City of Louisville
COLORADO • SINCE 1878

Planning Commission

Agenda

March 14, 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

- February 28, 2013

V. Public Comment on Items Not on the Agenda

VI. Regular Business – Public Hearing Items

- **Resolution No. 04, Series 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
- **Resolution No. 05, Series 2013:** a resolution of recommendation to the Louisville City Council for the adoption of the 2012 Comprehensive Plan Update
  - Applicant: City of Louisville
  - Case Manager: Troy Russ, Director of Planning and Building Safety
- **Resolution No. 06, Series 2013: Louisville Municipal Code 17.08.255 -** a request to amend LMC 17.08.255 to allow a canine care facility in a Community Commercial (CC) zone district where a 'kennel' as defined in said section is not a permitted unit in Use Group #28.
  - Applicant: City of Louisville
  - Case Manager: Sean McCartney, Principal Planner

VII. Planning Commission Comments

VIII. Staff Comments

- **2014 Policy Goals and/or projects:** Review of the 2013 Goals and establishing preliminary 2014 Goals. Items the Planning Commission might want to consider listing include: Small Area Plans, Neighborhood Plans and additional Wayfinding.

IX. Items Tentatively Scheduled for Next Regular Meeting: April 11, 2013

- **AVADAN, LLC** – a request for a final planned unit development (PUD) for a 40,339 SF single story industrial/flex building in the Colorado Technological Center, Filing No. 2 where the property is zoned Industrial (I). 428 CTC Boulevard; Lot 11, CTC 2: Case No. 13-006-FP.
  - Applicant: AVADAN LLC (Alan Benjamin)
  - Owner: R.E. Hill Properties – CTC Land, LLC (Rob Hill)
  - Representative: Milender White Construction Co. (Robert Mierau)
  - Case Manager: Gavin McMillan, Planner III
- **On-Target Shooting Center, LLC** – a request to amend the Louisville Municipal Code 17.12.030 Use Group No. 17 to allow for indoor shooting ranges as a special review use in the Industrial (I) zone district. Case No. 13-008-ZN.
  - Applicant, Owner and Representative: On-Target Shooting Center, LLC (Richard Weingarten)
  - Case Manager: Sean McCartney, Principal Planner
- **Jump N Rope, LTD** – a request to allow a private recreational facility in the Commercial Business (CB) zone district requiring a special review. 400 Front St; unplatted property located on the east side of Front Street approximately 365' south of the intersection of Elm Street and Front Street: Case No. 13-009-UR.
  - Applicant and Representative: Jump N Rope LTD (Molly Metz)
  - Owner: RCC LLC (Randall Caranci)
  - Case Manager: Gavin McMillan, Planner III

X. Adjourn

City of Louisville
COLORADO • SINCE 1878

Planning Commission

Meeting Minutes

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

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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 Chris Pritchard, Vice-chairman Jeff Moline Scott Russell Steve Brauneis
Commission Members Absent:	Ann O'Connell Cary Tengler
Staff Members Present:	Troy Russ, Planning & Building Safety Director Sean McCartney, Principal Planner 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 –

- January 24, 2013

Lipton moved and Brauneis seconded a motion to approve the January 24, 2013 minutes as prepared by staff. Motion passed by voice vote.

Public Comments: Items not on the Agenda
Linda Newbold, property owner of the property at the southwest corner of South Boulder Road and Main Street, discussed the proposed realignment of Main Street. She further explained their surprise of the option because they had not been contacted by anyone from the City of Louisville. She stated they are open to the idea of exploring the options but someone needs to contact them.

Lipton stated the Comprehensive Plan has been modified to reflect the city is only "exploring" the idea.

Regular Business – Comprehensive Plan

- **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

Public Notice Certification:
Originally published in the Daily Camera on January 27, 2013. Posted in City Hall, Public Library, Recreation Center and the Courts and Police Building and mailed to surrounding property owners on January 25, 2013. Reposted and remailed on February 4, 2013.

Conflict of Interest:
None heard.

Staff Report of Facts and Issues:
Russ reviewed the request with the following discussion points:

- The applicant is requesting a final PUD amendment to allow the removal of a condition that the house located on the east side of Lot 3 (555 County Road) be demolished.
- The request is also seeking permission to allow an increase in density from 15 units to 16 units, by allowing a 2nd unit on Lot 3.
- Resolution 25, Series 2009 approved the original plat and PUD for 15 units and the demolition requirement for the easterly home of Lot 3 which would keep the development at 15 units.
- The request requires a waiver to the PUD and underlying zoning (Residential Medium Density – RM).
- Section 17.28.110 details the criteria for a waiver approval.
    1. City council finds that the development plan contains areas allocated for usable open space in common park area in excess of public use dedication requirements.
        a. Staff finds this criterion has not been met.
    2. The waiver is warranted by the design and amenities incorporated in the development plan, and the needs of residents for usable or functional open space and buffer areas can be met.
        a. Staff finds this criterion has been met.

Russ reviewed the revised Resolution No. 3, Series 2013 and requested approval with the following condition:

1) A public land dedication fee shall be paid upon subdivision or creation of separate ownership for any portion of Lot 3 accordance with Section 16.16.060 of the LMC.

Russ requested a motion to enter into public record the revised resolution as well as the emails received supporting the request.

Lipton moved and Pritchard seconded a motion to enter those items into public record. Motion passed by voice vote.

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Commission Questions of Staff:
Moline asked if the past record gives any rationale for the demo.

Russ stated it is a density issue.

Lipton stated the underlying zoning was also the reason for the 15 units, so the applicant is requesting for an exception.

Russ agreed with Lipton's comments.

Russell inquired if the fee-in-lieu is captured by the LMC.

Russ confirmed it.

Russell asked if there are any access concerns.

Russ stated no.

Russell asked if the floodplain is impacted.

Russ stated no.

Applicant Presentation:
Mundelein clarified his plan to demo the current house and then build a new two story home. He stated they would like to keep the 2nd unit as a rental.

Commission Questions of Applicant:
None heard.

Public Comment:
None heard.

Commission Questions of Staff and the Applicant
Brauneis asked the other board members if they had background of why the 15 units were chosen.

Russ stated more than 15 had been requested by the applicant but staff based the 15 on the square footage of the site.

Russell asked if a new house is built and the existing alley house is rented, how would this change the character of the site.

Russ stated they would have to follow Old Town Overlay Zone District requirements.

Moline inquired about the accessory dwelling and its use as a rental.

Russ stated the current zoning allows a 2nd unit, because of the lot size, therefore a second unit would be allowed.

Lipton asked for a clarification as to how the request came forward.

Russ explained that the applicant has the right to ask, staff has an obligation to process with a public hearing before Planning Commission and then City Council.

Mundelein stated he came forward because of his interpretation of how many units he can have. He stated he plans to build a front house and wants to keep the back unit as a legal dwelling unit to rent out.

Closed Public Hearing – Planning Commission Discussion:
Moline stated he tends to agree with staff but would like to hear from the other Commissioners first.

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Russell briefly summarized his response to the original project. He concluded by stating he can accept the 16 units.

Pritchard reviewed the history by discussing the alley access, and the creation of good access flow within the site. He stated the 16 unit request does not impact the traffic flow within the site, a new home on the front of lot will improve the site. He stated he supports staff recommendation with the new resolution.

Brauneis thanked the Commissioners for their background. He stated his support of the 16 units.

Lipton stated the project had been a concern of the Commission from the beginning. He stated he had problems with the density in 2009. He also felt the project had been finished and he was surprised to see it back before the Commission. He concluded by stating he supports staff recommendation.

Roll Call Vote:
Brauneis moved and Pritchard seconded a motion to approve the revised Resolution No. 03, Series 2013 as presented by staff.

Name	Vote
Jeff Lipton	Yes
Chris Pritchard	Yes
Ann O'Connell	Excused
Cary Tengler	Excused
Jeff Moline	Yes
Steve Brauneis	Yes
Scott Russell	Yes
Motion passed:	5 to 0

Lipton declared a break at 7:12 PM.

Lipton called the meeting back to order at 7:23 PM

Discussion and Action –

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

Lipton reviewed the process the Commission will follow: staff presentation, allowing Commission to ask questions during staff presentation; public comment; followed by a page by page review of the document.

Staff Presentation:
Russ discussed the following:

- Previous discussion and endorsements
    1. Vision Statement and Core Community Values – Spring 2012
    2. Community Design Charrette – Summer 2012
    3. Framework Recommendation – November 2012
    4. Draft Review – Part 1
        a. Introduction
        b. Process
        c. Vision Statement and Core Community Values
        d. The Framework
        e. Transportation

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        f. Neighborhoods
- Goals for this meeting
    1. Draft Review – Part 2 (items in **bold** are new)
        a. Neighborhoods / **Housing**
        b. **Cultural Heritage**
        c. Parks Recreation Open Space Trails (PROST)
        d. **Municipal Infrastructure**
        e. **Energy**
        f. Community Services
        g. Economic Development
        h. **Fiscal Health**
    2. Next meeting – March 14, 2013
        a. Policy Alignment and Implementation
- Process and Schedule
- 54 Stakeholder Meetings & Community Meetings
- Previous Endorsements
    1. Vision Statement
    2. Community Framework – Option #3 – Three Centers
    3. Build-out Possibilities
- Previous Section Review
    1. Community Framework
    2. Neighborhoods – Planning Areas
        a. Housing Stock
        b. Principles
    3. Transportation – Street Plan
- Cultural Heritage
    1. Background – Historic Preservation Commission; Historic Preservation and Sales Tax: Historic Preservation Tax and Fund
    2. Policy Highlights
        a. Create a Preservation Master Plan
        b. Promote economic sustainability Policy
        c. Promote using historic resources for affordable housing
        d. Consider improvements to the Museum Campus
        e. Consider creating a Historic Park
- Parks Recreation Open Space Trails – PROST
- New Section – Municipal Infrastructure
    1. Infrastructure
        a. Previously in Community Service Section
        b. Policy Highlights
            i. Replace City Services Center
            ii. Conduct Utility Rate Study
            iii. Revised Drought Management practices
            iv. Continually seek to reduce flood dangers and reduce the cost of flood insurance for property owners
            v. Conduct a Waste Water Facilities Master Plan
    2. Energy
        a. Replaces Sustainability Environment Section
        b. Sustainability Policies integrated throughout the document
        c. Policy Highlights

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i. Conduct a comprehensive community-wide analysis of energy consumption audit to baseline efforts
ii. Evaluate the values in adopting 2012 Building code and possible Green Building standards
iii. Work with partner agencies to offer free and subsidized weatherization services to qualifying low-income residents.

3. Community Services
   a. Schools
   b. Library
   c. Police and Fire Services
   d. Sold Waste Services
4. Economic Development (ED) & Fiscal Health (FH)
   a. 20-year development forecast
   b. 20-year forecasted fiscal balance
   c. ED Policy Highlights
      i. Work to maintain a business friendly environment
      ii. Encourage employment centers that provide goods and services
      iii. Focus on primary job creation
      iv. Strive for complementary land uses that promote an economically healthy community
      v. Consider strategic public investments and partnerships to encourage, promote and recruit private investment that responds to the Community Vision and Core Community Values
      vi. Manage a successful range of economic development services to respond to business development inquiries about the community
      vii. Support redevelopment efforts that bring diversity and income generation to aging and distressed areas within Louisville
      viii. Promote the revitalization of existing structures that maintain the character of downtown, while providing a diverse business base.
   d. FH Highlights
      i. Develop and implement a marginal cost methodology and model for reviewing annexations, rezoning, development and redevelopment proposals
      ii. New development should have a positive impact on the City's fiscal and economic position. Measurements should include effects on City revenues, service provision, capital investments, job creation, catalytic opportunities, and quality of life
      iii. The City's fiscal structure should consistently be evaluated to ensure it supports the desired land use pattern and community levels of service.

- Next Steps – March 14th meeting
  1. Confirm Parts 1 & 2

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2. Review and Confirm Part 3
    a. Policy Alignment and Implementation
        i. Plan Administration
            1. Coordinated Monitoring and Evaluation Program
            2. Plan Consistency and Policy Alignment
            3. Public Outreach and Notification
        ii. Priority Actions
            1. Areas of Change and Areas of Stability
            2. Small Area Plans
            3. Neighborhood Planning Framework
            4. City-wide multi-modal Transportation Master Plan
            5. Water, Waste Water, Storm Water Outfall Master Plan
            6. Development Review Fiscal & Economics Model Update
            7. Character Zone & Form Based Amendments to the LMC
            8. Preservation Master Plan
            9. Regional Coordination of US 36
3. Advance a recommendation to City Council
    a. Discussion / Direction – April 2, 2013
    b. Adoption – April 16, 2013

Lipton, Russ, and Moline briefly discussed affordable housing, incentives for affordable housing, infill development, and fiscal health with Russ prior to Lipton asking for public comment.

Public Comment:
Andy Johnson, 920 Lincoln and a member of LSAB. He thanked staff for the incredible process they have had with the Comp Plan update. He discussed the aging housing is Louisville, the importance of energy conservation, the importance of adopting a green building code, and the relationship of economic development to Infill vs. Greenfield.

Steve Anderson, 225 South Boulder Road, discussed his experience with previous comprehensive plans for the City and he finds this to be the best. He stated his appreciation of staff and how the community has been involved. He compared the comprehensive plan to a business plan.

Closed Public Hearing:
Lipton closed the public hearing and requested a page-by-page review of the document by the Planning Commission.

The incorporated redline document reflects the following:

- edits suggested by the Planning Commissioners during the page by page review
- addition of the final section – Implementation and
- additional proofreading edits from staff.

Planning Commission Comments –
Lipton complemented the Planning Staff regarding the excellent job they have done with the Comprehensive Plan.

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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.

Russ reviewed the Pearl Izumi administrative PUD amendment. The commissioners had no questions or comments.

Russ explained the 2014 Policy Goals and/or projects request.

Lipton requested the discussion be held at the March meeting. He also requested staff provide a copy of the 2013 Work Goals in the next meeting packet.

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

Staff briefly reviewed the March 14th meeting, reminding the Commissioners the 2012 Comprehensive Plan will also be on the agenda.

Adjourn

Russell moved and Brauneis seconded a motion to adjourn the meeting. Lipton adjourned the meeting at 9:35 PM.

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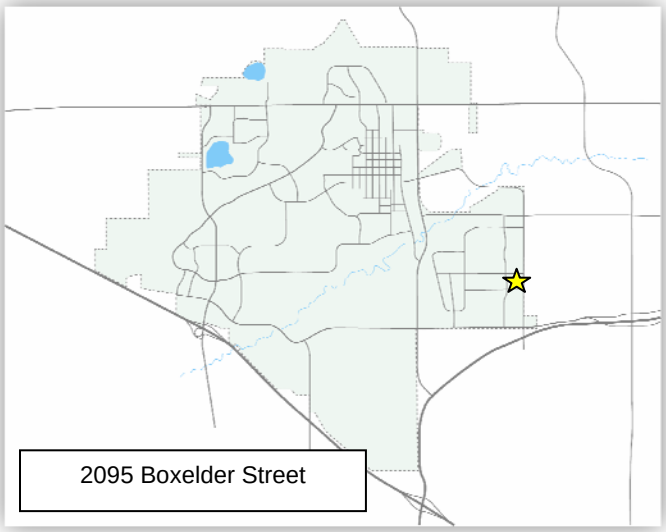
City of Louisville
COLORADO • SINCE 1882

Planning Commission
Staff Report
March 14, 2013

ITEM:	Case #13-001-FP
PLANNER:	Sean McCartney, Principal Planner
APPLICANT:	Kyle Callahan Kyle Callahan & Associates, Architects 2121 30th Street, Suite 102 Boulder, CO 80301
OWNER:	Louisville Fire Protection District 895 West Via Appia Louisville, CO 80027
REPRESENTATIVE:	Same as above
EXISTING ZONING:	Industrial (I)
LOCATION:	2095 Boxelder Street
LEGAL DESCRIPTION:	Lot 15, Colorado Technological Center, Filing 2
TOTAL SITE AREA:	3.21 acres
REQUEST:	A request for a final planned unit development (PUD) plan to allow for the expansion of the construction of a new fire station, training facility and fueling enclosure for the Louisville Fire Protection District.

