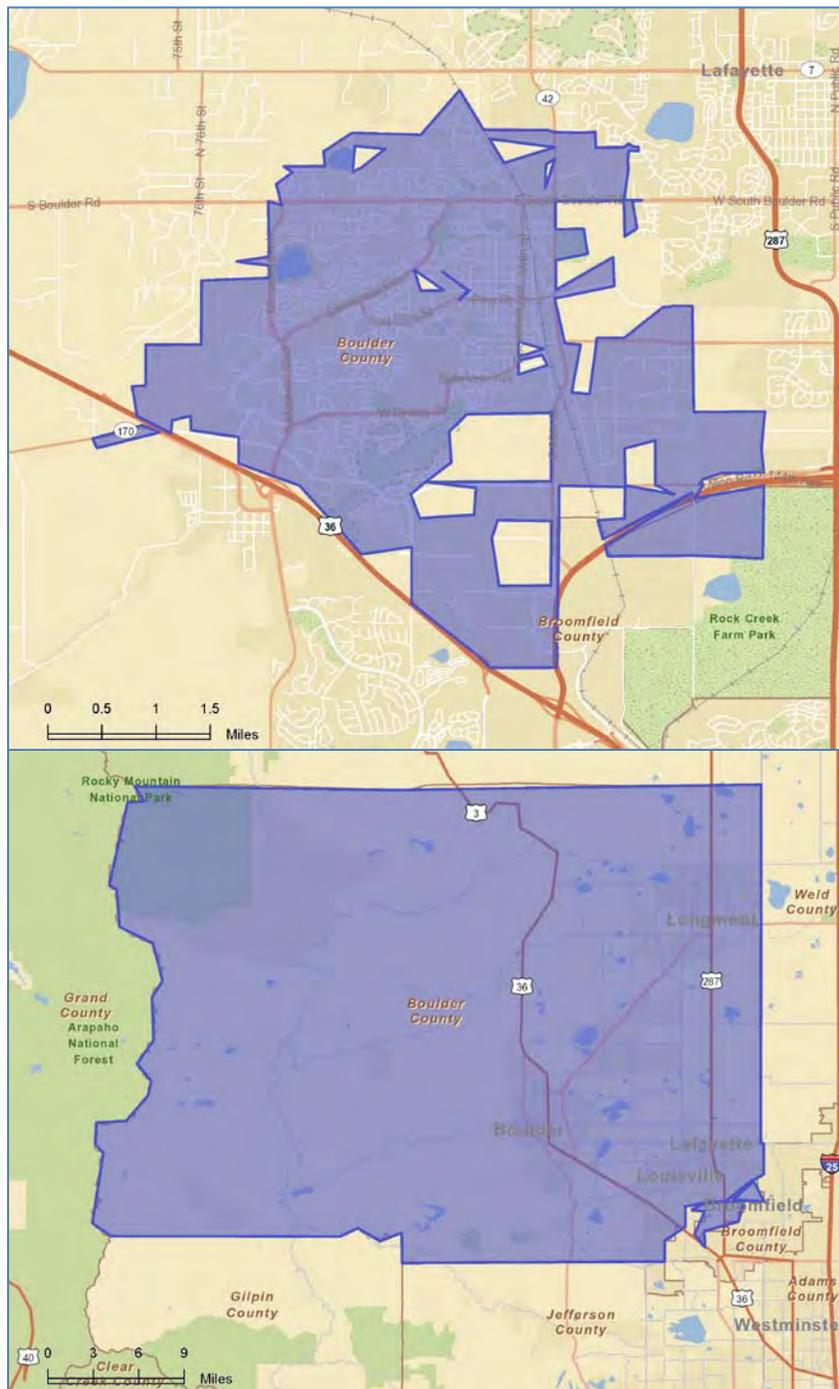
Boulder County (Boulder MSA): With a total area of approximately 751.4 square miles, Boulder County is bounded by Larimer County to the north, Weld County to the east, the City and County of Broomfield to the southeast, Jefferson and Gilpin Counties to the south, and Grand County to the west. Boulder County's largest municipality is the City of Boulder, with a 2010 estimated population of 97,385, according to the U.S. Census.

State of Colorado: Colorado has a land area of 104,094 square miles, and is bounded by the northwest state of Wyoming to the north, the Midwest states of Nebraska and Kansas to the northeast and east, on the south by New Mexico and a small portion of Oklahoma, and on the west by Utah. Denver is Colorado's largest city, with an estimated 2010 population of 600,158.

Secondary Peer Geographies

Salient data is also shown for the cities of Lafayette, Superior, Broomfield and Denver for comparison and context purposes.

Figure 1: City of Louisville (top) and Boulder County (bottom)



Population and Households

Trends in population and household growth can signify an area's capacity for economic development from a workforce perspective. Increases and decreases in population and households often parallel the availability of employment, or lack thereof. Although the City of Louisville actually saw a decrease in its population from 2000 to 2010, Boulder County experienced a 1.1 percent increase, compared to a 9.7 percent increase for the nation over the same period. The cities of Superior and Broomfield saw astounding population and household increases from 2000 to 2010. The state experienced relatively robust population increases in population of 13.6 percent and households of 15.6 percent.

In contrast to the slight decline in population in Louisville, the number of households increased 5.1 percent over the decade, due in large measure to the 8 percent decrease in average household size.

Figure 2: Population and Households

Geography	Population			Households			Avg. HH Size		
	2000	2010	Change	2000	2010	Change	2000	2010	Change
City of Louisville	18,868	18,376	-2.6%	7,165	7,529	5.1%	2.62	2.41	-8.0%
City of Lafayette	23,197	24,453	5.4%	8,844	9,632	8.9%	2.54	2.62	3.1%
City of Superior	9,011	12,483	38.5%	3,381	4,496	33.0%	2.67	2.78	4.1%
City of Broomfield	38,272	55,889	46.0%	13,833	21,414	54.8%	2.77	2.60	-6.1%
Boulder County	291,288	294,567	1.1%	114,793	117,629	2.5%	2.45	2.44	-0.4%
City of Denver	554,636	600,158	8.2%	251,435	263,107	4.6%	2.27	2.22	-2.2%
State of Colorado	4,301,261	4,887,061	13.6%	1,659,308	1,918,959	15.6%	2.53	2.49	-1.6%

Source: US Census

The addition of new residents will be, in large part, contingent upon the availability of jobs, the provision of housing, adequate public services to accommodate population, land use regulations and perceived quality of life. Expansion of the permanent population recognizes the need to retain and expand existing businesses in addition to attracting new ones, as residents will expand the labor force and offer disposable income to fuel local businesses.

Age Levels

The median age of Louisville’s residents is higher than that of the peer geographies and is increasing at a relatively fast rate. This may be due, in part, to Louisville’s higher housing values relative to the County (discussed in a subsequent section of this report), the theory being that wealth is accumulated over time, and people generally “trade up” to higher value housing as they age. Of course, the converse often occurs as people retire. Nonetheless, Louisville’s median age falls well within the 25-55 age bracket, which comprises the majority of the employed. The lowest 2010 median age among peer geographies is 31.7, in the City of Superior.

Figure 3: Median Age

	2000	2010	Change
City of Louisville	35.8	38.9	8.7%
City of Lafayette	33.8	37.0	9.5%
City of Superior	30.6	31.7	3.6%
City of Broomfield	33.8	36.7	8.6%
Boulder County	33.5	35.3	5.4%
City of Denver	33.1	33.7	1.8%
State of Colorado	34.4	35.8	4.1%

Source: US Census

Race Distribution

Figure 4 shows distribution of population by race in the peer geographies.