VICINITY MAP:



BACKGROUND:
The Louisville Fire Protection District (represented by Chief Tim Parker), requests approval of a final planned unit development (PUD) plan to allow the Louisville Fire Station #3 to be located at 2095 Boxelder Street (Lot 15, Colorado Technological Center, Filing 2). The request includes the construction of a training facility and fueling enclosure.

The property is located in the Industrial (I) Zone District. According to the Louisville Municipal Code (LMC), the Industrial Zone District permits "City, County, state and federal uses and buildings" (Use Group #18) as an special review use (SRU). A Fire Station is classified as a land use within Use Group #18.

Resolution No. 80, Series 2012, approving the SRU for the fire station was approved by City Council on December 18, 2012.

The LMC also requires a planned unit development (PUD) for all development within the Industrial Zone District. Approval of this request will permit the Fire Station and training facility use on this property.

SUMMARY OF PROPOSAL:
Site Plan:
The property is located on the northwest corner of Boxelder Street and South 104th Street. There are two public access points for the site: one on Boxelder Street and the other on South 104th Street. Additionally, there is a private driveway (emergency egress for the fire equipment). This access point will be used exclusively by the Louisville Fire Protection District (LFPD).

The Industrial Development Design Standards and Guidelines (IDDSG) permits two driveways for properties between 2 and 5 acres in size. Staff believes the proposed access points comply with the IDDSG because only two public driveways are provided. The private driveway is intended for the exclusive use of the fire equipment and emergency egress.

The applicant is requesting the following lot coverage per use:

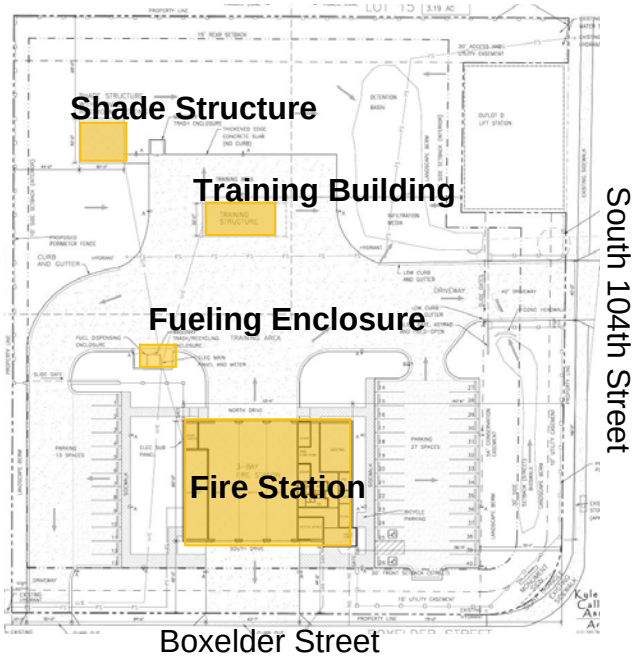
	Area	**Lot Area**	**Lot Coverage**
Buildings	9,600 SF	138,924 SF	6.9%
Parking, Drives, Training Area	53,800 SF	"	38.7%
Pedestrian Pathways	2,300 SF	"	1.6%
Total Impervious Coverage			**46%**
Open Space	75,024 SF	"	52.8%

The IDDSG permits a maximum impervious coverage of 75%.

The building setbacks comply with IDDSG requirements.

The site will be developed with four (4) areas of construction:

1. Fire Station (Primary Building)
2. Training Building
3. Exterior Shade Structure
4. Fueling Enclosure



	Proposed Total - SF	Stories
Primary Building - Fire Station	10,800	2 stories
Training Building	2,400	3 stories – 36 ft. max
Exterior Shade Structure	600	1 story

Fire Station: The building's first floor program will be comprised of 3 vehicle bays (used to store and maintain fire apparatus), the office, meeting rooms, and restrooms. The second floor will include dormitory rooms which will be finished as demand for services warrant. Interior improvements to the fire station are expected to be finished prior to 2015.

Training Building: The Training Building will have a smaller footprint with multi-stories. The facility will provide multi-agency firefighter training. The training facility will provide a protected environment with the necessary tools and scenarios to simulate event conditions. Periodically controlled burns will be programmed within the facility. Firefighters and staff will operate firefighting strategies necessary to safely address possible scenarios and study the effects. The training facility will be built in concurrently with the Fire Station.

Exterior Shade Structure: The exterior shade structure is a covered exterior patio for staging of training materials, meetings and consultation. The space will also be used for general use by the firefighters engaged in training activities.

Fueling Enclosure: The fueling enclosure will be an open-roof enclosure which surrounds the fuel storage tank and pump station. The storage facility will store up to 1,000 gallons of diesel fuel. The fuel will be used for fire trucks and other apparatus. No outside or commercial fueling will be permitted. The LMC permits fueling stations as an SRU in the Industrial Zone District (the use has already been approved by City Council).

Landscape Plan:
The landscape sheet within the PUD calls for reduced water use turf grass along both streets, street trees, shrubs, and mulched planting beds with low volume irrigation. The rear of the property proposes dry-land grasses (irrigated in the first two years) and trees lining the perimeter of the property. The proposed landscape plan meets the IDDSG requirements.

There is an existing 54 foot conservation easement located along the east side of the property. This conservation easement was established in 2005 when the CTC Filing No. 2 Subdivision was created and serves as part of the public land dedication for the subdivision. As publically dedicated land, this 54 foot strip may not permit any development within it, unless authorized by the City of Louisville.

Architecture:
The IDDSG requires projects to establish a “Public Zone”, which generally is the distance from the street to the middle of the property. In these “Public Zones” developers are required to add more architectural features and treatments to diminish the building mass.

The proposed Primary Building (Fire Station) is located within the public zone, and therefore must provide architectural features and treatments on all four (4) sides.

The proposed design for the Fire Station denotes an architecture complete with rooftop articulations, variations in color and textures (brick, lap siding and stucco), brick columns framing the bay doors, windows on all levels, and metal awnings over the door openings.

The training tower is not located in the public zone but the architect has provided a brick outer skin, windows, articulated roofline and an exterior staircase. The proposed architecture meets the IDDSG requirements.

Parking:
The proposed PUD has provided the following parking calculations:

Use	Parking Requirement	No. of Spaces required	No. of Spaces Proposed
Training Building	1 space per 500 SF building area	5	5
Apparatus Bays	2 spaces per bay	6	6
Dorms (4 total – 100 SF each)	1 space per dorm	4	4
Other (office, support, etc)	1 space per 250 SF building area	24	25
Total		**39**	**40**

Signs:
The building elevations have wall signs over each vehicle bay. The signs will be non-illuminated metal and call out each vehicle bay with a name and number. The other proposed wall sign is a Metro Fire Logo and would be designed into the proposed parapet. The proposed signs are not advertising any services and are not going to have a negative impact on the surrounding uses.

The applicant is also proposing a monument sign on the southeast corner of the site. The proposed sign is 25 SF in size, which complies with the IDDSG permitted monument sign area. However, the sign is located within the 54 foot conservation easement which was dedicated in 2005 as public land dedication and a buffer. The language of the easement states there may not be any construction permitted in the conservation easement unless otherwise authorized by the City of Louisville. The LFPD is requesting the City of Louisville authorize the placement of the monument sign in the conservation easement.

Staff recommends Planning Commission not permit the sign in the conservation easement since there aren't any other private structures located within the conservation easement. If the sign is permitted in the current location the sign complies with the 30' X 30' site vision clearance required in the IDDSG. Staff shall review and approve the new location prior to City Council.

Lighting:
Lighting complies with the regulations established in the IDDSG.

Fencing and Entry Gate:
There is a fence and entry gate located along the east side of the property. Both structures are located within the 54 foot conservation easement. The LFPD is requesting both the fence and entryway gate be permitted within the conservation

easement. Staff recommends Planning Commission not permit the fence and entryway gate in the conservation easement since there aren't any other private structures located within the conservation easement. Staff shall review and approve the new location prior to City Council.

STAFF RECOMMENDATION:
Staff believes a fire station is needed in southeast Louisville, as documented by the Louisville Fire Protection District. The CTC Owners Association has reviewed this request and believes it is compatible with the uses in CTC.

With the above findings, Staff recommends approval of a final planned unit development (PUD) plan for the construction of a new fire station, training facility and fueling enclosure for the Louisville Fire Protection District, with the following conditions:

1. The proposed monument sign, located within the 54 foot conservation easement, shall be relocated outside of the conservation easement. Staff shall review and approve new location prior to City Council.

2. The proposed fence and entryway gate, located within the 54 foot conservation easement, shall be relocated outside of the conservation easement. Staff shall review and approve new location prior to City Council.

PLANNING COMMISSION ACTION:
Resolution No.04, Series 2013, recommends approval of a final planned unit development (PUD) plan for the expansion of the construction of a new fire station, training facility and fueling enclosure for the Louisville Fire Protection District, with the above conditions. 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.

ATTACHMENT(S):

- Attachment #1 – Resolution No. 4, Series 2013
- Attachment #2 – Final PUD
- Attachment #3 – Complete application packet
- Attachment #4 – Copy of the Conservation Easement

RESOLUTION NO. 4,
SERIES 2013

A RESOLUTION RECOMMENDING APPROVAL OF A FINAL PLANNED UNIT DEVELOPMENT (PUD) PLAN TO ALLOW FOR THE EXPANSION OF A NEW FIRE STATION, TRAINING FACILITY AND FUELING ENCLOSURE FOR THE LOUISVILLE FIRE PROTECTION DISTRICT

WHEREAS, there has been submitted to the Louisville Planning Commission an application to approve a final planned unit development (PUD) plan to allow for the expansion of a new fire station, training facility and fueling enclosure for the Louisville Fire Protection District zone district; and

WHEREAS, the City Staff has reviewed the information submitted and found it, with conditions, to comply with Louisville zoning regulations and other applicable sections of the Louisville Municipal Code; and

WHEREAS, after a duly noticed public hearing on March 14, 2013, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated March 14, 2013, the Planning Commission finds that said PUD should be approved, with the following conditions:

1. The proposed monument sign, located within the 54 foot conservation easement, shall be relocated outside of the conservation easement. Staff shall review and approve new location prior to City Council.

2. The proposed fence and entryway gate, located within the 54 foot conservation easement, shall be relocated outside of the conservation easement. Staff shall review and approve new location prior to City Council.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby approve a final planned unit development (PUD) plan to allow for the expansion of a new fire station, training facility and fueling enclosure for the Louisville Fire Protection District, subject to the above conditions.

PASSED AND ADOPTED this 14h day of March, 2013.

By: _____
Jeffrey S. Lipton, Chair
Planning Commission

Attest: _____
Ann O'Connell, Secretary
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 FINAL PLANNED UNIT DEVELOPMENT (PUD) FOR A NEW FIRE STATION, MAINTENANCE FACILITY, TRAINING CENTER, SHADE STRUCTURE AND SITE IMPROVEMENTS

APPLICATION NAME:	LOUISVILLE FIRE PROTECTION DISTRICT STATION NO. 3
LOCATION:	2095 BOXELDER ST; LOT 15, COLORADO TECHNOLOGICAL CENTER #2
CASE NUMBER:	13-001-FP
DATE AND TIME: PLANNING COMMISSION	THURSDAY, MARCH 14, 2013
DATE AND TIME: CITY COUNCIL (TENTATIVE)	TUESDAY, APRIL 2, 2013
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, FEBRUARY 24, 2013

(POSTED IN CITY HALL, PUBLIC LIBRARY, RECREATION CENTER AND THE COURTS AND POLICE BUILDING AND MAILED TO SURROUNDING PROPERTY OWNERS ON FRIDAY, FEBRUARY 22, 2013)

IF YOU ARE INTERESTED IN ATTENDING THIS HEARING, PLEASE CALL 303.335.4592 PRIOR TO THE DATE OF THE MEETING TO CONFIRM THIS APPLICATION WILL BE HEARD AS SCHEDULED OR IF IT HAS BEEN POSTPONED OR CANCELLED.

WWW.LOUISVILLECO.GOV

City of Louisville
COLORADO • SINCE 1878

Department of Planning and Building Safety

749 Main Street • Louisville CO 80027 • 303.335.4592 • www.louisvilleco.gov

LAND USE APPLICATION

CASE NO. 13-001-FP

APPLICANT INFORMATION

Firm: Louisville Fire Protection District
Contact: Tim Parker, Fire Chief
Address: 895 West Via Appia
Louisville, CO 80027
Mailing Address: Same
Telephone: 303 327 5860
Fax: 303 666 7659
Email: tparker@louisvillefire.com

OWNER INFORMATION

Firm: Same as above
Contact:
Address:
Mailing Address:
Telephone:
Fax:
Email:

REPRESENTATIVE INFORMATION

Firm: Kyle Callahan & Associates, Architect
Contact: Kyle Callahan
Address: 2121 30th Street, suite 102
Boulder, CO 80301
Mailing Address: same
Telephone: 303 545 2007
Fax: –
Email: kyle@kylecallahan.com

PROPERTY INFORMATION

Common Address: 2095 Boxelder St.
Legal Description: Lot 15 Blk
Subdivision Colorado Technological Center, F2
Area: 138,924 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: New Fire station & maintenance facility, new training facility, covered shade structure & site improvements per SRU# 12-026-UR

Current zoning: PC Proposed zoning: PC

SIGNATURES & DATE

Applicant: Louisville Fire Protection District
Print: David B Yost · Board President
Owner: [signature]
Print: David Yost
Representative: [signature]
Print: Kyle Callahan

CITY STAFF USE ONLY

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

LOUISVILLE FIRE PROTECTION DISTRICT
895 W. Via Appia
Louisville, CO 80027
o: 303.666.6595 | f: 303.666.7659
louisvillefire.com
"Our Family Serving Your Family"

August 30, 2012

Proposed Use of 489 South Boxelder Street, Louisville, Colorado

Project Summary:

As outlined in the Louisville Fire Protection District Comprehensive Plan, we are proposing to build a fire station and a small training building in the CTC business park. This project is anticipated to be a phased project starting with a 2 ½ story block veneer structure that will be used to train firefighters.

The structure will have all of the building components that are found in a typical family house in Louisville. It will also have a small burn room on each floor to replicate a room and contents fire. These are very small controlled fires that are limited to 2 - 3 wood pallets. The training area will have a large paved area to accommodate driver training, thus reducing the need to use city surface streets. Currently, this training is being conducted in acquired structures throughout the District, vacant buildings or through simulations. The primary purpose of the training project is to provide a means for firefighters to practice and enhance their skills in rescue, fire suppression and their safety and survival.

Currently, the District occupies two fire stations located at 1240 Main St. and 895 W. Via Appia. There has been a documented need for an additional fire station in South Louisville for over 20 years. In particular, growth of high hazard, high occupancy businesses such as schools, hospitals, tech parks and the eventual development of the ConocoPhillips site necessitate additional protection. While it is yet to be determined when construction of the fire station would begin, we believe that it's important to start the planning process now. It is anticipated that construction could begin within 1 - 5 years. Like all of the District properties, this project will be an attractive and well-maintained facility, sensitive to our neighbors needs.

Project Description:

1. Primary Building

   New public service facility with three bays to store and maintain fire apparatus, and including ancillary spaces such as radio room, restrooms, meeting rooms, offices, several dormitory rooms, and other building and firefighter support spaces. The ancillary spaces will remain unfinished during that time, to be finished in the future when demand for those services and spaces is realized. At this time, it is anticipated that such interior improvements will be necessary during "2015". Due to the critical nature of this facility, back-up power generation will be required, and will be stored within the building as is similar to the existing Fire Station 1 located on North Main Street.

A tradition of excellence since 1871

2. Training Building

This new facility will be a smaller multi-story structure to provide for firefighter training for the Louisville Fire Protection District and surrounding districts. Because a well-trained firefighter is prepared and far more effective at fighting fires and saving lives and property, this facility will serve to provide, in a protected environment, the necessary tools and scenarios to simulate event conditions. Periodically, controlled burns will be established within the facility. Firefighters and staff will be on hand to study the effects and firefighting strategies necessary to safely address such situations. A contact list will be established and maintained to allow for the alert of neighboring facility managers with one day notice prior to trainings taking place. Parking of sufficient quantities to handle all attendees is to be provided onsite.

3. Exterior Shade Structure

A covered exterior patio for staging of training materials, meetings and consultation, and for general use by the firefighters engaged in activities at the primary and training buildings. Restrooms will likely be provided at this feature to provide such facilities in advance of the completion of the interior development of the primary building.

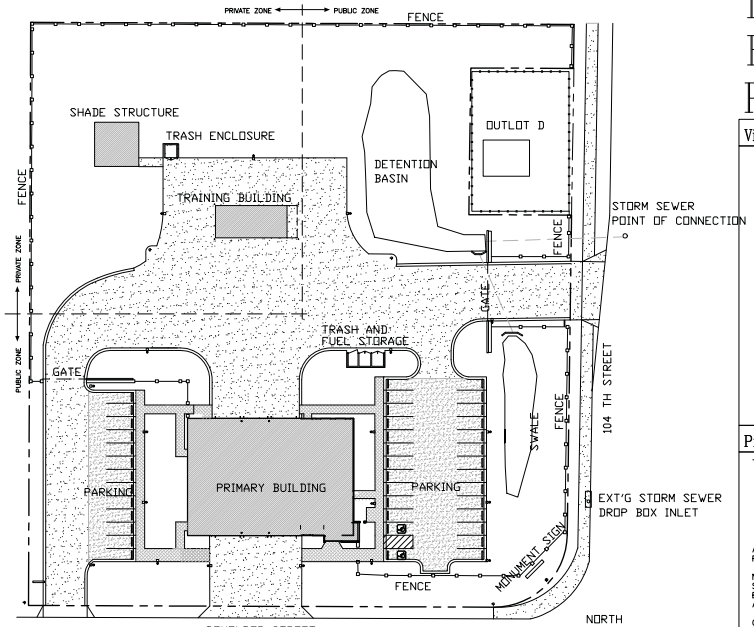
4. Fueling Enclosure

Open-roof enclosure to surround storage tank and pump station for storage of up to 1,000 gallons of diesel fuel for service of fire trucks and other apparatus.

Sincerely,

Tim Parker
Chief of Department

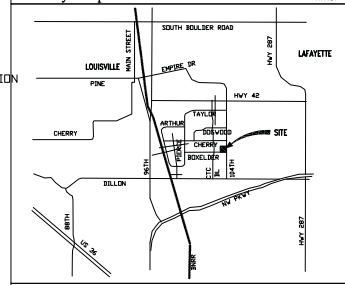
LOUISVILLE FIRE – RESCUE
FLEET MAINTENANCE AND TRAINING COMPLEX
PLANNED UNIT DEVELOPMENT (PUD) – MARCH 04, 2013



LOCATION PLAN
1" = 40'

Vicinity Map

N.T.S.



Project Description

THIS PROJECT INCLUDES THREE BUILDINGS –
PRIMARY BUILDING – PUBLIC SERVICE FIRE STATION WITH (3) APPARATUS BAYS, EMERGENCY PERSONNEL DORMS, AND OFFICE / MEETING / SUPPORT SPACE
TRAINING BUILDING – MULTIPLE LEVEL STRUCTURE FOR TRAINING FIREFIGHTERS AND RESCUE PERSONNEL
EXTERIOR SHADE STRUCTURE – COVERED MEETING / STAGING LOCATION TO SUPPORT TEAM MEETINGS AND STAGING FOR THE TRAINING FACILITY
ADDITIONALLY, THERE WILL BE ONSITE FUEL STORAGE FOR USE BY PERSONNEL TO FUEL THE FIRE TRUCKS

NEW UTILITIES AND SERVICES WILL BE REQUIRED, INCLUDING A NEW SANITARY SEWER SYSTEM NEW ELECTRICAL AND NATURAL GAS AS MAY BE REQUIRED BY NEW EQUIPMENT LOADS, NEW MUNICIPAL DOMESTIC AND IRRIGATION WATER AND A FIRE SUPPRESSION SYSTEM.

ONSITE PARKING WILL BE PROVIDED ALONG THE EAST AND WEST SIDES OF THE PROPOSED PRIMARY BUILDING. VEHICULAR DRIVE AREAS WILL BE CONCRETE, WITH ASPHALT PAVING USED IN THE STANDARD VEHICULAR PARKING AREAS. DRIVE LANES AND PARKING AREAS WILL BE SURROUNDED WITH CURB AND GUTTER.

A CONCRETE PAD WILL SURROUND THE TRAINING BUILDING, WITH THE PRIMARY PURPOSE BEING SUPPORT FOR TRAINING EXERCISES AND FIRE APPARATUS PARKING DURING THESE EXERCISES. THIS CONCRETE APRON WILL NOT BE SURROUNDED BY CURB AND GUTTER – SURFACE DRAINAGE WILL BE CONDUCTED TOWARDS THE EAST SIDE OF THE LOT AND COLLECTED IN A BIOSWALE, SUBSEQUENTLY DIRECTED TO A CATCHMENT BASIN FOR DELIVERY TO THE ONSITE DETENTION BASIN AT THE SOUTHEAST CORNER OF THE SITE.

ALL SITE LIGHTING WILL BE FULLY SHIELDED DOWNLIGHTS. BUILDING–MOUNTED LIGHTING WILL BE DOWNCAST OR, AT THE SOUTH FACADE OF THE PRIMARY BUILDING, SCREENED ABOVE BY THE PROJECTING CANOPY.

EXTERIOR FINISH MATERIALS WILL BE DURABLE, HARD SURFACE MATERIALS CONSISTENT WITH THE INDUSTRIAL IMAGE OF THE NEIGHBORING STRUCTURES.

PERIMETER FENCING TO BE TWO RAIL WOOD DESIGN WITH 2 X 10 HORIZONTAL RAILS, 6x6 POSTS AT MID SPAN, BETWEEN 24" SQUARE SPLIT FACED CMU COLUMNS AT 16' OC. TWO SLIDE GATES TO BE BLACK VINYL COATED CHAIN LINK WITH BLACK FRAMES.

SITE WALLS AT WEST FENCE AND AT SHADE STRUCTURE TO BE CMU TO MATCH FIRE STATION BUILDING.

Planning Data

PROJECT ADDRESS: 2095 BOXELDER STREET, LOUISVILLE, CO 80027

LEGAL DESCRIPTION: LOT 15, COLORADO TECHNOLOGY CENTER FILING NO 2, PART OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 69 WEST, 6TH PRINCIPAL MERIDIAN, CITY OF LOUISVILLE, BOULDER COUNTY, STATE OF COLORADO

ZONING CLASSIFICATION: P-I

DEVELOPMENT GUIDELINES: IDDSG

LOT AREA: 138,924 SF (3.19 AC)

IMPERVIOUS AREA: 66,170 SF (47.6 %)

BUILDING FLOOR AREA (BY USAGE)

	PROPOSED TOTAL	LEVELS
FIRE STATION – APPARATUS BAYS	4,850 SF	1 FLOOR LEVEL
FIRE STATION – SUPPORT SPACES	2,500 SF	2 FLOOR LEVELS
FIRE STATION – OFFICE / DORMS	6,000 SF	2 FLOOR LEVELS
TRAINING STRUCTURE	2,400 SF	3 FLOOR LEVELS
OUTDOOR MEETING (COVERED)	900 SF	1 FLOOR LEVEL

BUILDING HEIGHT
MAXIMUM HEIGHT – I ZONE DISTRICT – 40'

PROPOSED BUILDING	40'-0"

SETBACKS (PER IDDSG)

	STRUCTURE	REQUIRED	PROPOSED
SOUTH (FRONT–BOXELDER)	PRIMARY BUILDING	30'	43'-8"
WEST (SIDE – INTERIOR)	SHADE STRUCTURE	10'	44'
NORTH (REAR)	SHADE STRUCTURE	15'	68'
EAST (SIDE – 104 th Street)	PRIMARY BUILDING	30'	142'-1"
EAST (SIDE – Interior)	TRAINING BUILDING	10'	117'

LOT COVERAGE
MAXIMUM COVERAGE – 75%

	AREA	LOT AREA	COVERAGE
BUILDINGS	11,340 SF	138,924 SF	8.2 %
PARKING, DRIVES, TRAINING AREA (PAVED)	51,750 SF	138,924 SF	37.4 %
PEDESTRIAN HARDSCAPES	2,830 SF	138,924 SF	2 %
		TOTAL COVERAGE	47.6%
OPEN SPACE	72,754 SF	138,924 SF	52.4%

PARKING

USE	PARKING REQUIRED	SPACES NEEDED	PROPOSED
TRAINING BUILDING	1 SPACE PER 500 SF BUILDING AREA	5	5
APPARATUS BAYS	2 SPACES PER BAY	6	6
DORMS (4 TOTAL – 100 SF EA)	1 SPACE PER DORM	4	4
OTHER (OFFICE, SUPPORT, ETC.)	1 SPACE PER 250 SF BUILDING AREA	24	24
	TOTAL	39	39

* INCLUDING (2) 9' x 20' HC SPACE W/ 9' AISLE

WATER USE ESTIMATE

INTERIOR USE	ANNUAL USAGE	MONTHLY AVERAGE
OFFICE (occupants*shifts*use)	31,800 GAL	2,650 GAL
TRAINING	N/A	N/A
APPARATUS BAY	87,600 GAL	7,300 GAL
DORMS	87,600 GAL	7,300 GAL
SHADE STRUCTURE TRAINING	3,900 GAL	325 GAL
	210,700 GAL	17,575 GAL

EXTERIOR USE	IRRIGATED AREA	ANNUAL USAGE	MONTHLY PEAK
TURF AREAS	10,549 SF	132,000 GAL (20")	29,700 GAL (45")
PLANTING BEDS (DRIP / LOW VOLUME)	8,600 SF	53,600 GAL (10")	10,700 GAL (2")
NATIVE VEGETATION*	54,249 SF	0	0
		185,600 GAL	40,400 GAL

* NO USE AFTER ESTABLISHED (2 YRS)

Project Team

OWNER
Louisville Fire Protection District
Fire Chief Tim Parker
895 West Via Appia
Louisville, CO 80027
720-273-6407
tparker@louisvillefire.com

ARCHITECTURE
Kyle Callahan & Assoc. Architecture, Inc.
2121 30th Street
Boulder, CO 80301
303-545-2007
kyle@kylecallahan.com

CIVIL ENGINEERING
Flatiron Surveying, Inc.
Curt Parker
455 Fourth Ave.
Longmont, CO 80501
303-776-1733
kclifford@flatsurv.com

LANDSCAPE DESIGN
Nature's Design Associates, LLC
Becky Martinek
15674 Indiana Gulch Road
Jamestown, CO 80455
303-459-3333
martinek@hughes.net

Sheet Index

1 PROJECT INFO, PLANNING INFORMATION, SHEET INDEX, VICINITY MAP, PROJECT TEAM AND SIGNATURE BLOCKS
– IMPROVEMENT SURVEY PLAT
2 GRADING, DRAINAGE AND UTILITIES PLAN
3 FINAL DEVELOPMENT PLAN
4 ARCHITECTURAL EXTERIOR ELEVATIONS
5.1 LANDSCAPE PLAN
5.2 LANDSCAPE SCHEDULES AND DETAILS
6 SITE PHOTOMETRIC PLAN

Required PUD Certificates

OWNERSHIP SIGNATURE BLOCK

BY SIGNING THIS PUD, THE OWNER ACKNOWLEDGES AND ACCEPTS ALL THE REQUIREMENTS AND INTENT SET FORTH IN THIS PUD, WITNESS OUR HANDS AND SEALS THIS _____DAY OF_____ 20___.

OWNER:_____ (NOTARY SEAL)

NOTARY:_____

MY COMMISSION EXPIRES _____

CITY COUNCIL CERTIFICATE

APPROVED THIS_____ DAY OF_____, 20 __. BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO, RESOLUTION NO. _____ , SERIES_____.

(CITY SEAL)

MAYOR _____ CITY CLERK _____

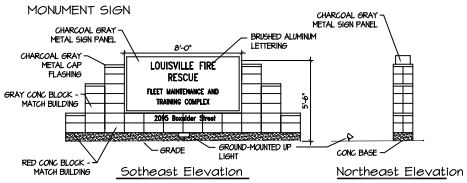
PLANNING COMMISSION CERTIFICATE

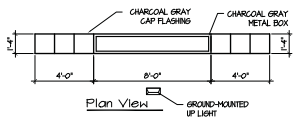
APPROVAL THIS_____ DAY OF_____, 20___. BY THE PLANNING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO, RESOLUTION NO. _____ , SERIES_____.

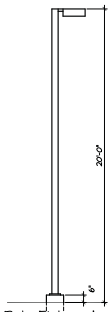
CLERK & RECORDER CERTIFICATE

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT_____O'CLOCK __.M., THIS DAY OF_____, 20___. AND IS RECORDED IN PLAN FILE_____, FEE_____PAID. _____ FILM NO. _____ RECEPTION.