Figure 4: Distribution by Race

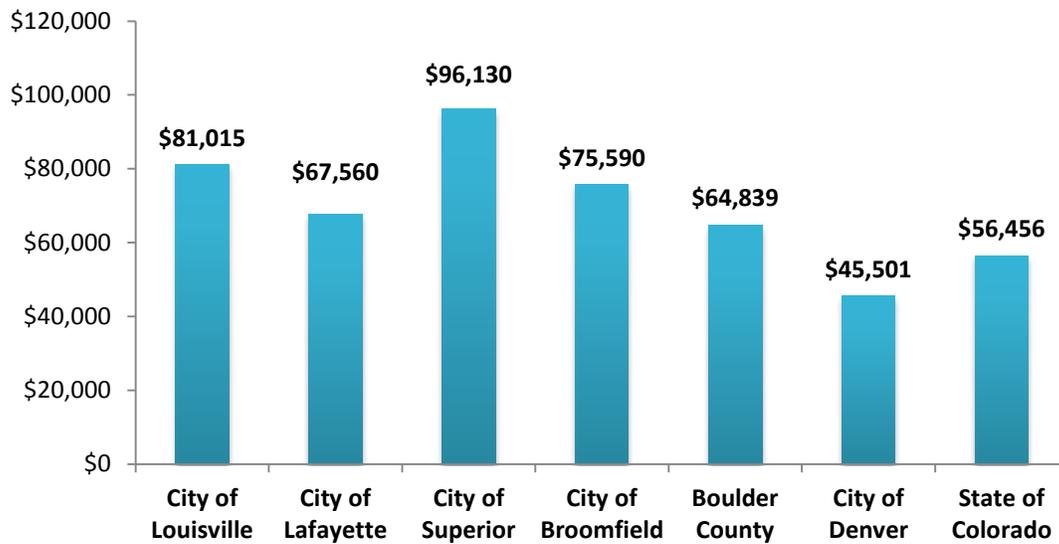
Race/Ethnicity	City of Louisville	City of Lafayette	City of Superior	City of Broomfield	Boulder County	Denver Metro Area
White Alone	85.9%	74.4%	75.3%	79.4%	79.4%	52.2%
Black Alone	0.6%	1.0%	0.8%	0.9%	0.8%	9.7%
American Indian Alone	0.3%	0.4%	0.1%	0.4%	0.4%	0.6%
Asian or Pacific islander alone	4.0%	3.8%	13.8%	6.1%	4.1%	3.4%
Some Other Race Alone	0.2%	0.2%	0.2%	0.1%	0.2%	0.2%
Two or More Races	1.9%	2.0%	3.1%	1.9%	1.9%	2.1%
Hispanic Origin	7.2%	18.2%	6.6%	11.1%	13.3%	31.8%

Source: CO Department of Local Affairs Demography Division

Household Income

Residents of Louisville enjoy a level of prosperity nearly 25 percent higher than Boulder County and approximately 44 percent higher than the state, based on 2010 median household income. The highest median household income among peer geographies in 2010 is the City of Superior, at \$96,130.

Figure 5: Median Household Incomes 2010

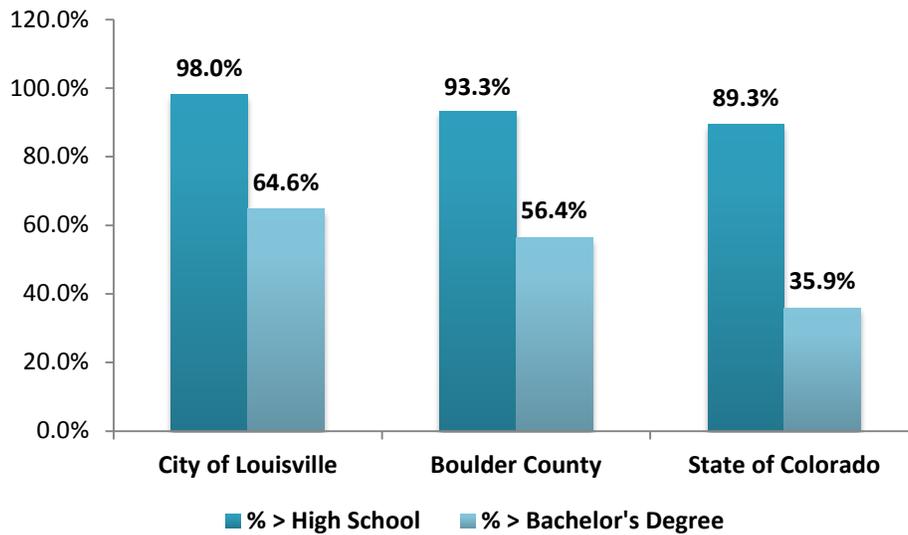


Source: U.S. Census

Educational Attainment

Louisville’s population is very well educated relative to their surrounding counterparts, with approximately 64 percent of the population achieving bachelor’s degrees or higher, compared to 56 percent in the County and 36 percent in the State. The percentage of high school graduates is also higher, at 98 percent in Louisville compared to 93 percent and 89 percent in the County and State, respectively. A highly educated workforce is a key element to attracting and retaining high technology and advanced professional employers, and otherwise diversifying the economic base of an area.

Figure 6: Educational Attainment 2010



Source: U.S. Census

Employed Population

Louisville’s generally well educated employed population over 16 years of age comprises 81 percent white collar workers, 11 percent service workers, and 7 percent blue collar workers. Over 22 percent of the white collar workers are employed in the management/business/financial sector, while the majority (36 percent) are in the professional sector. See Figure 7.

Figure 7 Employed Population 16+ by Occupation, City of Louisville

Total	10,136
Management, business, science and arts occupations	60.1%
Service occupations	11.6%
Sales and office occupations	20.2%
Natural resources, construction and maintenance occupations	4.0%
Production, transportation, and material moving occupations	4.1%

Source: U.S. Census; TischlerBise

Housing Characteristics

According to the 2010 U.S. Census, there were 7,529 occupied housing units in Louisville out of a total of 7,814, for a vacancy rate of 3.6 percent. Approximately 74 percent of the occupied units were owner occupied, compared to 64 percent in Boulder County and 68 percent in the State. Louisville’s median value of \$361,200 for owner occupied units was slightly higher than Boulder County at \$353,300, and significantly higher than the state’s median value of \$236,600. The highest median housing value among peer geographies in 2010 is the City of Superior at \$389,300. See Figure 8.

Examination of housing units built over time indicates a jurisdiction that is near residential build out. Clearly, the bulk of Louisville’s housing stock was constructed in the three decades between 1970 and 2000 when 84 percent of the total inventory was delivered. The County and State saw an upsurge of residential construction starting in the 1960s that remained relatively robust post Year 2000. See Figure 9.

Louisville has a higher proportion of single family units to multifamily units than its surrounding geographies, at 78 percent compared to 71 percent in Boulder County and 72 percent in the State. Housing characteristics are summarized in Figure 10.

Figure 8: Median Housing Values 2010

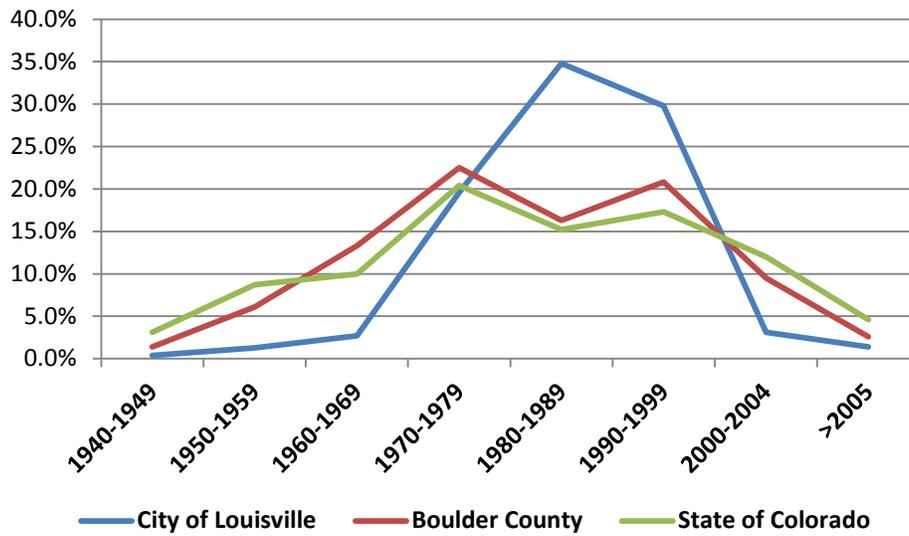


Source: U.S. Census; TischlerBise

Figure 9: Construction of Housing Units

	City of Louisville		Boulder County		State of Colorado	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
Built 2005 or later	106	1.4%	3,239	2.6%	99,920	4.6%
Built 2000 to 2004	241	3.1%	11,929	9.5%	260,115	12.0%
Built 1990 to 1999	2,325	29.8%	26,204	20.8%	376,207	17.3%
Built 1980 to 1989	2,716	34.8%	20,468	16.3%	330,465	15.2%
Built 1970 to 1979	1,535	19.6%	28,301	22.5%	444,157	20.4%
Built 1960 to 1969	211	2.7%	16,675	13.3%	218,186	10.0%
Built 1950 to 1959	98	1.3%	7,620	6.1%	189,062	8.7%
Built 1940 to 1949	33	0.4%	1,710	1.4%	66,691	3.1%
Built 1939 or earlier	549	7.0%	9,622	7.7%	191,797	8.8%

Source: US Census



Source: U.S. Census

Figure 10: Summary of Housing Characteristics

	City of Louisville		Boulder County		State of Colorado	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
Total housing units	7,814		125,768		2,176,600	
Occupied housing units	7,529	96.4%	117,629	93.5%	1,918,959	88.2%
Owner occupied	5,537	73.5%	75,189	63.9%	1,296,670	67.6%
Renter occupied	1,992	26.5%	42,440	36.1%	622,289	32.4%
Avg. HH size of owner occupied unit	2.67		2.51		2.57	
Avg. HH size of renter occupied unit	1.68		2.13		2.31	
Median value of owner occupied units	\$361,200		\$353,300		\$236,600	
Single family units	6,125	78.4%	88,853	70.6%	1,558,501	71.6%
Multifamily units	1,561	20.0%	33,000	26.2%	517,228	23.8%
Mobile homes	128	1.6%	3,915	3.1%	99,621	4.6%

Source: US Census

Consumer Spending

Consumer spending by Louisville residents is shown in the context of the region and the nation using average annual amount spent by household and the Spending Potential Index. The Spending Potential Index represents the amount spent in a defined geography relative to the national average of 100. The City of Louisville's consumer spending exceeded national averages by wide margins, and Boulder County in all categories.

Figure 11: Consumer Spending 2010

Category	City of Louisville		Boulder County	
	Average Spent	Index	Average Spent	Index
Apparel & services	\$2,484	104	\$2,254	94
Computers & accessories	\$330	150	\$306	139
Education	\$1,928	158	\$1,771	145
Entertainment/recreation	\$4,881	151	\$4,272	133
Food at home	\$6,218	139	\$5,676	127
Food away from home	\$4,687	146	\$4,251	132
Health care	\$5,047	135	\$4,403	118
HH furnishings and equipment	\$2,747	133	\$2,400	117
Investments	\$2,553	147	\$2,185	126
Retail goods	\$34,512	139	\$30,578	123
Shelter	\$24,130	153	\$21,404	136
TV/video/audio	\$1,758	142	\$1,600	129
Travel	\$2,993	158	\$2,547	135
Vehicle maintenance & repairs	\$1,362	145	\$1,219	129

Source: ESRI Business Systems

Regional Influences and Market Assessment

ECONOMIC ASSESSMENT

At-Place Employment

The term “at-place employment” refers to the number of jobs located within a defined geography, without regard to place of residence. It is an indicator of clusters of industries and industries that are a specialty within a defined geography, and which constitute significant contributors to the economic base. An analysis of business trends by type and employment is a key element for assessing future business development needs.

Business trends analyses are typically conducted for five- and ten-year intervals in order to identify discernible increases or decreases in employment in various industries. However, the economic downturn of the past four to five years has adversely impacted almost all business sectors, and must be taken into account to more accurately evaluate business trends. For the purposes of this analysis, we examine industries and employment in the years 2002, 2005 (prior to the recession), and the years 2007 through 2010. Using this methodology, we can ascertain the performance of specific industries over time that otherwise would have trended up, down, or neutral in a stabilized economy.

As Figure 12 shows, overall at-place employment remained fairly stable in Louisville between 2002 and 2009, with a peak year in 2005 with 13,292 employed. The largest shift in employment occurred between 2009 and 2010, when employment decreased by 1,509 jobs, from 12,668 to 11,159. Closer examination of individual industries show both emerging and declining performers, and others that may have experienced relatively significant events, such as business relocation, resulting in somewhat erratic trends over time. Highlights are as follows:

- The national decline in manufacturing jobs is well documented, with a loss of approximately 1.9 million jobs, or 10 percent of the sector’s workforce. The sharpest decline in manufacturing jobs in Louisville occurred between 2009 and 2010, with a loss in employment of 1,315 or 42 percent.
- Retail and wholesale trade employment have remained relatively steady, with retail peaking at 1,404 jobs in 2008, decreasing to 1,100 in 2010. Retail sales nationally have suffered adverse impacts from the recession.
- Louisville’s information sector seems to have experienced a significant economic event from 2002 to 2005, when employment dropped from 918 to 216, but has steadily added jobs since then.
- Employment in finance and insurance more than doubled between 2007 and 2008, suggesting a significant relocation of jobs to Louisville.

- Professional, scientific, and technical services is the second largest employment sector in Louisville, peaked in the years 2005-2007, and seems to have been somewhat negatively impacted by recessionary forces since then.
- The administration and support/waste management and remediation sector saw a significant increase in employment between 2009 and 2010.
- The health care and social assistance sector has followed the national trend in adding jobs, transcending recessionary impacts.

Figure 12: City of Louisville At-Place Employment Trends

Industry Classification	2002	2005	2007	2008	2009	2010
Total All Jobs	12,854	13,292	12,808	12,817	12,668	11,159
Construction	397	408	608	671	738	604
Manufacturing	4,556	4,046	3,156	3,128	3,095	1,780
Wholesale trade	368	505	450	449	385	392
Retail trade	1,230	1,310	1,331	1,404	1,280	1,100
Transportation and warehousing	95	68	68	26	23	49
Information	918	216	455	531	615	791
Finance, insurance	249	266	263	640	622	562
Real estate, rental & leasing	167	153	98	110	139	131
Professional, scientific, and technical services	1,273	2,377	2,372	1,758	1,670	1,605
Management of companies & enterprises	85	280	393	348	289	246
Admin & support, waste mgmt & remediation	356	399	387	370	354	555
Educational services	40	61	83	99	92	87
Health care & social assistance	1,362	1,481	1,544	1,547	1,651	1,691
Arts, entertainmant, & recreation	71	79	75	99	118	56
Accomodation & food services	1,134	1,144	967	1,072	1,018	932
Other services except public administration	161	118	146	140	148	189
Public administration	371	366	400	411	406	389

Source: US Census OnTheMap Application; TischlerBise

From a regional perspective, Boulder County exhibits key similarities to the Louisville micro economy with regard to industries and employment:

- The number of jobs peaked in 2008
- The number of manufacturing jobs steadily declined
- Information and finance and insurance are key employment sectors
- Professional, scientific, and technical services is the largest employment sector in the regional economy

Figure 13: Boulder County At-Place Employment Trends

Industry Classification	2002	2005	2007	2008	2009	2010
Total All Jobs	146,499	146,790	148,314	159,076	149,388	150,627
Construction	7,021	5,354	5,499	5,007	4,279	3,785
Manufacturing	23,042	18,543	18,346	18,068	17,341	16,041
Wholesale trade	5,841	5,707	5,768	5,982	5,195	5,494
Retail trade	14,574	14,765	14,454	15,358	13,451	13,223
Transportation and warehousing	1,819	1,225	1,219	1,258	1,006	1,112
Information	10,805	8,429	8,384	9,007	8,279	8,436
Finance, insurance	4,052	4,410	4,544	4,881	4,943	4,836
Real estate, rental & leasing	2,687	2,446	2,662	2,570	2,338	2,338
Professional, scientific, and technical services	15,573	17,428	21,512	21,288	20,426	21,537
Management of companies & enterprises	865	1,636	1,466	1,219	1,086	1,062
Admin & support, waste mgmt & remediation	6,908	6,058	5,912	6,059	5,050	5,595
Educational services	12,896	19,061	13,869	20,814	20,523	21,221
Health care & social assistance	13,562	14,682	15,802	16,794	16,715	15,888
Arts, entertainment, & recreation	1,888	2,774	2,640	2,710	2,837	2,821
Accommodation & food services	12,877	12,894	14,563	14,472	13,881	14,458
Other services except public administration	4,456	3,967	4,432	4,465	4,289	4,644
Public administration	4,456	3,967	4,432	4,465	4,289	4,644

Source: US Census OnTheMap Application; TischlerBise

The at-place employment/residential population ratio is an indicator of relative economic and fiscal health. Higher ratios signify a more diverse tax base with less demand for government services, since the resident population typically requires much higher levels of public services than do the at-place workers. In 2010, Louisville had an employee/residential ratio of 0.60 compared to 0.51 for Boulder County.

Figure 14: Employment/Residential Population Ratio

City of Louisville 2010	
At-place employment	11,159
Residential population	18,470
Employee/residential population ratio	0.60
Boulder County 2010	
At-place employment	150,627
Residential population	297,538
Employee/residential population ratio	0.51

Source: U.S. Census

Major Employers

A list of Louisville's top employers (those employing 100 or more) is further illustration of the City's diverse economic base. In all, the top thirteen employers employ 2,690 workers, 1,025 of whom are in the professional, scientific and professional services sector. The Avista Adventist Hospital is the city's top employer with 600 workers. See Figure 15.