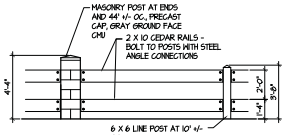
RECORDER _____ DEPUTY _____



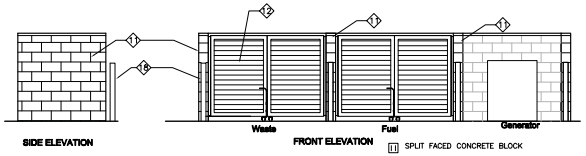




Pole Fixture A
19 Required



PERIMETER FENCE



WASTE, FUELING AND EMERGENCY GENERATOR

1 SPLIT FACED CONCRETE BLOCK
2 CURRUGATED METAL SIDING TO MATCH PORTION OF MAIN BUILDING, IN WELDED STEEL ANGLE FRAME
3 PAINTED STEEL CONCRETE FILLED BOLLARDS – SEE 2/A0.2

Kyle Callahan & Associates Architecture
2121 30th Street, Suite 102
Boulder, Colorado 80301
Telephone – 303.545.2007
E-mail – kyle@kylecallahan.com

Louisville Fire – Rescue
Fleet Maintenance and Training Complex
2095 Boxelder Street
Louisville, Colorado 80027

Sheet Number 1

IMPROVEMENT SURVEY PLAT

LOT 15, COLORADO TECHNOLOGICAL CENTER FILING NO. 2, LOCATED IN THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 1 SOUTH, RANGE 69 WEST OF THE 6TH P.M., CITY OF LOUISVILLE, COUNTY OF BOULDER, STATE OF COLORADO

SHEET 1 OF 1

Parcel Description

(PROVIDED BY LAND TITLE GUARANTEE COMPANY)

LOT 15, COLORADO TECHNOLOGICAL CENTER FILING NO. 2
COUNTY OF BOULDER, STATE OF COLORADO

Legend

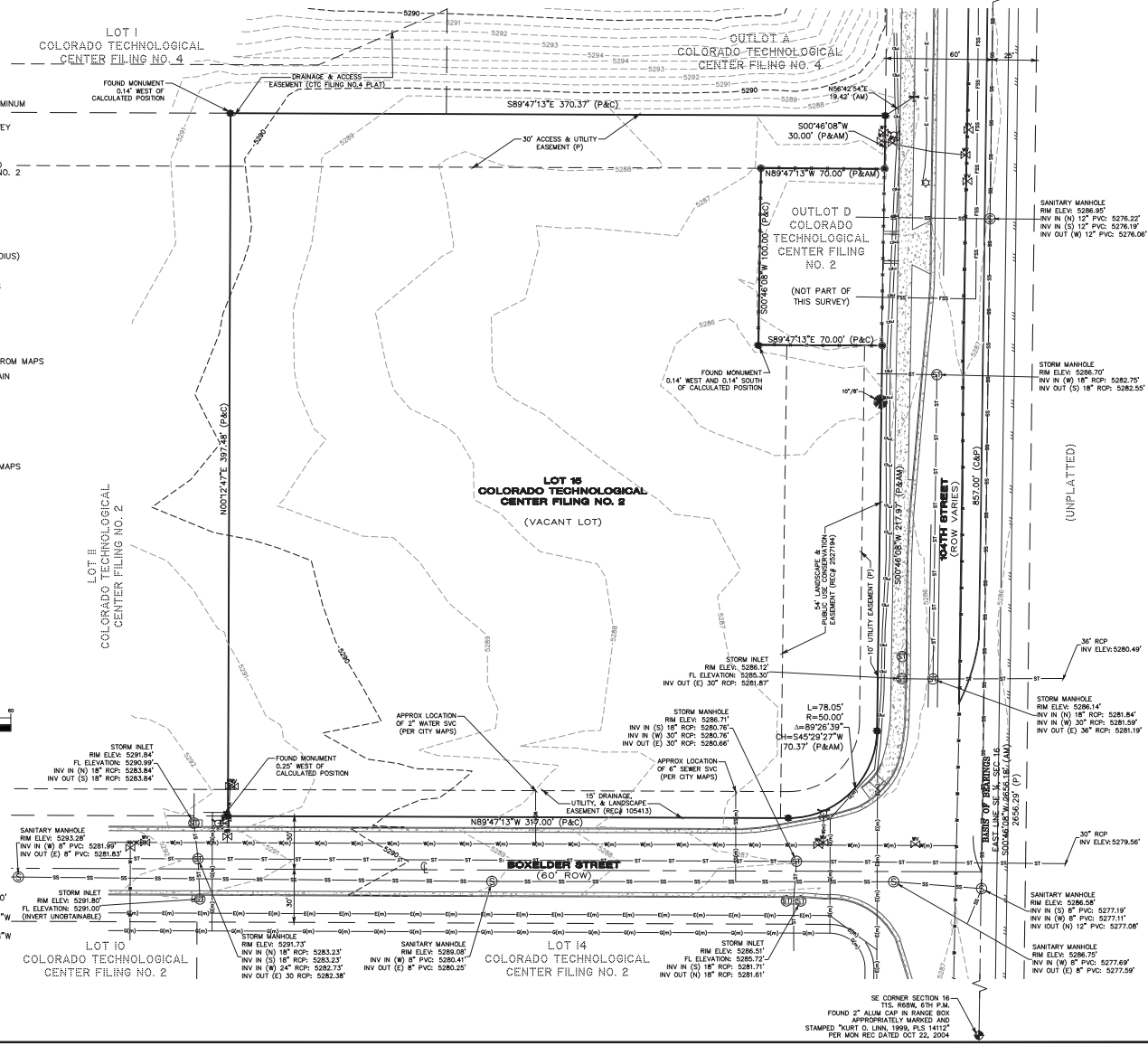
- FOUND ALIQUOT MONUMENT AS DESCRIBED
- FOUND CHISELED CROSS
- FOUND #4 REBAR W/ YELLOW PLASTIC CAP, PLS-37990
- SET #5 REBAR WITH 1 1/2" ALUMINUM CAP "FLATIRONS SURV 16406"
- (AM) AS MEASURED AT TIME OF SURVEY
- (C) CALCULATED FROM RECORD AND AS MEASURED INFORMATION
- (P) AS PER THE PLAT OF COLORADO TECHNOLOGICAL CENTER FILING NO. 2
- CONCRETE
- EDGE OF ASPHALT
- FENCE
- SIGN
- X"/X' CONIFEROUS TREE (TRUNK DIAMETER/DRIP LINE RADIUS)
- WATER LINE
- W(m) WATER LINE SCALED FROM MAPS
- WATER VALVE
- WM WATER METER
- FIRE HYDRANT
- SS SANITARY SEWER LINE
- SS(m) SANITARY SEWER LINE SCALED FROM MAPS
- FSS SANITARY SEWER LINE FORCE MAIN
- SANITARY SEWER MANHOLE
- CLEANOUT
- ST STORM DRAINAGE LINE
- ST STORM DRAINAGE MANHOLE
- E ELECTRICAL LINE
- E(m) ELECTRICAL LINE SCALED FROM MAPS
- LIGHT POLE
- G GAS LINE
- G(m) GAS LINE SCALED FROM MAPS
- CENTERLINE

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.

CONTOUR INTERVAL = 1 FOOT



Boundary Closure Report

COURSE:	N89°47'13"W	LENGTH:	317.00'
COURSE:	N00°12'47"E	LENGTH:	397.48'
COURSE:	S89°47'13"E	LENGTH:	370.37'
COURSE:	S00°46'08"W	LENGTH:	30.00'
COURSE:	N89°47'13"W	LENGTH:	70.00'
COURSE:	S00°46'08"W	LENGTH:	100.00'
COURSE:	S89°47'13"E	LENGTH:	70.00'
COURSE:	S00°46'08"W	LENGTH:	217.97'
CURVE:	LENGTH: 78.05'	RADIUS:	50.00'
DELTA: 089°26'39"		TANGENT:	49.52'
CHORD: 70.37'		COURSE:	S45°29'27"W

ERROR CLOSURE: 0.01 COURSE: N30°30'38"W
ERROR NORTH: 0.009 EAST: -0.005

PRECISION 1: 164319.00

Depositing Certificate

SUBMITTED TO BOULDER COUNTY LAND USE FOR RECORDING ON THIS _____ DAY OF _____, 20___.

Notes

1. LAND TITLE GUARANTEE COMPANY COMMITMENT NUMBER ABZ70350091-2, DATED NOVEMBER 2, 2012 AT 5:00 P.M., WAS ENTIRELY RELIED UPON FOR RECORDED INFORMATION REGARDING RIGHTS-OF-WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS SURVEY. THE PROPERTY SHOWN AND DESCRIBED HEREON IS ALL OF THE PROPERTY DESCRIBED IN SAID TITLE COMMITMENT.
2. ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
3. THIS IMPROVEMENT SURVEY PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF KYLE CALLAHAN & ASSOCIATES, LOUISVILLE FIRE PROTECTION DISTRICT, AND LAND TITLE GUARANTEE COMPANY, NAMED IN THE STATEMENT HEREON. SAID STATEMENT DOES NOT EXTEND TO ANY UNNAMED PERSON WITHOUT AN EXPRESS STATEMENT BY THE SURVEYOR NAMING SAID PERSON.
4. THIS SURVEY IS VALID ONLY IF PRINT HAS ORIGINAL SEAL AND SIGNATURE OF SURVEYOR.
5. BASIS OF BEARINGS: A BEARING OF SOUTH 00°46'08" WEST ALONG THE EAST LINE OF SECTION 16, T1S, R69W OF THE 6TH P.M. AS SHOWN ON THE PLAT OF COLORADO TECHNOLOGICAL CENTR FILING NO. 2, AS RECORDED IN BOULDER COUNTY AT REC# 2527192 (P-59 F-3 #30), BETWEEN A FOUND 2½" ALUM CAP IN RANGE BOX STAMPED "LS 28258, 2000" AT THE EAST QUARTER CORNER OF SAID SECTION 16 AND A FOUND 2" ALUM CAP IN RANGE BOX STAMPED "LURT O LINN, PLS 14112, 1999" AT THE SOUTHEAST CORNER OF SAID SECTION 16 AS SHOWN HEREON. ALL BEARINGS SHOWN HEREON ARE RELATIVE THERETO.
6. THE LOCATIONS FOR UNDERGROUND UTILITIES ARE BASED UPON VISIBLE SURFACE EVIDENCE AND MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANIES AND MUNICIPALITIES. LOCATIONS OF UNDERGROUND UTILITIES AND/OR STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES AND/OR STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROCESS OF THIS SURVEY TO LOCATE BURIED UTILITIES AND/OR STRUCTURES. ALL UNDERGROUND UTILITIES SHOULD BE FIELD LOCATED BY THE APPROPRIATE UTILITY COMPANY PRIOR TO ANY CONSTRUCTION OR EXCAVATION ON OR ADJACENT TO THE SUBJECT PROPERTY.
7. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT AND/OR BOUNDARY MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE C.R.S. SEC 18-4-508. WHOEVER WILLFULLY DESTROYS, DEFACES, CHANGES, OR REMOVES TO ANOTHER PLACE ANY SECTION CORNER, QUARTER-SECTION CORNER, OR MEANDER POST, ON ANY GOVERNMENT LINE OF SURVEY, OR WILLFULLY CUTS DOWN ANY WITNESS TREE OR ANY TREE BLAZED TO MARK THE LINE OF A GOVERNMENT SURVEY, OR WILLFULLY DEFACES, CHANGES, OR REMOVES ANY MONUMENT OR BENCH MARK OF ANY GOVERNMENT SURVEY, SHALL BE FINED UNDER THIS TITLE OR IMPRISONED NOT MORE THAN SIX MONTHS, OR BOTH. 18 U.S.C. § 1858 (2009).
8. THE DISTANCE MEASUREMENTS SHOWN HEREON ARE U.S. SURVEY FOOT.
9. THE CONTOURS REPRESENTED HEREON WERE INTERPOLATED BY AUTOCAD CIVIL 3D (DIGITAL TERRAIN MODELING) SOFTWARE BETWEEN ACTUAL MEASURED SPOT ELEVATIONS. DEPENDING ON THE DISTANCE FROM A MEASURED SPOT ELEVATION AND LOCAL VARIATIONS IN TOPOGRAPHY, THE CONTOUR SHOWN MAY NOT BE AN EXACT REPRESENTATION OF THE SITE TOPOGRAPHY. THE PURPOSE OF THIS TOPOGRAPHIC MAP IS FOR SITE EVALUATION AND TO SHOW SURFACE DRAINAGE FEATURES. ADDITIONAL TOPOGRAPHIC OBSERVATIONS MAY BE NECESSARY IN SPECIFIC AREAS OF DESIGN. TOPOGRAPHY SHOWN HEREON COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS.
10. BENCHMARK INFORMATION: ELEVATIONS BASED ON NGS POINT Q 143, WITH A PUBLISHED ELEVATION OF 5296.02 FEET (NAVD88), BEING A STAINLESS STEEL ROD IN A 5" PVC PIPE WITH LOGO LID LOCATED APPROXIMATELY 300' NORTH OF THE INTERSECTION OF DILLON ROAD AND 104TH STREET ON THE EAST SIDE OF 104TH STREET.
11. SUBSURFACE BUILDINGS, IMPROVEMENTS OR STRUCTURES ARE NOT NECESSARILY SHOWN. BUILDINGS AND OTHER IMPROVEMENTS OR STRUCTURES ON ADJACENT PROPERTIES THAT ARE MORE THAN FIVE (5) FEET FROM ANY OF THE PROPERTY LINES OF THE SUBJECT PROPERTY ARE NOT NECESSARILY SHOWN.
12. FLOOD INFORMATION: THE SUBJECT PROPERTY IS LOCATED IN ZONE X (UNSHADED), AREAS DETEMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP; COMMUNITY-PANEL NO. 085076-0578 F, DATED JUNE 2, 1995. FLOOD INFORMATION IS SUBJECT TO CHANGE.
13. DATES OF FIELDWORK: NOVEMEBER 27-28, 2012.
14. THE FOLLOWING DOCUMENTS ARE MENTIONED IN THE ABOVE REFERENCED TITLE COMMITMENT AND APPEAR TO AFFECT THE SUBJECT PROPERTY BUT CANNOT BE SHOWN GRAPHICALLY. THE FOLLOWING LIST CONTAINS THE TITLE COMMITMENT EXCEPTION NUMBER, DATE RECORDED, RECEPTION NUMBER AND/OR BOOK AND PAGE.

#9	JUNE 7, 1974	REC. #105413	OIL/GAS INTERESTS
#10	OCT 25, 1979	REC. #367003	COVENANTS
	NOV 23, 1984	REC. #658574	COVENANTS (AMENDED)
	SEP 24, 1985	REC. #714824	COVENANTS (AMENDED)
	MAY 11, 1998	REC. #1801341	COVENANTS (AMENDED)
	SEP 8, 1998	REC. #1845824	ASSIGNMENT OF DECLARATION RIGHTS
#11	JULY 19, 1983	REC. #562730	CTC METRO DISTRICT
#12	JUNE 30, 1999	REC. #1955530	NORTHWEST PARKWAY PUBLIC HIGHWAY
#13	JAN 3, 1980	REC. #377414	ANNEXATION & ZONING AGREEMENT
#15	NOV 13, 2003	REC. #2527193	SUBDIVISION AGREEMENT
#18	NOV 13, 2003	REC. #2527195	PUD-TERMS, CONDITIONS, & PROVISIONS

15. THE BARGAIN AND SALE DEED RECORDED NOVEMBER 11, 1994 UNDER RECEPTION NUMBER 1475729 REFERENCES A "PROPOSED" 22.50' RAILROAD AND DRAINAGE EASEMENT WHICH WOULD ENCOMPASS THE NORTHERLY 20 FEET OF THE SUBJECT PARCEL. NO RECORDING INFORMATION WAS FOUND DEDICATING THIS EASEMENT.

Surveyor's Statement

I, JOHN B. GUYTON, A LAND SURVEYOR LICENSED IN THE STATE OF COLORADO, HEREBY STATE FOR AND ON BEHALF OF FLATIRONS, INC., TO KYLE CALLAHAN & ASSOCIATES, LOUISVILLE FIRE PROTECTION DISTRICT, AND LAND TITLE GUARANTEE COMPANY, THAT A SURVEY OF THE ABOVE DESCRIBED PREMISES WAS CONDUCTED BY ME OR UNDER MY RESPONSIBLE CHARGE ON NOVEMBER 27, 2012; THAT SAID SURVEY AND THE ATTACHED PRINT HEREON WERE MADE IN SUBSTANTIAL ACCORDANCE WITH C.R.S. 38-51-102 (9) "IMPROVEMENT SURVEY PLAT".

JOHN B. GUYTON
COLORADO P.L.S. #16406 FSI JOB NO. 12-100,445
CHAIRMAN & CEO, FLATIRONS, INC.