Figure 15: Major Employers

Name	Type of Business	Emp.
Avista Adventist Hospital	Health care	600
GHX	Health care supply chain management	300
Gaiam	Specialty lifestyle oriented retail	231
Medtronic	Medical technology	200
Lockheed Martin Coherent Technologies	Laser-based remote sensing products	175
Cablelabs	Cable technology research & development	160
NetDevil	Online gaming	150
Vaisala	Environmental & industrial measurement	140
Kiosk Information Systems	Internet kiosks	140
Balfour Senior Living	Assisted living	135
Fresca Foods	Processed foods	145
Sierra Nevada Corporation	Electronic systems & integration	110
Pearl Izumi	Sports apparel and activewear	104
Vestas	Wind turbines	100
Total		2690

Source: City of Louisville; TischlerBise

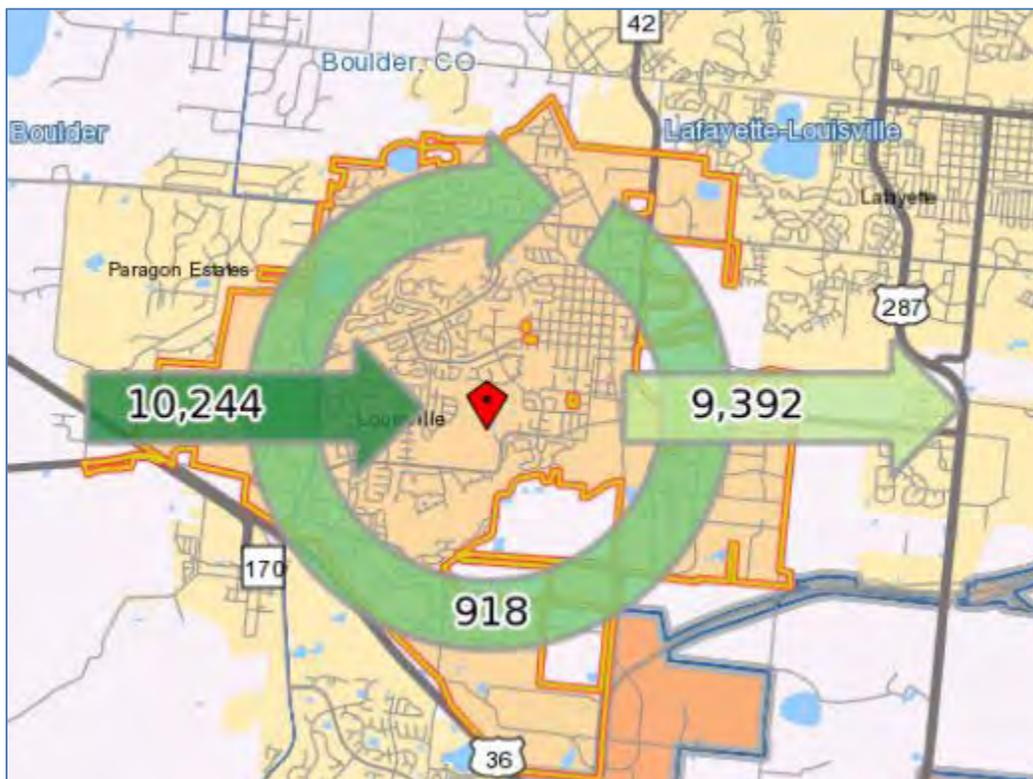
Inflow/Outflow Characteristics

Although Louisville had a net inflow of 1,023 workers in 2010, 92 percent of its 11,159 at-place employees commuted into their jobs from outside of the city. Conversely, 91 percent of Louisville's employed workforce of 10,136 commuted to jobs outside of the city. Only 918, or 9 percent of Louisville's workforce, lived and worked in Louisville. See Figure 16.

Figure 16: Inflow/Outflow 2010

Labor Market Size	Count	Share
Employed in the City of Louisville	11,159	100.0%
Living in the City of Louisville	10,136	90.8%
Net job inflow (+) or outflow (-)	1,023	
Labor Force Efficiency		
Living in the City of Louisville	10,136	100.0%
Living and employed in Louisville	918	9.1%
Living in Louisville but employed outside	9,218	90.9%
Employment Efficiency		
Employed in the City of Louisville	11,159	100.0%
Living and employed in Louisville	918	8.2%
Employed in Louisville but living outside	10,241	91.8%

Source: U.S. Census Bureau OnTheMap Application; TischlerBise



Location Quotient

The Location Quotient (LQ) for a given industry sector is a measure of its concentration relative to the concentration of that sector in the United States. The LQ compares the local economy to the national economy to identify specializations in the local economy. Any employment over and above the expected percentage is therefore considered to consist of basic sector jobs because these workers are assumed to be exporting their goods and services to non-local areas. The LQs shown in the following table are derived from the numbers of employees in each industry sector. If the percentages are identical or the local percentage is less than the reference percentage, then the local area is considered to not have basic sector employment for that industry as the area can only meet their local demand and not export these goods and services.

Location Quotients are shown for Louisville and Boulder County. Business categories highlighted in red indicate basic sector industries in the City of Louisville, and include construction; retail trade; information, finance and insurance with an emphasis on central bank/credit intermediation; professional, scientific and tech services; health care and social assistance; arts, entertainment and recreation, and; unclassified establishments.

Figure 17: Location Quotient

Business Category	City of Louisville	Boulder County
Agriculture, forestry, fishing, hunting	0.8	0.6
Mining	0.3	0.7
Utilities	0.0	0.5
Construction	1.4	0.7
Manufacturing	1.0	1.1
Wholesale trade	0.9	0.6
Retail trade	1.1	1.0
Transportation and warehousing, utilities	0.1	0.4
Information	3.3	1.6
Finance and Insurance	1.3	0.6
Central bank/credit intermediation	2.9	1.0
Securities, commodity contracts & other financial investments	0.1	0.6
Insurance carriers; funds, trusts & other financial vehicles	0.2	0.3
Real Estate, Rental and Leasing	0.7	1.0
Professional, scientific and tech services	1.4	1.8
Legal services	0.4	0.7
Management of companies & enterprises	0.0	0.0
Administrative & support and waste management & remediation	0.6	0.8
Educational services	0.5	1.2
Health care and social assistance	1.3	1.0
Arts, entertainment & recreation	1.1	1.1
Accommodation & food service	0.9	1.1
Accommodation	0.6	0.7
Food service	0.9	1.1
Other services except public administration	0.5	0.9
Automotive repair & maintenance	0.4	1.0
Public administration	0.5	1.0
Unclassified establishments	3.4	2.0

LQ < 1.0: Local employment is less than national proportion for a given industry

LQ = 1.0: Local employment is sufficient to meet the local demand for a given good or service

LQ > 1.0: Local employment is greater than the national proportion for a given industry; these extra jobs must export their goods and services to non-local areas

Source: Esri Business Services

Key Industries

Key industries clusters signify an area's economic base, and are identified on the basis of employment growth over time and an LQ over 1.0. Although the information sector has seen a decline in employment in the eight-year period, its LQ of 3.3 indicates its importance in Louisville's economy. Other key

industries include: finance and insurance; professional, scientific, and technical services, and; health care and social assistance.

Figure 18: Key Industries

Industry Classification	Employment Growth 2002 - 2010	Location Quotient
Information	-13.8%	3.3
Finance, insurance	125.7%	1.3
Professional, scientific, and technical services	26.1%	1.4
Health care & social assistance	24.2%	1.3

Source: TischlerBise

Fiscal Health Assessment

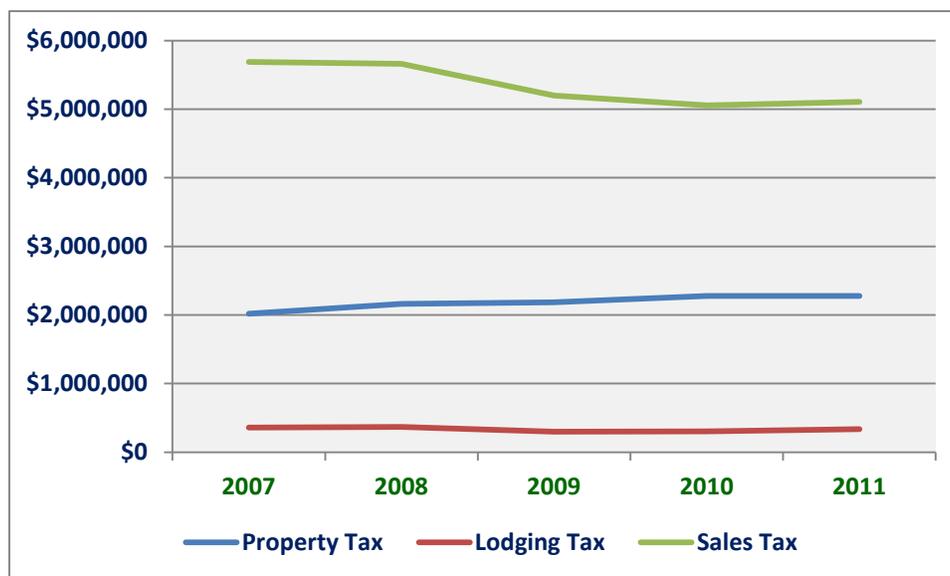
LAND USE TAX REVENUES

Three main sources of General Fund Tax revenues generated to the City of Louisville are tied directly to land uses: sales tax; lodging tax, and; real property tax. Figure 19 shows tax revenues from these sources over the five-year period of 2007-2011. Sales tax revenues in 2011 were 10.2 percent lower than the five year high in 2007, decreasing from approximately \$5.7 million to \$5.1 million. Lodging tax revenues experienced a sharp downturn in 2009, but have risen since then. Property tax revenues experienced steady increases from approximately \$2.0 million in 2007 to \$2.3 million in 2011.

The graph in the following figure illustrates the importance of sales taxes, which have accounted for over 50 percent of General Fund Tax revenues over the five-year period.

Figure 19: Sales, Lodging and Property Tax Revenues 2007-2011

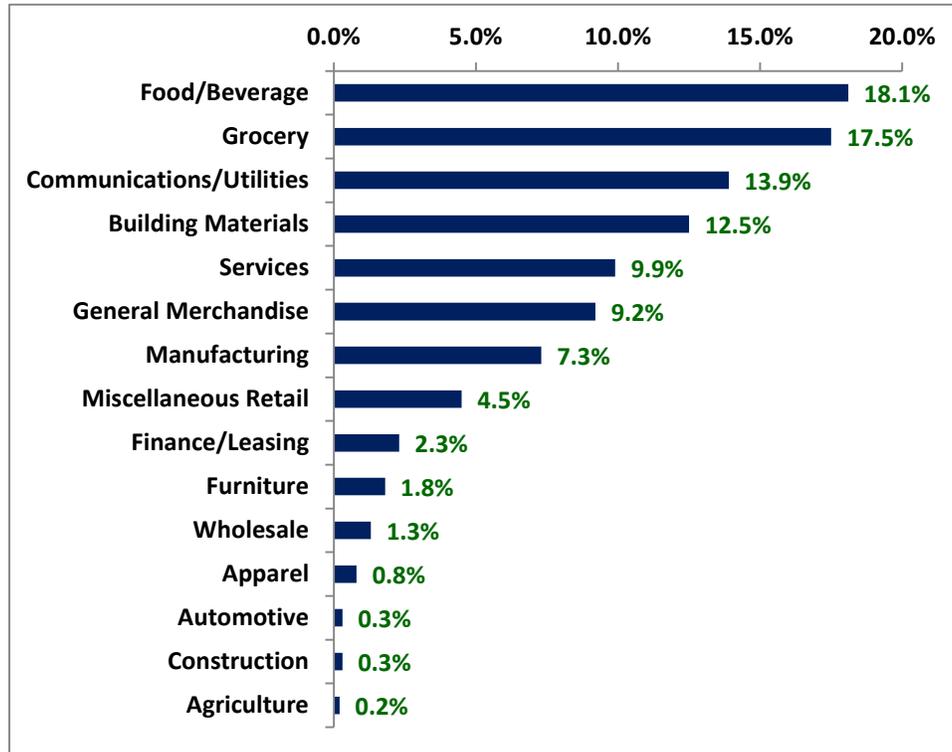
	2007	2008	2009	2010	2011
Sales Tax	\$5,688,522	\$5,658,119	\$5,196,352	\$5,053,420	\$5,103,950
% Change		-0.5%	-8.2%	-2.8%	1.0%
Lodging Tax	\$356,701	\$369,019	\$297,913	\$304,674	\$335,474
% Change		3.5%	-19.3%	2.3%	10.1%
Property Tax	\$2,018,547	\$2,162,505	\$2,184,463	\$2,275,222	\$2,278,830
% Change		7.1%	1.0%	4.2%	0.2%



Source: City of Louisville

Sales tax revenues can be further broken down by category, which is useful for prioritizing business retention/recruitment efforts.

Figure 20: Percentage of Sales Tax Revenues by Category

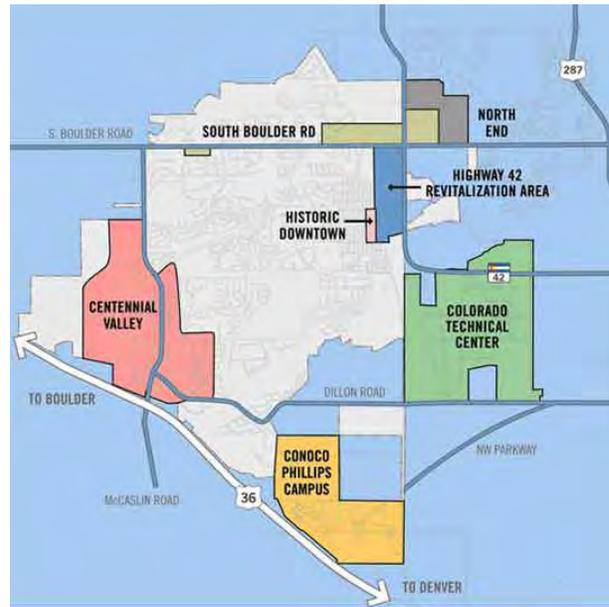


Identification of Opportunities

LAND AVAILABLE FOR DEVELOPMENT

Activity Nodes

Louisville contains several areas which hold the potential for relatively significant development and/or redevelopment, as shown in the graphic to the right. The two key employment nodes are: the Colorado Technology Center, located in the northeast quadrant of Dillon Road and 96th street, and: Centennial Valley Business Park, located in the western portion of the city, north of U.S. 36. Both of these areas are well along in their development cycle, but also contain undeveloped land. The former site of Conoco Phillips to the south is undeveloped. The area to the north, which includes the South Boulder Road Corridor, the North End, and the Highway 42 revitalization area, is mostly developed or under development, with opportunity sites for potential redevelopment. A brief description of the activity nodes follows:



Source: City of Louisville Department of Business Retention and Development

- The **Colorado Technology Center** is a 441-acre commerce park accommodating approximately 85 businesses, many of them technology oriented, with minimal retail and no lodging. Approximately 200 acres remain undeveloped.
- The **Centennial Business Park** is 360-acre mixed use area which is home to retail, lodging, commercial office, and flex-tech land uses.
- **South Boulder Road** contains at least one active redevelopment site which is described in more detail below.
- **Former Site of Conoco Phillips Campus:** This site could accommodate up to a total of 2.5 million square feet if completely built out, with anticipated capacity for at least 7,000 workers over the next 20 years.

The figure below shows land uses for the above referenced activity nodes, and is referenced in the subsequent discussion on real estate sectors.

Figure 21: Land for Development at Key Sites

Colorado Technology Center		
Land Use Type	Building Area (SF)	Land (Acres)
Agricultural	2,961	38
Industrial	2,327,636	201
Vacant	1,412	201
Total	2,332,009	441
Centennial Valley		
Land Use Type	Building Area (SF)	Land (Acres)
Office/Commercial/Public/Institutional	1,288,449	132
Retail/Food & Beverage/Entertainment	505,575	69
Hotel	256,867	17
Residential	233,092	16
Vacant	564,595	126
Total	2,848,578	360
South Boulder Road		
Land Use Type	Building Area (SF)	Land (Acres)
Office/Commercial/Public/Institutional	128,417	17
Retail/Food & Beverage/Entertainment	268,250	29
Residential	405,069	20
Vacant	72,019	36
Total	873,755	102
Phillips 66		
Land Use Type	Building Area (SF)	Land (Acres)
Vacant	0	432
Total	0	432

Source: City of Louisville

RETAIL MARKET ASSESSMENT

Retail Definitions

The term “retail” generally refers to operations involved in the sale of goods, merchandise, or services from a fixed location, such as a shopping center or freestanding store. Retail can generally be classified into two major categories by building configuration: **general retail**, which are typically single tenant freestanding general purpose commercial buildings with parking; and, shopping centers.

The definition of a **shopping center** is standard. As formulated by the former Community Builders Council of the Urban Land Institute (ULI) in the 1950s and reaffirmed over time, a shopping center is a group of commercial establishments planned, developed, owned, and managed as a unit related in location, size, and type of shops to the trade area it serves. It provides on-site parking relating to the types and sizes of its stores.

As the shopping center evolved, five basic types emerged, each distinctive in its own function: the convenience, the neighborhood, the community, the regional, and the super-regional. In all cases, a shopping center’s type and function are determined by its major tenant or tenants and the size of its trade area; they are never based solely on the area of the site or the square footage of the structures.