IMPROVEMENT SURVEY PLAT
PREPARED FOR
Kyle Callahan & Associates
&
Others (See Note 3)
SHEET 1 OF 1

DRAWN BY: K. CLIFFORD
DATE: DECEMBER 7, 2012
FSI JOB NO. 12-100,445

Flatirons, Inc.
Surveying, Engineering & Geomatics
3825 IRIS AVE, STE 395 BOULDER, CO 80301 PH: (303) 443-7001 FAX: (303) 443-9830
655 FOURTH AVE LONGMONT, CO 80501 PH: (303) 776-1733 FAX: (303) 776-4355
www.FlatironsInc.com

INT: DATE:
REVISIONS:
CHECKED BY: ETB/NV/WW

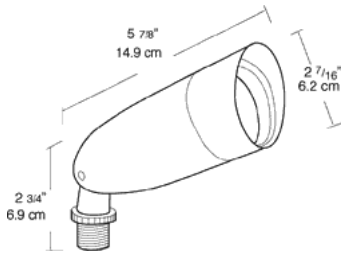
COPYRIGHT 2012 FLATIRONS, INC.

LFP16A

PAR16 floodlight with die cast aluminum housing, integral glare shield and tempered lens. Sleek good looks with minimal size. Supplied with 6" leads and ground wire. Medium base PAR16 lamp, 60 watt max. Lamp not supplied.

Color: Bronze

Weight: 0.8 lbs



Lamp Info

Type:	PAR16
Watts:	60W
Shape/Size:	N/A
Base:	N/A
ANSI:	N/A
Hours:	2,000
Lamp Lumens:	650
Efficacy:	N/A

Ballast Info

Type:	0
120V:	0
208V:	0
240V:	0
277V:	0
Input Watts:	N/A
Efficiency:	N/A

Technical Specifications

UL Listing:
Suitable for wet locations. Suitable for mounting within 4' of the ground.

Swivels:
1/2" NPS threaded arm with serrated locking swivel fits all standard mounting boxes. EZ Grip locknuts color matched to fixture.

Housings:
Precision die cast aluminum

Compatibility:
Fixture is compatible with GE and Sylvania Par16 lamps. Not compatible with Philips Par16 lamp.

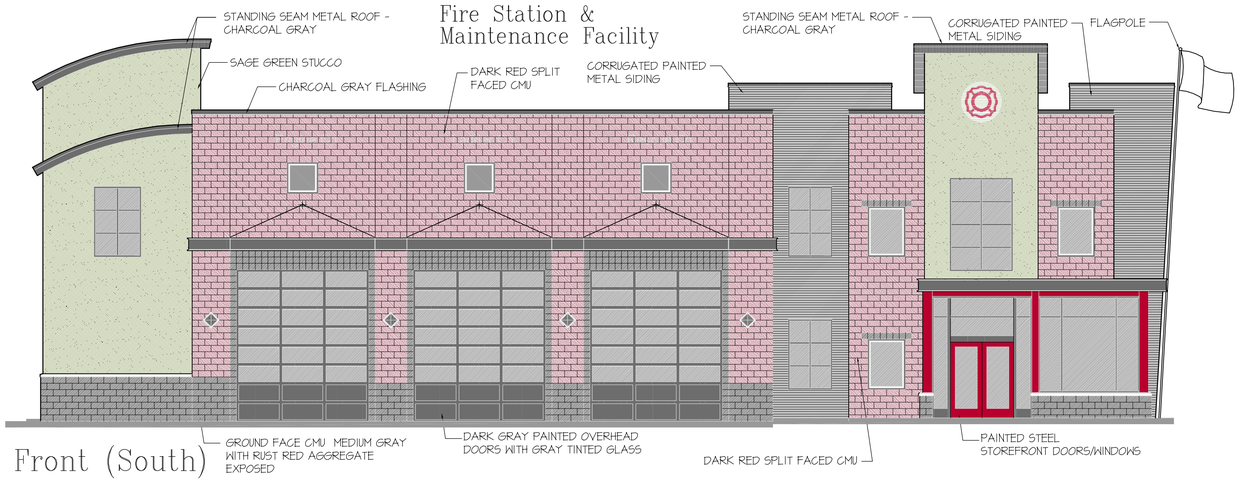
Voltage:
120

Patents:
RAB sensor and fixture designs are protected under U.S. and International Intellectual Property laws

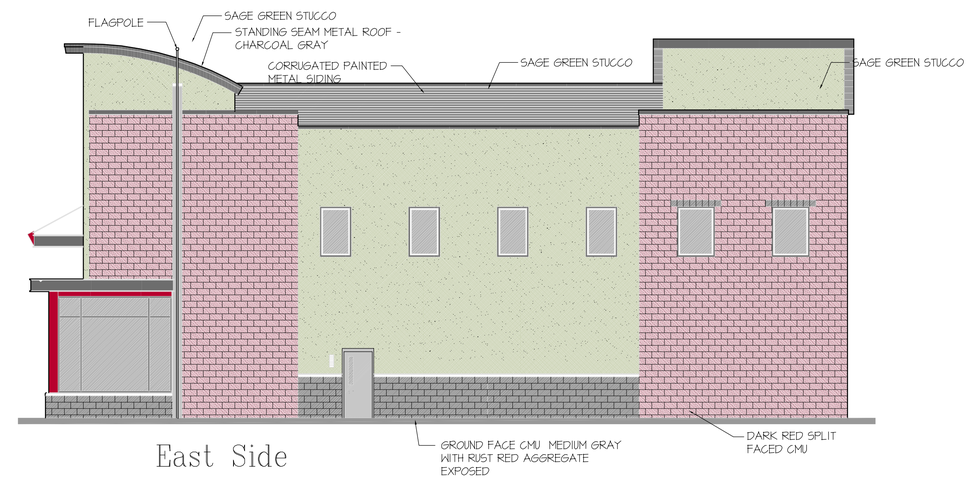
Sockets:
Medium base porcelain with all copper current carrying components and spring loaded center contact.

Copyright ©2012 RAB Lighting, Inc. All Rights Reserved

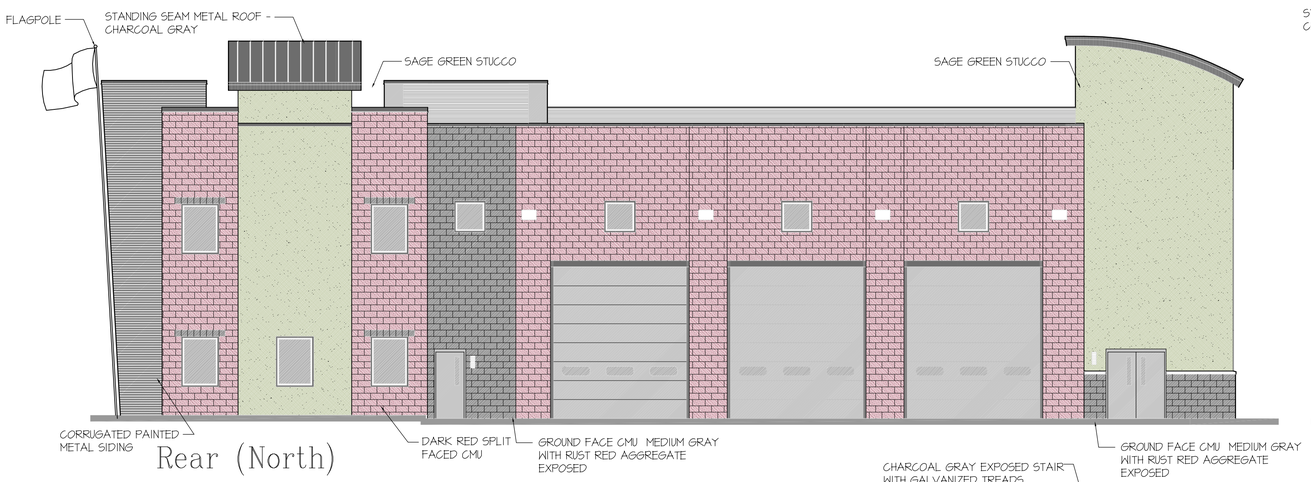
Fire Station & Maintenance Facility



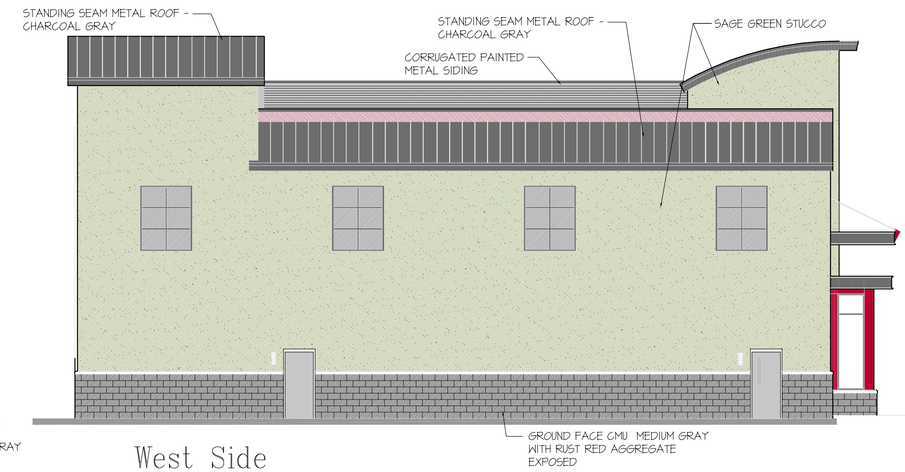
Front (South)



East Side

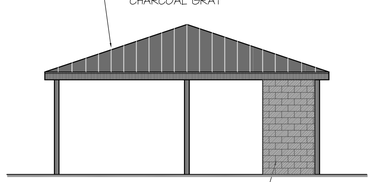


Rear (North)

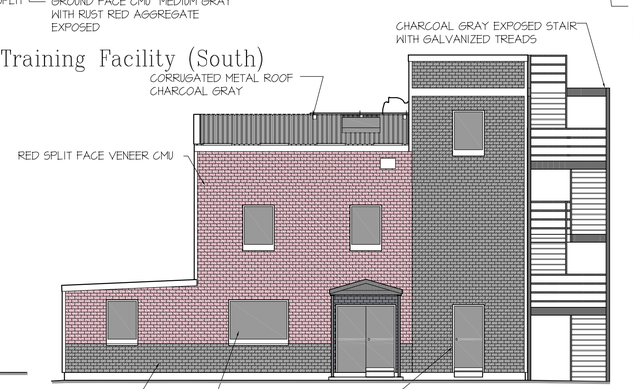


West Side

Shade Structure (east)



Training Facility (South)



Kyle Callahan & Associates
Architecture
2121 30th Street, Suite 102
Boulder, Colorado 80301
Telephone - 303.545.2007
E-mail - kyle@kylecallahan.com

Louisville Fire - Rescue
Fleet Maintenance and Training Complex

2095 Boxelder Street
Louisville, Colorado 80027

Paul – Draft CTC Filing 2 conservation easement for your review/comment. It is essentially the same as the Business Park easement. – Sam –

RECEIVED
AUG 21 2003
PLANNING

DRAFT

DEED OF CONSERVATION EASEMENT IN GROSS

THIS DEED OF CONSERVATION EASEMENT IN GROSS is entered into by and between CTLC INVESTORS, LLC, a Colorado limited liability company, (hereinafter referred to as "Grantor") and the City of Louisville, a Colorado home rule municipal corporation (hereinafter referred to as "Grantee").

RECITALS

This Deed of Conservation Easement in Gross is made with respect to the following facts:

WHEREAS, Grantor, is the owner in fee simple of the property legally described on Exhibit A attached hereto (hereinafter the "Property").

WHEREAS, the Property's open space values are of great importance to the Grantor, the Grantee and the people of the City of Louisville and are worthy of preservation; and

WHEREAS, the Grantor desires to restrict the use of the Property in such a manner that protects the Property's open space values; and

WHEREAS, the State of Colorado has recognized the importance of efforts to preserve land in a natural, scenic, historical or open condition, and for uses consistent with the protection of open land having undisturbed or restored environmental quality, by the enactment of C.R.S. §38-30.5-101, et seq.; and

WHEREAS, the Grantor desires to grant to the Grantee a conservation easement on the Property, in order to assure its preservation in perpetuity; and

WHEREAS, the Grantee recognizes the public benefit to be served by such preservation; and

WHEREAS, the Grantee desires to acquire from the Grantor a conservation easement on the Property in order to assure its preservation in perpetuity for the open space function it serves.

CONSERVATION EASEMENT

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and further pursuant to C.R.S. §38-30.5-101, et seq., Grantor does hereby convey to Grantee a Conservation Easement in Gross (hereinafter, the "Easement") consisting of the rights hereinafter enumerated, over, across and upon the Property, which is legally described on Exhibit A attached hereto and by this reference incorporated herein.

This Conservation Easement is granted in perpetuity for the purpose of preserving and protecting for scenic and open space uses, the natural condition and aesthetic and landscape features of the Property.

I. Grant. The affirmative rights conveyed to Grantee by this Easement are the following:

1.1 To preserve and protect in perpetuity the natural condition and aesthetic and landscape features of the Property for scenic and open space uses.

1.2 To enter upon the Property to inspect and enforce the rights herein granted upon prior notice to Grantor, in a manner that will not unreasonably interfere with the proper uses being made of the Property at the time of such entry.

1.3 To review and approve or deny applications from the Grantor for uses neither expressly granted nor specifically prohibited by the Easement described herein with respect to the Property but which may be conducted in a manner consistent with preservation of the natural condition and aesthetic and landscape features of the Property for scenic and open space uses. Approval, if granted, shall be by resolution of the City Council of the City of Louisville.

1.4 The right of ingress and egress over the Property for the Grantee for purposes of immediate reasonable enforcement, restoration and conservation actions, as permitted under Section 4.1 of this Easement.

II. Permitted Uses and Practices. Grantor intends that this Easement shall confine the future use of the Property to scenic and open space uses and related structures, and the other related or compatible uses, which are described herein. The following uses and practices are permitted under this Easement, and these practices are not to be precluded, prevented, or limited by this Easement:

2.1 Installation and maintenance of landscaping, in compliance with approved landscape plans for Colorado Technological Center, Filing No. 2, a subdivision within the City of Louisville (the "Subdivision"). Grantor, so long as it is the owner of the Property burdened by this Easement, at its sole expense shall install and maintain such landscaping in a growing and healthy condition. Upon conveyance of any lot within the Subdivision that is burdened by this Easement, the new owner of such lot at its sole expense shall be responsible for the installation and maintenance of the landscaping of that portion of the Property within such lot. Further, such maintenance responsibility may be assigned to a property owners' association, provided that written notice of any proposed assignment shall be provided to Grantee together with the proposed assignee's written agreement to be bound by the terms and conditions of the maintenance obligations contained herein. In the event of such an assignment to an association, the assigning lot owner(s) and the association shall be jointly and severally liable for such maintenance obligations until Grantee's written approval of the proposed assignment of obligations, which approval shall not be unreasonably withheld.

2.2 Passive recreational uses, which may include walking and construction of hard surface or soft surface trails, benches, signs, and other structures for such uses, if approved by Grantee.

2.3 Installation, maintenance, repair, removal, relocation and replacement of drainage facilities, and underground utility mains, utility lines and appurtenant facilities, for the purpose of providing utility services and drainage to or through the Property, subject to the requirements that (1) other than those easements authorized on the Subdivision plat, Grantor, its successors and assigns, shall not grant any easements or licenses on, under, over or across the Property for utility or drainage purposes without Grantee's prior written consent, which shall not be unreasonably withheld; (2) any landscaping, improvements, or other items or areas disturbed by such activities shall be promptly restored to the conditions that existed immediately prior to the commencement of those activities; and (3) Grantee may require that utility crossings be bored under the Property if the same cannot be installed without damaging mature landscaping within the Property.

2.4 Any exploration for or extraction of minerals shall be undertaken in a manner consistent with all applicable federal, state, County of Boulder, and City of Louisville laws, rules and regulations, including but not limited to the City of Louisville oil and gas regulations codified in Chapter 17.68 of the Louisville Municipal Code. Any such exploration or extraction shall be designed to ensure the protection of the open space values of the Property. The Grantor and Grantee agree to restrict, to the extent legally possible or practicable, any mineral exploration or mineral development on the Property. Surface and open mining are expressly prohibited by this Easement.