ULI defines the types of shopping centers that comprise the majority of retail development in the United States. For purposes of understanding terms and characterizations used in this report, the types of retail centers are summarized:

Convenience Center — Provides for the sale of personal services and convenience goods similar to those in a neighborhood center. It contains a minimum of three stores, with a **gross leasable area (GLA)** of up to 30,000 square feet. Instead of being anchored by a supermarket, a convenience center is usually anchored by some other type of personal/convenience services such as a minimarket.

Neighborhood Shopping Center — This type of retail center provides for the sale of convenience goods (foods, drugs, and sundries) and personal services (e.g. laundry and dry cleaning, hair-styling, shoe repair and tailoring) for the day-to-day needs of the residents in the immediate area. It is built around a supermarket as the principal tenant and typically contains a gross leasable area of about 60,000 square feet. In practice, neighborhood centers can range from 30,000 to 150,000 square feet. Example: Louisville Plaza.

Community Shopping Center — In addition to the convenience goods and personal services offered by the neighborhood center, a community center provides a wider range of soft lines (wearing apparel) and hard lines (hardware and appliances). The community center makes merchandise available in a greater variety of sizes, styles, colors, and prices. Many centers are built around a junior department store, variety store, super drugstore, or discount department store as the major tenant, in addition to a supermarket.

Although a community center does not have a full-line department store, it may have a strong specialty store or stores. The typical size is about 150,000 square feet of gross leasable area, but in practice, it may range from 100,000 to 350,000 or more square feet. Centers that fit the general profile of a community center but contain more than 250,000 square feet are classified as super community centers. As a result, the community center is the most difficult to estimate for size and pulling power.

A power center is a type of super community center that contains at least four category-specific, off-price anchors of 20,000 or more square feet. These anchors typically emphasize hard goods such as consumer electronics, sporting goods, office supplies, home furnishings, home improvement goods, bulk foods, health and beauty aids, and personal computer hardware/software.

Regional Shopping Center — This type of center provides general merchandise, apparel, furniture, and home furnishings in depth and variety, as well as a range of services and recreational facilities. It is built around two or more full-line department stores of generally not less than 50,000 square feet. The typical size is about 500,000 square feet of gross leasable area, but in practice it may range from 250,000 square feet to more than 800,000 square feet.

Super Regional Shopping Center — A super regional center offers an extensive variety in general merchandise, apparel, furniture and home furnishings, as well as a variety of services and recreational facilities. It is built around three or more full-line department stores generally of not less than 75,000 square feet each. The typical size of a super-regional center is about 1 million square feet of GLA. In practice the size can range from about 500,000 to more than 1.5 million square feet. Example: Flatiron Crossing.

The figure below contains the criteria for the five types of shopping centers described above. It should be noted that free standing retail constitutes a significant amount of retail in the Louisville marketplace as well. Older “main street” style shopping districts like Louisville’s downtown are typically comprised of a collection of single tenant buildings. National chain pharmacies and grocery stores have increasingly embraced the stand alone building concept.

Figure 22: Shopping Center Definitions

<i>Center Type</i>	<i>GLA Range</i>	<i>Acres</i>	<i># of Anchors</i>	<i>% Anchor GLA</i>	<i>Type of Anchors</i>
Convenience	5,000 - 30,000	1 - 3	1	50-100%	Convenience Store
Neighborhood	30,000-150,000	3-15	1+	30-50%	Supermarket
Community	100,000-350,000	10-40	2+	40-60%	Discount, supermarket, drug, home improvement, large specialty discount
Regional	250,000-800,000	40-100	2+	50-70%	Full-line dept., jr dept., mass merchant, discount dept., fashion apparel
Super Regional	800,000+	60-120	2+	50-70%	Full-line dept., jr dept., mass merchant, discount dept., fashion apparel

Source: ULI; TischlerBise

Retail Inventory

Most of Louisville's retail is contained in three clusters: the area in and around Centennial Valley Business Park; the Downtown, and; Louisville Plaza and the surrounding area in the northeast corner of the City. The Centennial Valley area is home to Louisville's newest national retailers such as Kohl's department store and Home Depot.

Louisville's primary competitive supply is in close proximity, comprising the Flatiron Crossing regional mall in Broomfield and the Superior Marketplace, a super community center located on the south side of U.S. 36 across from Centennial Valley.

Retail Market Potential

A widely accepted measure of retail characteristics is the Retail Market Potential, a comparison of supply and demand that can be used to assess opportunity. An **opportunity gap** appears when household expenditure levels for a specific geography are higher than the corresponding retail sales estimates. This difference signifies that resident households are meeting the available supply and supplementing their additional demand potential by going outside of their own geography, and is otherwise referred to as leakage. The opposite is true in the event of an **opportunity surplus**. That is, when the levels of household expenditures are lower than the retail sales estimates. In this case, local retailers are attracting residents of other areas into their stores.

The figure below shows a summary of the opportunity gaps/surpluses in annual expenditures for major retail categories. Opportunity surpluses are signified by *red type*, opportunity gaps are signified by numbers in *black type*. Market potential is shown for two areas; within the Louisville city limits, and: a 15-minute driveshed from Louisville's center, which encompasses most of the retail supply in the local marketplace, including the Flatiron Crossing super regional shopping center, as well as the cities of Lafayette, Superior, and Broomfield..

The table clearly illustrates significant retail surpluses in all categories except automotive, which suggests that the area serves a larger geographic area than just that within the 15-minute driveshed. These types of surpluses are not unusual in the presence of a regional mall, which also tends to attract off-price anchors and other satellite retailers who take advantage of drawing power.

Figure 23: Retail Market Potential

Category	City Limits	15-Minute Driveshed
Food & beverage stores	\$1,725,415	\$143,780,425
Grocery stores	\$2,022,959	\$135,508,887
Specialty food stores	\$115,212	\$2,936,794
Beer, wine & liquor stores	\$182,332	\$5,334,744
Health & personal care stores	\$4,011,579	\$15,128,568
Department stores	\$4,110,389	\$77,697,000
Other general merchandise stores	\$19,017,618	\$18,501,956
Clothing & clothing accessory stores	\$3,651,399	\$97,735,696
Electronics & appliance stores	\$5,219,634	\$66,198,479
Furniture stores	\$855,033	\$28,482,843
Home furnishing stores	\$5,219,634	\$8,125,805
Bldg materials, garden equip & supply stores	\$24,000,597	\$30,817,737
Sporting goods, hobby, music. inst.	\$2,535,992	\$15,068,973
Book, periodical & music stores	\$1,276,780	\$4,484,497
Office supplies, stationery & gifts	\$350,833	\$6,144,270
Automobile dealers	\$43,160,330	\$18,455,068
Auto parts, accessories & tires	\$1,944,681	\$17,526,746
Food services & drinking places	\$13,486,857	\$164,370,667
Full-service restaurants	\$6,692,342	\$92,791,985
Limited service eating places	\$5,558,127	\$57,443,038
Special food services	\$648,313	\$8,854,618
Drinking places	\$588,075	\$5,281,026

Source: ESRI Business Services; TischlerBise

Retail opportunity gaps/surpluses can be used to calculate supportable square feet of retail by category, or in the case of Louisville, the surplus of retail space. Using retail industry benchmarks provided by BizStats, we arrive at the midpoint of the range of sales per square feet by retail category based on data for Super Regional Shopping Centers (high) and Neighborhood shopping Centers (low). Dividing the opportunity surplus by the sales per square foot yields an estimate of approximately 3 million square feet of surplus retail space serving the 15-minute driveshed (with the exception of the automotive categories, for which there is an opportunity gap). See the figure below.

In addition, the ESRI Retail Marketplace Profile from which the data is derived also indicates approximately \$15 million in electronic and mail order shopping in the analysis area.

Figure 24: Retail Supportable Square Feet

Category	Opportunity Gap/Surplus	Midpoint Sales/SF	Supportable Square Feet
Grocery stores	\$135,508,887	\$326	415,671
Beer, wine & liquor stores	\$5,334,744	\$234	22,847
Health & personal care stores	\$15,128,568	\$235	64,377
Department stores	\$77,697,000	\$128	609,388
Other general merchandise stores	\$18,501,956	\$128	145,113
Clothing & clothing accessory stores	\$97,735,696	\$215	454,585
Electronics & appliance stores	\$66,198,479	\$244	271,862
Furniture stores	\$28,482,843	\$209	136,608
Home furnishing stores	\$8,125,805	\$209	38,973
Bldg materials, garden equip & supply stores	\$30,817,737	\$145	213,272
Sporting goods, hobby, music. inst.	\$15,068,973	\$219	68,966
Book, periodical & music stores	\$4,484,497	\$219	20,524
Office supplies, stationery & gifts	\$6,144,270	\$208	29,540
Food services & drinking places	\$164,370,667	\$295	558,135
Total	\$673,600,122		3,049,860

Source: ESRI Business Services; BizStats; TischlerBise

Oversupply of retail has not been an unusual condition in markets nationwide in recent years, but the economic downturn has had an adverse effect on many retailers, ranging from small independents to national chains. Under the circumstances, adjustments in overserved markets may involve more retail closures, while any significant retail development in the foreseeable future will likely only occur in burgeoning or underserved markets. Economic forces will continue to edge markets towards equilibrium with respect to supply and demand.

The figure below calculates the number of years it will take to reach market equilibrium in the subject trade area, based on retail sales and projected population growth. Total retail sales of \$3.2 billion divided by retail sales per capita (Boulder County) results in a supportable population of 234,901, which exceeds the population in the 15-minute driveshed by 20,509, indicating that population segment is drawn from outside of the trade area. The population within the trade area is projected to reach the equilibrium point of 234,901 in an estimated 9 to 10 years, which could trigger new retail development. However, this could occur in any number of locations within the trade area.

These findings suggest that the demand for new retail development at the community shopping center scale and higher will be soft in Louisville and the greater trade area for the next 9 to 10 years. Nonetheless, Louisville has done a commendable job in creating a destination market for retail in its historic downtown, and could potentially support additional food & beverage and boutique retail in a suitable, mixed use environment over the next decade.

Figure 25: Calculation of Years to Retail Market Equilibrium

1	Total retail sales ¹	\$3,208,742,255
2	Retail sales per capita ²	\$13,660
3	Supportable population ³	234,901
4	Actual population in trade area ¹	214,392
5	Customers outside trade area	20,509
6	2010-2035 projected annual population growth ⁴	2,161
7	Years to market equilibrium⁵	9.5

¹ Esri Business Services

² U.S. Census 2010

³ Line 1/Line 2

⁴ Louisville, Lafayette, Superior, Broomfield (see Figure 18)

⁵ Line 5/Line 6

Conclusion

Findings of the retail analysis show a local supply that is more than sufficient to meet the demands of the residents and workers in Louisville. This is due largely to the presence of a nearby regional mall and its satellite shopping centers and stores, as well as specialty “big box” stores in and around Louisville, which draw from a large trade area. Thus, the potential for significant new retail development at the community shopping center level or higher is likely very limited for the next decade, as demonstrated by the closures of the 55,000-square-foot Safeway on South Boulder Road and the 140,000-square-foot Sam’s Club discount department store on McCaslin Boulevard.

Nonetheless, there is the potential to regain lost retail base if trends are recognized and capitalized upon. Louisville’s historic downtown is a destination attraction with a unique position in the local marketplace, which holds the potential for additional food & beverage, as well as specialty retail. The opening up of the area east of the downtown through construction or the pedestrian railroad underpass will introduce opportunities for mixed use development that should enhance the retail supply and demand dynamic in that area.

The aforementioned North End and Steel Ranch developments are slated for 43,700 square feet and 60,000 square feet of non-residential space, respectively. This space could be potentially occupied by personal or professional services, or retail merchandisers. A plan has been proposed for the old Safeway site on E. South Boulder Road, which calls for 25,000 square feet of grocery space, 8,000 square feet of ancillary retail, in addition to 111 housing units. A provision for residential/mixed use projects in Centennial Valley through rezoning could also enhance the attraction of additional retail to that area.

OFFICE/R&D/FLEX MARKET ASSESSMENT

In order to more fully assess Louisville’s future office/R&D/flex potential, it is useful to understand current regional market characteristics. According to the global commercial real estate brokerage firm, Grubb & Ellis, the greater Denver office market is comprised of ten submarkets including Boulder, which in turn, includes Louisville. Data are for rental properties in the fourth quarter of 2011, and do not include owner-occupied buildings. Boulder ranks 6th out of the ten submarkets in total leasable space with approximately 7.2 million square feet, and 4th in vacancy at 15.5 percent.

Figure 26: Greater Denver Area Office Trends

By Submarket	Total SF	Vacant SF	Vacant %	YTD Net Absorption
Central Business District	26,493,570	3,960,847	15.0%	176,093
Boulder	7,193,048	1,112,969	15.5%	(142,737)
East	6,067,468	1,365,843	22.5%	226,267
Midtown	4,500,474	416,719	9.3%	10,682
Northeast	2,734,640	615,163	22.5%	131,253
Northwest	9,336,287	1,597,928	17.1%	162,969
Southeast	9,633,118	1,959,885	20.3%	(93,003)
Southeast Suburban	30,384,091	5,360,678	18.5%	167,173
Southwest	4,391,248	609,556	13.9%	29,872
West	7,634,677	1,290,128	16.9%	26,256

Source: Grubb & Ellis

As the data in Figure 26 shows, the Colorado Technology Center has approximately 2.3 million square feet of occupied space, and only 1,412 square feet of vacant space, a negligible amount. From an occupancy standpoint, Louisville’s R&D/Flex market appears strong and stable. Centennial Valley on the other hand, could have as much as 425,000 square feet of vacant office space (564,595 vacant SF – 140,000 SF Sam’s Club = 425,000 SF), depending on just how much was indeed retail.

Conclusion

Louisville has considerable land and building assets to support continued employment generating growth. The Colorado Technology Center is positioned as a commerce park with an established character as such, and should probably remain so. Centennial Valley accommodates a broader mix of uses, the expansion of which could benefit the area in the long run. Boulder’s position in the marketplace does not suggest that any significant speculative development activity will occur in Louisville in the next few years. However, if the former Conoco Phillips campus redevelops in the near term, it has the potential to have a significant impact on the demand in other real estate sectors in the Louisville marketplace. In the meantime, Louisville will have to continue to compete vigorously in the regional marketplace for its share of white collar companies.

RESIDENTIAL MARKET ASSESSMENT

Market Characteristics

As Figure 9 showed, Louisville saw 241 residential units constructed between 2000 and 2004 and 106 units constructed between 2005 and 2010. The number of households increased 5.1 percent from 2000 to 2010. However, the cities of Superior and Broomfield, which are adjacent to Louisville, experienced increases in households of 33 percent and 55 percent, respectively, over the same period. In real numbers, the combined number of households added in this period in the proximal jurisdictions of Louisville, Superior, Broomfield and Lafayette equaled 12,684, or 1,057 annually.

Residential building permits issued annually are a relatively accurate indicator of residential demand characteristics, particularly when a larger market area is analyzed. The figure below show annual permits for Louisville, Broomfield, and Lafayette (Superior's were negligible). Taken in aggregate, the local residential market was fairly robust up to 2009, and appears to emerge from the downturn in 2011. The 98 permits issued in Louisville in 2011 probably reflect the opening of North End and Steel Ranch, and the introduction of new residential product to the marketplace, demonstrating Louisville's continued appeal as a place to live.

Figure 27: Residential Building Permits

Jurisdiction	2005	2006	2007	2008	2009	2010	2011	Average
Louisville	68	10	94	36	17	13	98	48
Broomfield	771	1082	1060	827	160	232	229	623
Lafayette	198	94	33	190	109	35	252	130

Source: U.S. Census

The Denver Regional Council of Governments (DRCOG) has prepared population projections for various jurisdictions in the State, which were updated in 2011. The figure below shows the calculation of household (occupied housing unit) absorption based on DRCOG projections and 2010 average household sizes for each peer geography. Based on this data, we project demand for housing units in Louisville of 43 annually through 2035.

Figure 28: Calculation of Future Residential Demand

Geography	2010	2035	Total Increase	Annual Increase	2010 Avg. HH Size	Annual HH Absorption
City of Louisville	18,376	20,985	2,609	104	2.41	43
City of Lafayette	24,453	29,737	5,284	211	2.62	81
City of Superior	12,483	13,583	1,100	44	2.78	16
City of Broomfield	55,889	100,916	45,027	1,801	2.60	693
Boulder County	294,567	388,835	94,268	3,771	2.44	1,545

Source: US Census; Denver Regional Council of Governments

Of course, a number of factors could come into play that effect residential absorption in the years to come. Population projections are based in large part on recent trends, and Louisville’s population remained relatively static over the last decade, although the population increases in neighboring jurisdictions was fairly robust. It can be reasonably concluded, based on information and observations, that Louisville’s population growth has been constrained primarily through the lack of housing development opportunities combined with the nationwide downturn in the residential market.

Conclusions

As stated, the likely key drivers in Louisville’s housing boomlet are two significant residential/mixed use projects north of South Boulder Road, on either side of Highway 42: North End development, a 74-acre neighborhood on the east side of Highway 42, just north of Louisville Plaza, and; Steel Ranch development, a 60-acre neighborhood located on the west side of Highway 42 between Baseline and South Boulder Roads. When completed, North End will total 492 residential units comprising single family homes, townhouses and condominiums, as well as 43,700 feet of commercial space. Homes are priced in the \$300,000 to \$500,000 range. The 286-residential unit Steel Ranch project will feature a mix of single family homes, townhouses, condominiums, and patio homes ranging in price from \$325,000 to \$510,000. The development also calls for 60,000 square feet of commercial space along Colorado 42.