2.5 Any use approved by the City Council of the City of Louisville.

III. Prohibited Uses and Practices. The following uses and practices are inconsistent with the purposes of this Easement and shall be prohibited upon or within the Property unless otherwise approved by the City Council of the City of Louisville.

3.1 Use of the Property in a manner inconsistent with the spirit and purposes stated herein.

3.2 The change, disturbance, alteration, or impairment of the open space values of the Property except as otherwise provided herein.

3.3 Those uses which are otherwise consistent with applicable zoning regulations for the Property, but which are not specifically permitted by this Easement.

3.4 Any use not expressly permitted by the applicable zoning regulations for the Property, except as described in Section II.

3.5 The construction, placement, or erection of any signs or billboards except those erected by Grantee and necessary for the uses permitted herein, and those expressly approved by Grantee.

3.6 The construction, reconstruction or replacement of any structures on the Property, except as otherwise provided herein.

3.7 The dumping, accumulation or storage of ash, trash, junk, rubbish, sawdust, garbage, chemicals or other unsightly or offensive material.

3.8 Any changing of the topography of the Property through grading, dredging or filling, or the placing of soil or other substances, material or landfill on the Property, except for such activities which are expressly authorized under the Grantee-approved grading plans for the Subdivision.

3.9 The setting of any fire, controlled or uncontrolled, or any trapping or poisoning of wildlife on the Property.

3.10 Any division of the Property beyond that approved under the Subdivision plat or any future Louisville approved subdivision plat for the Property (whether or not a subdivision as defined by state law, and whether or not the division is legal or physical), without the express written consent of the Grantee. Each of the parcels described on Exhibit A and constituting the Property shall be held as individual open space units. Without the express written consent of the Grantee, Grantor may not convey any portion of the Property apart from conveyances of the underlying individual lots subject to this Easement, as said conveyance would constitute an impermissible division of the Property under this Easement. If the Grantee does approve a division of the Property, all terms of this Easement shall attach to the land and shall survive any division.

3.11 The conveyance of right-of-way or the construction of any new roadways.

IV. Enforcement.

4.1 Grantee may exercise immediate reasonable enforcement, restoration and conservation actions when such actions are warranted for the protection and preservation of the Property.

4.2 Grantee also shall be entitled to specific performance by Grantor of all rights granted hereby. In the event that Grantor fails to abide by the terms hereof, Grantee shall be entitled to all applicable remedies at law or in equity, including but not limited to restraining orders, temporary and permanent injunctions, and damages for destruction or injury to the Property and the injured Grantee's interest therein.

V. Miscellaneous.

5.1 The parties agree that each party shall at its own expense maintain, manage, and insure the Property to the extent of its respective interests and activities permitted or required hereunder. Additionally, Grantor agrees to carry and maintain at all times bodily injury liability and property damage liability insurance naming the Grantee, its officers and employees as additional insureds, against liability for injury or death of any person in connection with the Grantor's use of Property or the condition thereof. Such insurance shall be at all times in an amount of not less than $1,000,000 combined single limit for bodily injury and property damage.

5.2 The terms of this Conservation Easement shall be binding upon Grantor and its successors in interest, lessees, and assigns, and shall continue as a servitude running in perpetuity with the Property. The terms "Grantor" and "Grantee," whenever used herein, and any pronouns used in place thereof, shall mean and include the above-named Grantor and its successors and assigns and the above-named Grantee and its successor and assigns, respectively. Upon conveyance of any lot within the Business Center at CTC that is burdened by this Easement, the conveying owner shall be relieved of all obligations and liabilities hereunder arising or accruing after the date of such conveyance with respect to the conveyed property.

5.3 If any provision of this Easement or the application thereof to any person or circumstance is found to be invalid, the remainder of the provisions of this Deed of Conservation Easement in Gross and the application of such provisions to persons or circumstances other than those as to which it is found to be invalid, shall not be affected thereby.

5.4 The Grantor agrees that reference to this Easement will be made in any subsequent deed, or other legal instrument, by means of which Grantor conveys any interest in the Property (including a leasehold interest).

5.5 This instrument and the attached Exhibit contain the entire agreement between the parties relating to the Conservation Easement on the Property and may be modified only by an instrument in writing executed by all parties.

5.6 This Easement may be executed in one or more counterparts, each of which when so executed shall be deemed an original, and such counterparts together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this instrument on the date(s) set forth adjacent their respective signatures.

GRANTOR: CTLC Investors, LLC,
a Colorado limited liability company

By: Community Development Group of Louisville, LLC,
a Colorado limited liability company

By: _____
Charles R. Bellock, Manager

ACKNOWLEDGEMENT

STATE OF COLORADO)
)ss
COUNTY OF _____)

Subscribed and sworn to before me this _____ day of _____, 2003, by Charles R. Bellock, as Manager of Community Development Group of Louisville, LLC, a Colorado limited liability company, as Manager of CTLC Investors, LLC, a Colorado limited liability company.

Witness my hand and official seal.

My commission expires on: _____.

(SEAL) _____
Notary Public

GRANTEE:
City of Louisville, Colorado

By:_____
Tom Davidson, Mayor

Attest:

_____
Nancy Varra, City Clerk

ACKNOWLEDGMENT

STATE OF COLORADO)
) ss.
COUNTY OF)

The forgoing instrument was acknowledged before me this ____ day of _____, 2003, by Tom Davidson, as Mayor, and Nancy Varra, as City Clerk, on behalf of the City of Louisville, Colorado.

Witness my hand and official seal.

(S E A L)

_____
Notary Public

My Commission Expires: _____

EXHIBIT A
Legal Description

City of Louisville
COLORADO • SINCE 1878

Planning Commission
Staff Report
March 14, 2013

TO:	Planning Commission
FROM:	Louisville Department of Planning and Building Safety Troy Russ, AICP and Gavin McMillan, AICP
ITEM:	Resolution No. 5, Series 2013 – A resolution recommending approval of the Comprehensive Plan 2012 Update
DATE:	March 14, 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 below includes redlined updates based on Planning Commission comments at the February 28, 2013 meeting as well as the Policy Alignment & Implementation chapter, which has not been presented before. This represents a draft of the entire document. Staff is requesting Planning Commission make a final round of suggested modifications to the draft and then recommend approval of the document as modified to City Council by passing Resolution No. 5, Series 2013.

If Planning Commission does so, staff hopes to present the document to City Council for discussion on April 2, 2013 and for approval on April 16, 2013.

ATTACHMENTS:

- Draft 2012 Comprehensive Plan
- Resolution No. 5, Series 2013

City of Louisville

Comprehensive Plan

DRAFT

March 14, 2013

"Whatever you can do or dream, you can begin it.
Boldness has genius, power, and magic. Begin it now."
- Johann Wolfgang Von Goethe

Acknowledgements

CITY COUNCIL

Bob Muckle - Mayor
Hank Dalton - Mayor- Protem (Ward 3)
Emily Jasiak - (Ward 1)
Jay Keany - (Ward 1)
Susan Loo - (Ward 2)
Frost Yarnell - (Ward 2)
Ron Sackett - (Ward 3)

PLANNING COMMISSION

Jeffrey Lipton - Chairman
Chris Pritchard - Vice Chairman
Ann O'Connell - Secratary
Cary Tengler
Jeff Moline
Scott Russell
Steven Brauneis

CITY BOARDS AND COMMISSIONS

Board of Adjustment
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

INTEREST GROUPS

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

PLANNING AND BUILDING SAFETY DEPARTMENT

Troy Russ, Planning and Building Safety Director
Ken Swanson, Chief Building Offical
Sean McCartney, Principal Planner
Gavin McMillan, Planner III - Project Manager
Scott Robinson, Planner I
Jolene Schwertfeger, Senior Administrative Assistant

CITY STAFF

Malcolm Fleming, City Manager
Heather Balser, 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

CONSULTANTS

TischlerBise, Inc.
MindMixer, Inc.
MIG, Inc.
Northline GIS, Inc.
Edward DeCroce - *Aerial Photographer*

EXIT

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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, infrastructure 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. Transportation, Mobility, and Accessibility
~~3~~4. Community Heritage
~~4~~5. Parks, Recreation, Trails and Open Space (reference Parks Recreation Open Space and Trails Master Plan (PROST -2011))
~~5. Transportation, Mobility, and Accessibility~~
6. ~~Public~~ Municipal Infrastructure
7. Energy
8. Community Services
~~8~~9. The Economy and Fiscal Health
~~9. Community Services~~

Please circle the number that comes closest to your opinion about the quality of life in Louisville:	Excellent	Good	Fair	Poor	Total	National comparison	Front Range comparison
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*

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 ~~Conoco~~Phillips 66 and the Planned Unit Development (PUD) approval of North End and Steel Ranch ~~commit~~ entitle 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 transporta-

tion policies which effectively guide future investments within Louisville.

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 recommended changes in the Louisville Municipal Code (LMC) that will regulate 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 conceptual guide to review and take action on land use initiatives ~~proposals~~ within the City of Louisville. The document is divided into ~~four~~ five 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.
- Sections 3 and 4, the ***Vision Statement and Core Community Values*** **and** ***the Framework*** ~~**Plan**~~, identify~~**ies**~~ the Community Vision, a Conceptual Land UseFramework and specific policies for the structural elements of the Comprehensive Plan.
- The final section of the document, ***Policy Alignment and Implementation***, outlines the City's 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. The Louisville Municipal Code (LMC) is the primary regulatory tool available to the City. ~~**Principle to these documents is the Louisville Municipal Code (LMC),**~~ Specifically, Buildings and Construstion (Chapter 15), the Louisville Subdivision (Chapter 16) and Zoning Ordinances as adopted (Chapter 17) and the zoning map of the City. Additional documents include Small Area Plans, Neighborhood Plans, the Annual Operating and Capital Budget and the Capital Improvement Program.

The ~~**City of Louisville**~~ LMC chapters regardng Buildings and Construction, Subdivision, ~~**and**~~ Zoning ordinances, along with the official zoning map control the allowed uses of land as well as preservation and construction requirements and design and bulk standards. ~~**which govern the size, shape and form of buildings and 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 are ~~**will be**~~ reviewed for conformance with the Louisville Municipal Code. All annexations and rezoninings are reviewed for conformance with the Louisville Municipal Code and conceptual consistency 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 specific uses, densities, or yard and bulk standards for ~~**either**~~ parcel specific locations ~~**or exact acreage for specific uses**~~.

Uses, densities, and yard and bulk standards for individual parcels are conceptual and will be refined in small area and neighborhood plans and implemented through changes to the Louisville Municipal Code.

Louisville Municipal Code Section 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 is 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 is Comprehensive Plan Update 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.

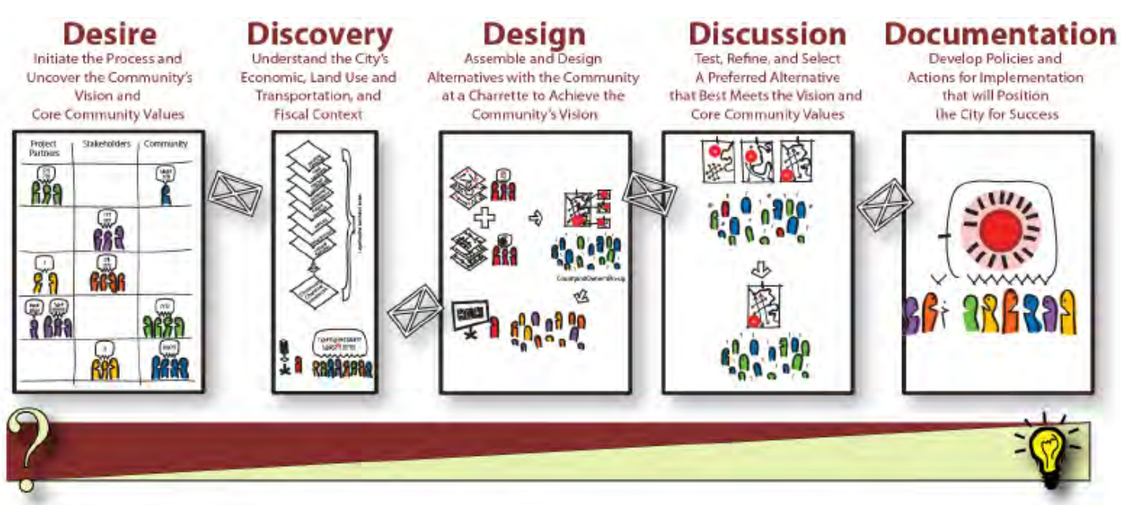
The first 90 days of the on-line discussions focused exclusively on the Louisville Vision Statement and the Community Core Values. The second 90 days focused on the Framework Plan and concerns related to specific areas within the City. The final 90 days of conversations related to the drafting of specific 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



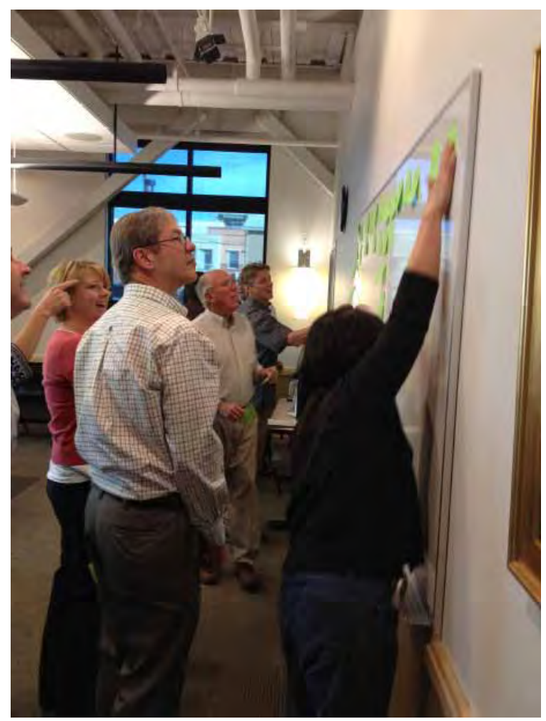
Plan options generated during the design charrette. Specific impacts associated with each alternative were presented and discussed. A community dot exercise was conducted to facilitate community feedback on a preferred alternative.

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 Disccovery 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 Technology 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~~.

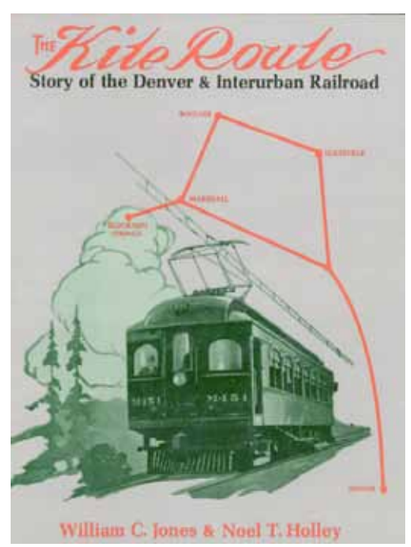
Louisville grew vigorously with the rapid industrialization of the area's mines. In the wake of a post-Civil War migration, the town's first settlers came from such places as the United States, the United Kingdom, Austria, and Germany, among others. Later, in the 1890s, Italian and Eastern European immigrants, 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 Rail Road." 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 ended in 1926 because of competition from busses and cars.

City of Louisville - Land Use and Transportation: 1878 to 1909



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.