In addition to the aforementioned projects, a plan has been proposed for the old Safeway site on E. South Boulder Road, which calls for 111 high-end apartments, 25,000 square feet of grocery space and 8,000 square feet of ancillary retail space.

Although Louisville’s residential development opportunities will continue to be constrained by the scarcity of developable land, and attendant, the market could be enhanced by rezoning and redevelopment of underutilized properties (as is being done in the South Boulder Road area), and the application of more flexible zoning in areas that have some undeveloped land inventory, such as Centennial Valley Business Park, if the City so desires.

Activities in the past 18 months have demonstrated evident demand for residential

in Louisville, even with the relatively high price points that characterize the market.



Rendering of plan to redevelop Safeway site on E. South Boulder Rd.
Source: The Mulhern Group

STRENGTHS, CONSTRAINTS AND OPPORTUNITIES

The following figure summarizes key conclusions regarding the strengths, constraints, and opportunities related to the potential for new development in Louisville. By identifying strengths and noting constraints, assets of an area are highlighted and focus can be put on addressing deficiencies, all to capture opportunities for future economic development and fiscal enhancement efforts. Identifying constraints also helps to direct the allocation of resources where they will produce the greatest benefits.

Figure 29: Strengths, Constraints and Opportunities

Strengths	Constraints	Opportunities
<ul style="list-style-type: none"> • Solid economic base with a strong professional, scientific, and professional services sector. The employee to resident ratio is 0.6 • Highly educated workforce. • Historic downtown is a destination attraction with a diversity of food & beverage and retail offerings. • Location on a high tech corridor between a major U.S. city and a state university. • Two principal business clusters in commerce parks with ample supply of undeveloped land. 	<ul style="list-style-type: none"> • Limited amount of land available for residential development. • Sales taxes are a principal source of General Fund revenues in a highly competitive regional retail market. • Strained national economy. • High home values. 	<ul style="list-style-type: none"> • Undeveloped land in Planned Commercial Zone could be considered for a new zoning category that would accommodate a synergistic mix of uses. • Pedestrian railroad underpass will link historic downtown to redevelopment site on east side of tracks. • Local demand for housing provides the possibility for an "urban center" type of development if zoning will

Implementation and action program

EXISTING ECONOMIC DEVELOPMENT INITIATIVES

In order to inform recommendations for the implementation and action program, an assessment of existing economic development initiatives and other relevant activities must be conducted.

Business Assistance

The City of Louisville provides assistance to qualifying businesses to aid companies in locating to the City and to encourage substantial expansion of existing businesses. Business assistance is typically customized to the needs of the company and/or situation. Business assistance may be in the form of the following, or combinations thereof:

- Building permit fee rebates
- Construction use tax rebates
- Sales and/or use tax rebates (if applicable)

Rebates are based on the new dollars generated by the project at move-in and/or over the first five years of operation.

Business Retention Program

Representatives of the City meet with at least 40 businesses in Louisville a year to create awareness of the City's economic development efforts and offer assistance.

Business Recruitment Program

The City utilizes commercial real estate resources to track available buildings and property for business prospects. A representative of the City attends the annual *International Council of Shopping Centers* Global Retail Real Estate Convention to prospect for retail tenants.

Highway 42 Revitalization Area Urban Renewal Plan

The purpose of the Highway 42 Revitalization Area Urban Renewal Plan is to stimulate growth and reinvestment in an area that is otherwise underutilized and disinvested. The Urban Renewal Area contains 265 parcels and comprises approximately 200 acres. A combination of residential and non-residential uses is proposed, with densities comparatively higher than other residential neighborhoods in the community.

The Plan allows for a wide range of activities to be used in its implementation, including using public investment to leverage private investment. For example, the Louisville Revitalization Commission may acquire property which they can temporarily operate, manage and maintain pending its disposition for redevelopment. Tax Increment financing can then be used to fund public infrastructure investments. Creation of special districts or other financing districts to serve as supplemental funding sources is also possible. The Plan also contains provisions for a participating interest by the Commission in private development projects in which it provides financial support.



RECOMMENDED LAND USE ACTIONS

Light Industrial/Flex/Tech

Most of Louisville’s light industrial/flex/tech space is concentrated in the Colorado Technology Center. Land uses are characterized mainly by one-story buildings. Approximately 200 acres of land are improved, with another 200 acres developable acres unimproved. Barring a wave of business locations to the commerce center, such as occurred in the 1990s, the Colorado Technology Center probably contains the holding capacity to absorb light industrial/flex/tech uses well into the foreseeable future.



Image of Colorado Technology Center, showing current improved and unimproved parcels.

We recommend that the Colorado Technology Center retain its current *Planned Industrial* zoning designation, and that light industrial/flex/tech uses be directed to there. With regard to the former Conoco Phillips Campus the open space park-like development has the potential to become a hallmark of green design, and should Louisville's image as an environmentally responsible and sustainable community.

Conventional Office

Louisville's highest concentration of for-lease office space is located in Centennial Valley. Based on land use breakdown data provided to TischlerBise by the City, we estimate that as much as 420,000 square feet out of a total of approximately 1.3 million square feet (which could include some public and institutional uses) currently stands vacant, a roughly 33 percent vacancy rate. Consequently, Louisville's challenge in the months or years to come will be to fill the vacant office space it presently has, which will suppress the demand for new office building construction. At such time as the occupancy rate in Centennial Valley rises to a reasonable level, such as 12 to 15 percent for instance, renewed activity in Centennial Valley, and even in the Highway 42 Revitalization Area, should surface.

Louisville's Business Retention and Development office and professional real estate community work hand in hand to attract business to the City. As the local economic conditions improve, their efforts should start to bear tangible results. The City may want to reconsider allowable land uses in Centennial Valley as an economic development initiative, as discussed below.

Centennial Valley Rezoning

Underutilized and vacant land in the Centennial Valley Business Park should be considered for rezoning to a mixed-use overlay or mixed-use residential, similar to the Highway 42 Revitalization Area. This is an idea that was publicly supported in the charrette conducted in August, 2012, and one that has the potential to reactivate an area that is struggling with high vacancies and general inactivity.

Of the roughly 2.85 million square feet of building area in Centennial Valley, 45 percent is office/commercial/public/institutional, 18 percent is retail/food & beverage/entertainment, 9 percent is hotel, and 8 percent is residential. Of the 360 acres of land in Centennial Valley, 126 acres remain to be developed.

Higher density multi-family with provisions for subsidiary commercial uses could actually stimulate the attraction of small- to medium-format (500-25,000 square feet) retailers to the area. Indeed, national chain grocers and pharmacies have developed business plans to capitalize on urban revitalization trends, which specify locating in residential mixed use environments. A mixed use environment could also be more attractive to potential office building tenants by offering more in the way of amenities to daytime workers.

By contrast, the Colorado Technology Center is almost entirely light industrial/flex/tech land uses, contains nothing in the way of amenities, and is not an appropriate candidate for rezoning as Centennial Valley is.

Tourism

Louisville's premier tourist attraction is its Historic Downtown, which boasts a critical mass of food & beverage and retail experiences which attract visitors and patrons from well outside of the City. Wisely, the City has been very proactive in working with private investors by providing public improvements that facilitate and enhance business enterprises in the downtown.

As investor and developer interest shift focus to the fringe areas of the downtown, the City should encourage land uses that will accrue direct benefits to the downtown through increased visitors spending, such as:

- Lodging – a priority site should be identified, most likely in the Highway 42 Revitalization Area, that could support the development of a boutique hotel, and marketed as such. The site should preferably be located within a quarter mile (walking distance) of the Historic downtown.
- Public outdoor amphitheater – this should also be located within walking of the Historic Downtown. Events at this type of facility will not only enhance spending in downtown establishment by attracting visitors, but will also create a broader awareness of the downtown as a destination attraction among first time visitors.

**MEMORANDUM**

TO: Planning Commission

FROM: Troy Russ, AICP, Director of Planning and Building Safety

SUBJECT: Administrative PUD Amendment – Pearl Izumi

DATE: February 5, 2013

After review by the Planning Division and under Section 17.28.230(B)(1) of the Louisville Municipal Code, I have approved an administrative amendment to the Pearl Izumi PUD to allow for alterations to the approved north façade. The changes do not significantly alter the development and are required to better drain the roof, provide better interior daylight, and break up the north façade. The mechanical screening on the north side is also being changed, but still meets CDDSG requirements. This is considered a minor modification to the site plan necessary for the continuing successful use of the site, and no neighbors will be affected.