City of Louisville - Land Use and Transportation: 1910 to 2012

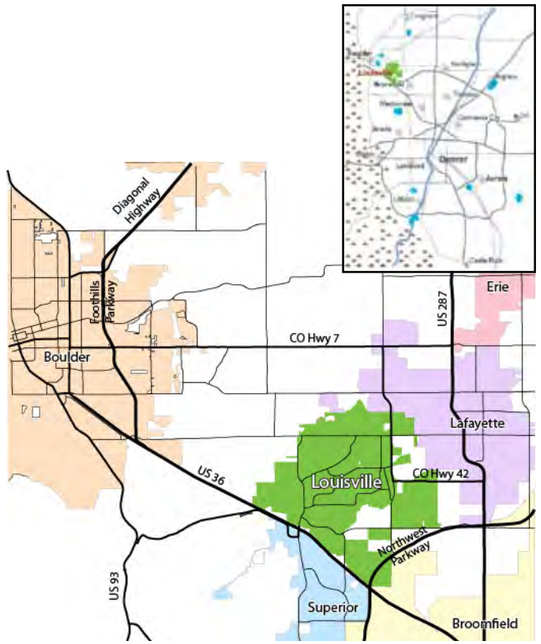
Louisville became a Home Rule City in 2001. Preserving the past continues to be important to the residents of Louisville. A historic preservation ordinance established in 2005 is believed to be the first dedicated tax for historic preservation by a municipality. Voters in 2008 approved an increase in 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 now 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 include 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. Where appropriate, 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.

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 (79%) and much higher than the metro area average (52%).

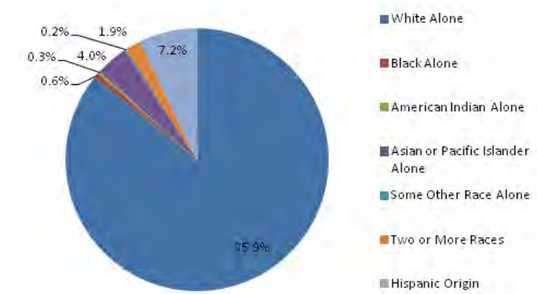
Age Levels

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



Race and Ethnicity

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%

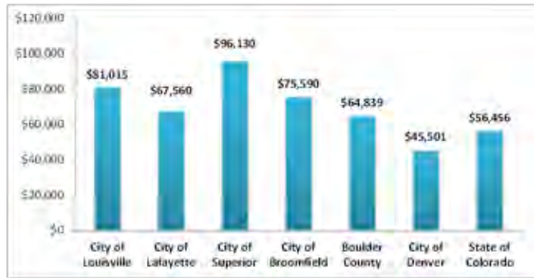
Source: US Census

Population and Households

The Planning Context

Household Income

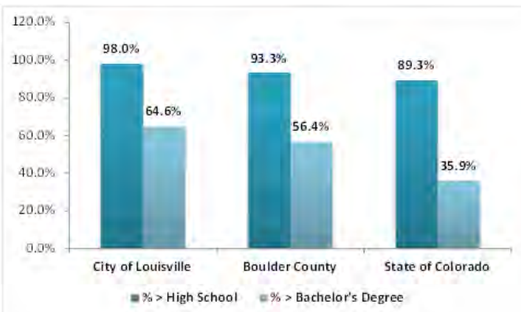
Residents of Louisville enjoy a level of prosperity nearly 25 percent higher than Boulder County and approximately 44 percent higher than the state, based on 2010 median household income. The highest median household income among peer geographies in 2010 is the City of Superior, at $96,130.



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

Labor Inflow / Outflow

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 the Steel Ranch Subdivision.

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 development. 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. 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.

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%

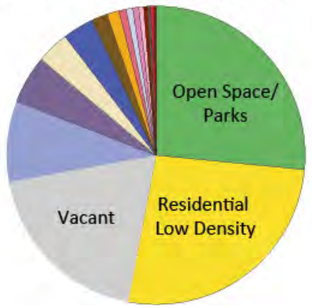
Existing Land Uses

	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%

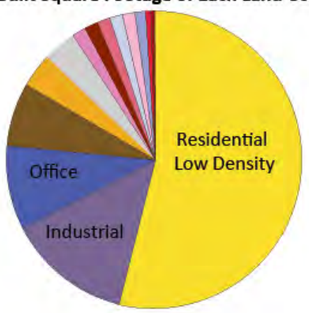
Source: US Census

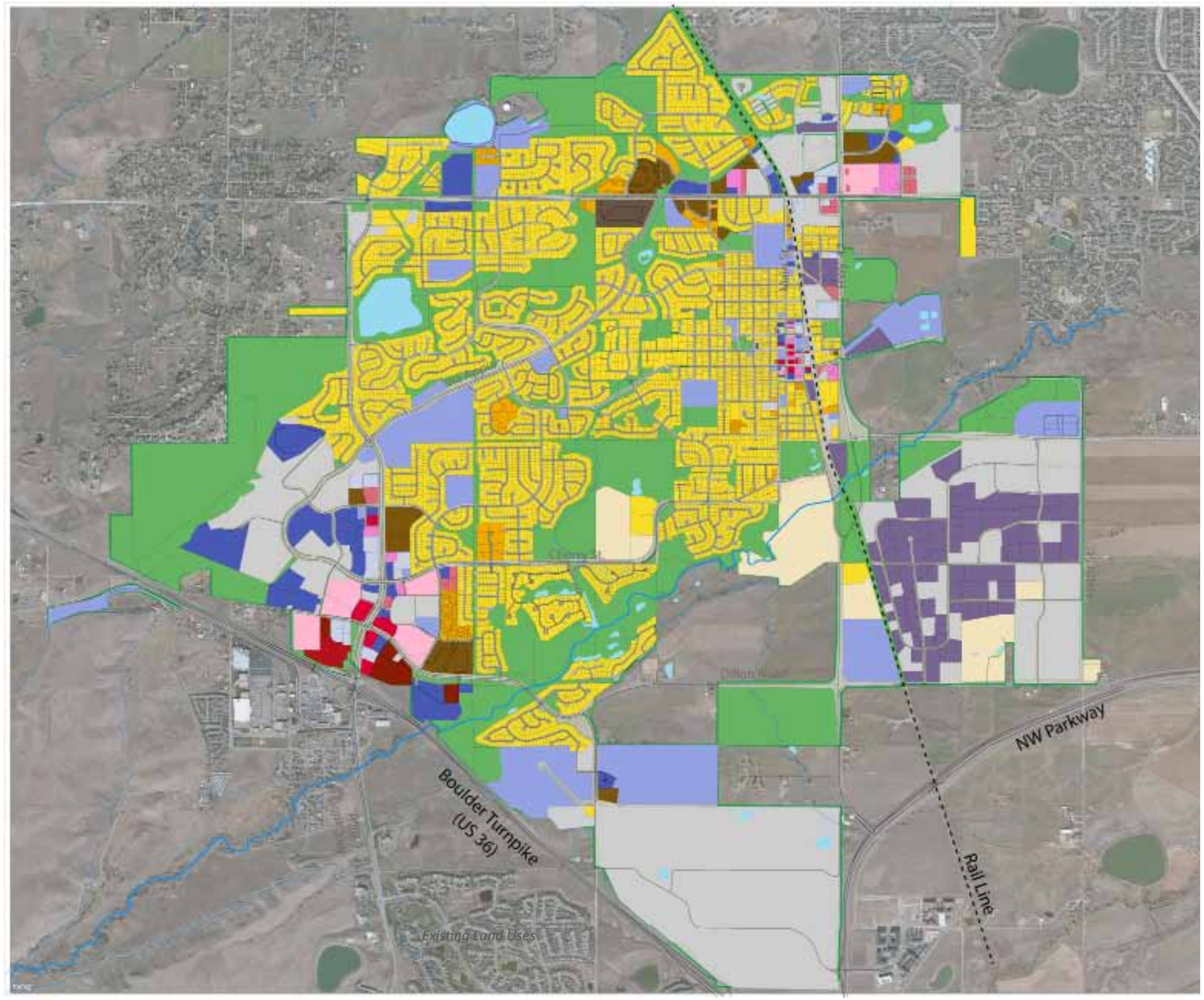
Housing and Household Information

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~~ over 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 (Maps illustrating the City's undermining are available for review upon request ~~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 plains, 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.

Natural Features

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 season is approximately 140 days long, with the average date of the first killing frost being September 28th. 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 and open space acquisitions. 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 s~~ome 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*.

Block Pattern

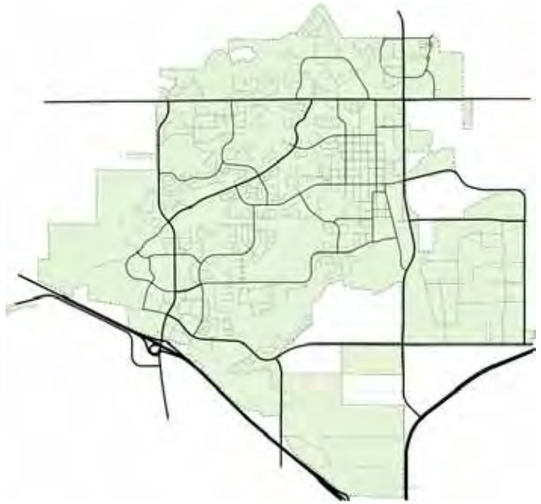
The City's street network, or block pattern, is the skeleton of the community. The block pattern dictates the development flexibility and ultimately the physical character of the community. The block pattern establishes the street hierarchy and the block structure of the community, which in turn dictate 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~~ A 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 Pattern

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~~ similar resiliency.

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 Windy Gap projects.

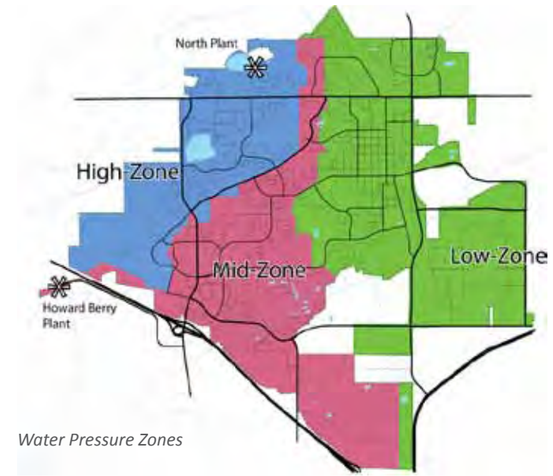
Raw Water Sources

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. A 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~~ market forecast.

The existing water supply and treatment ~~facilities'~~ capacity ~~of the water treatment plants~~ are ~~is~~ sufficient to accommodate the expected 20-year development absorption assumptions of the Framework ~~Plan~~.

However, it is important to note, 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 future water demand ~~in the future~~ will be the office and industrial uses expected in the Centennial Valley, the Phillips 66 property, and the Colorado Technology 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 Plant is currently operating at a daily average of 2 million gallons per day (mgd) or 59~~7~~% 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.

Waste Water Treatment Plant Improvement Timelines

The Planning Context

~~Based upon build out of the Framework Plan a new~~

Construction is currently being planned for Wastewater Treatment Plant to meet ~~growth and~~ regulatory and growth requirements. Improvements to transmission mains and lift stations will be needed with build out of the Colorado Technology 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 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. Infrastructure that has deteriorated or become obsolete will need to be replaced or rehabilitated.

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

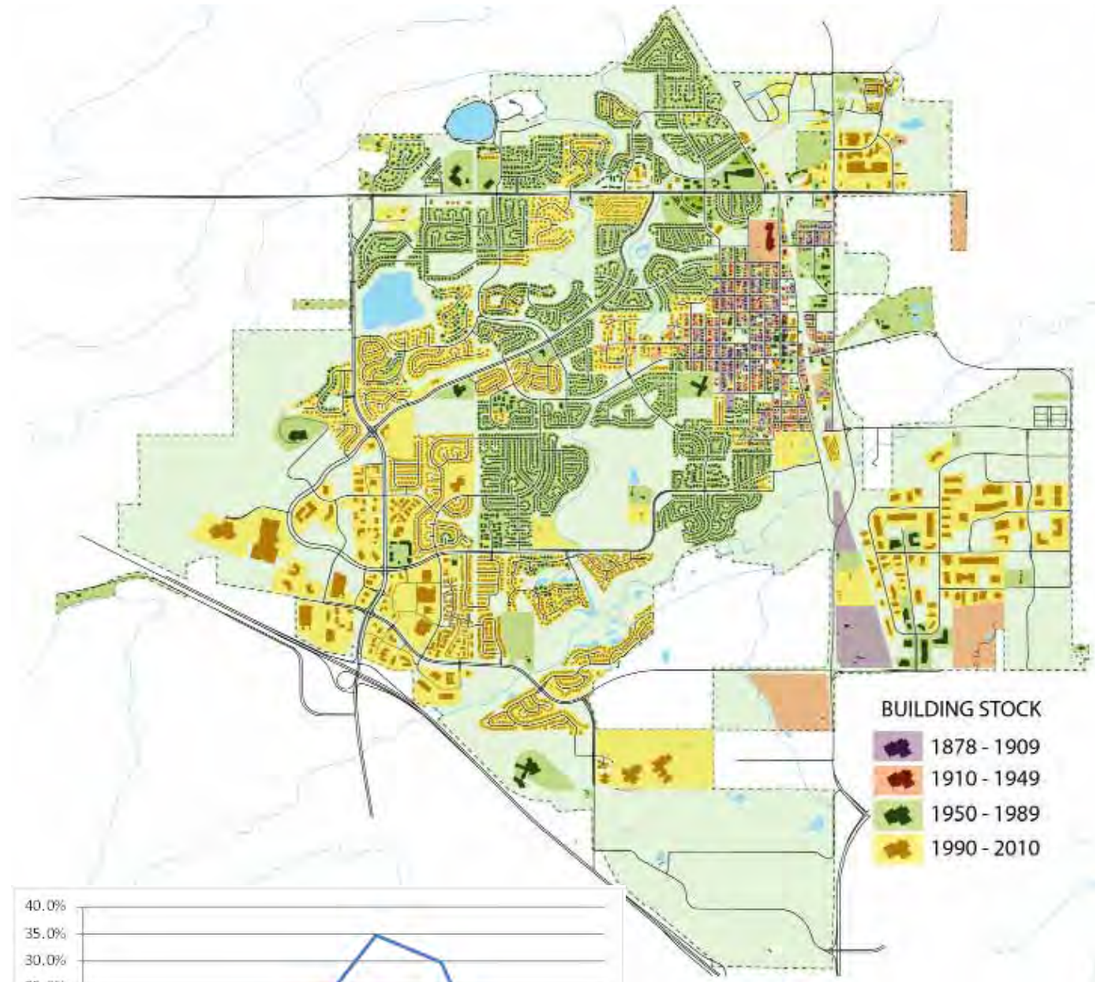
Building Figure Ground

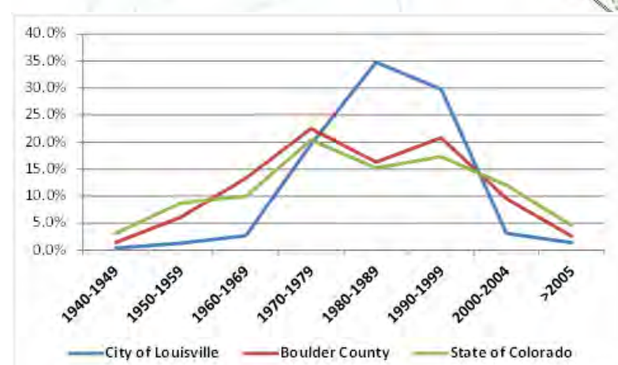
occupied units was slightly higher than Boulder County at $353,300, and significantly higher than the state's median value of $236,600. The highest median housing value among peer geographies in 2010 is the City of Superior at $389,300.

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.

Louisville adopted a historic preservation ordinance in 2005 and voters approved an increase in sales tax for



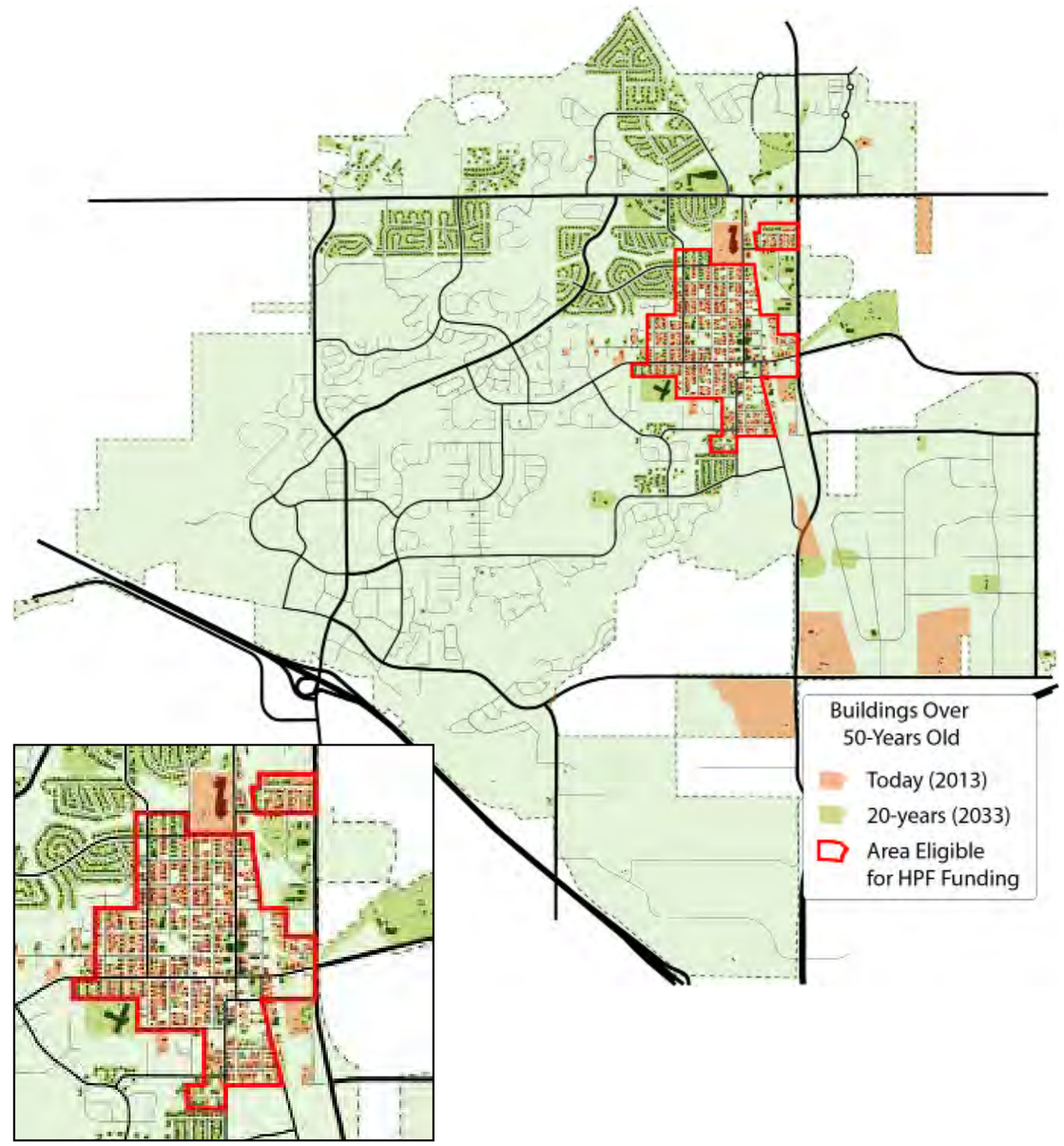


Age of Building Stock

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:

- 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.



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 developing ~~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.

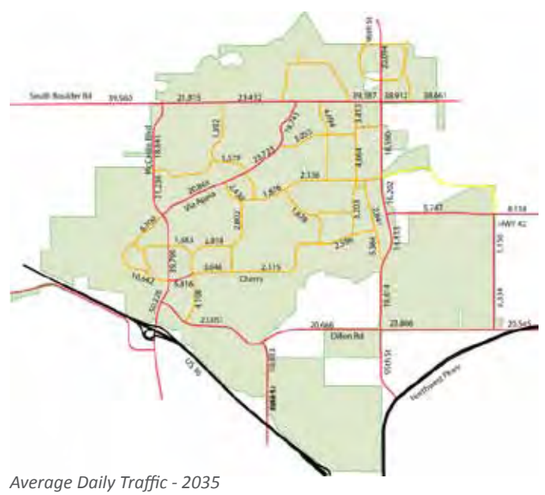
Regional vs. Local Traffic

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.

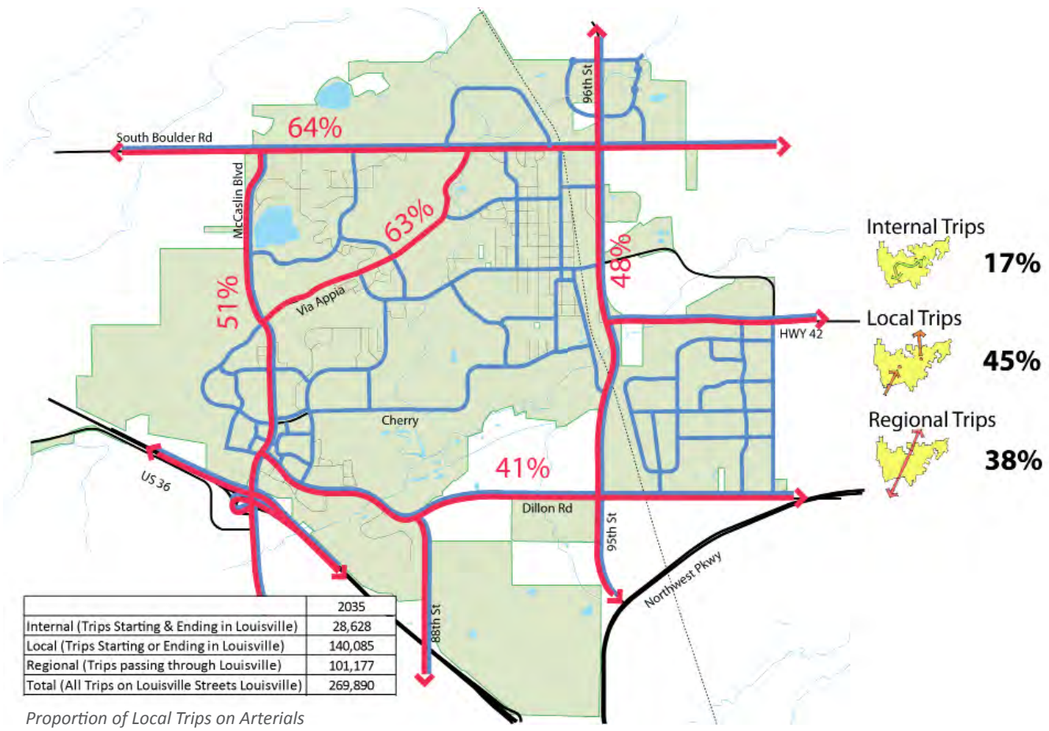


Average Daily Traffic - 2035

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.

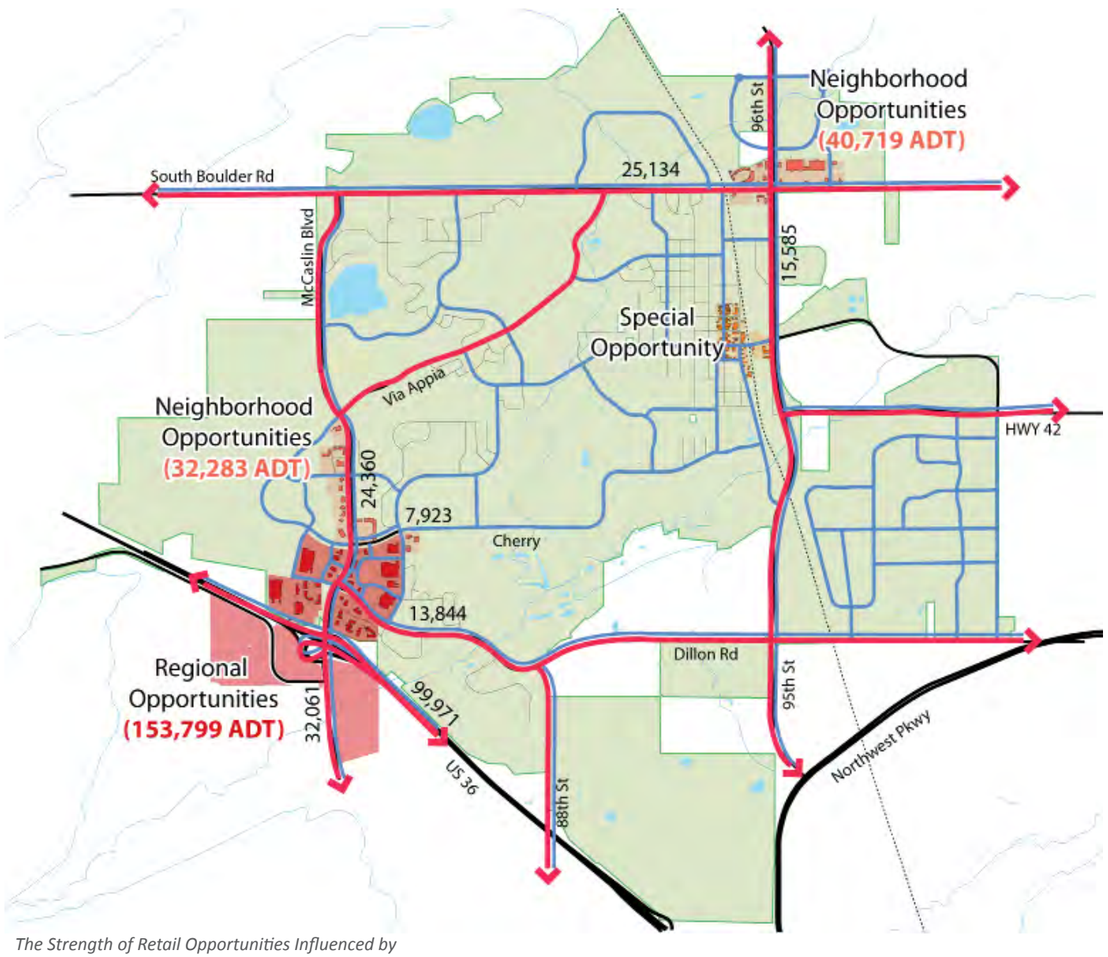
Transit Service

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

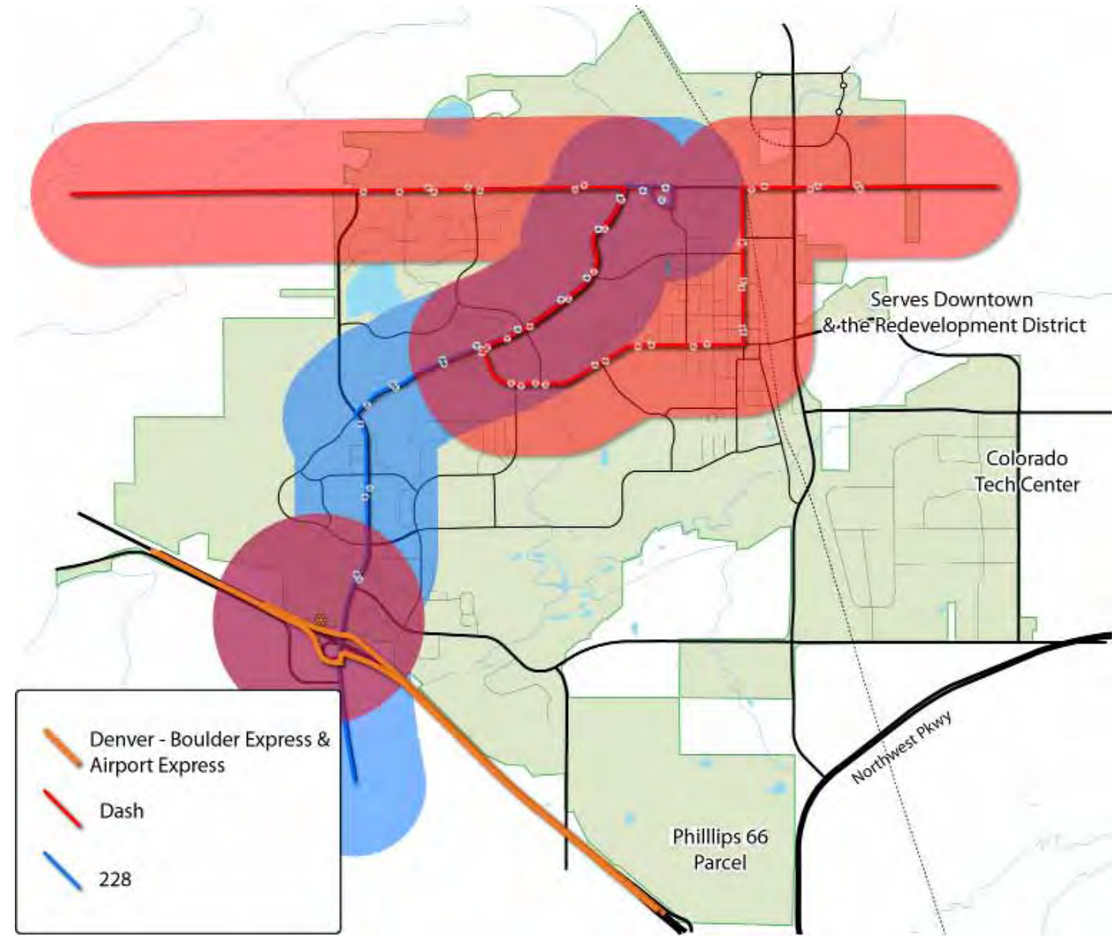


	2035
Internal (Trips Starting & Ending in Louisville)	28,628
Local (Trips Starting or Ending in Louisville)	140,085
Regional (Trips passing through Louisville)	101,177
Total (All Trips on Louisville Streets Louisville)	269,890

Proportion of Local Trips on Arterials



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 Technology 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	-
Infill	375,000
Office (Sq. Ft.)	450,000
Greenfield	250,000
Infill	200,000

20 Year Market Forecast
Source: Source: City of Louisville; TischlerBise

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.

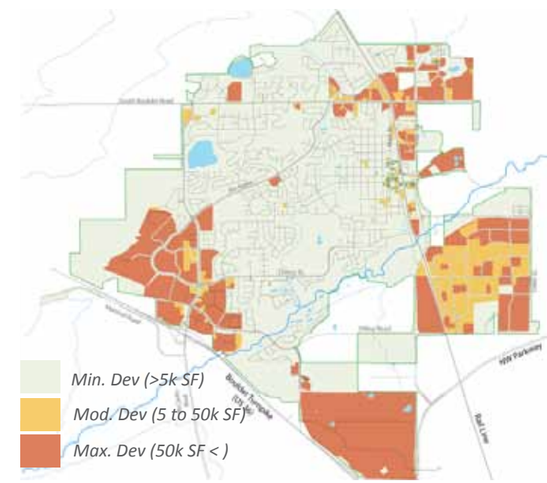
City of Louisville, Colorado
Fiscal Impact Analysis
Summary of Operating and Capital Revenue

		Total
OPERATING SUMMARY		
Revenue	$	1,760,494
Expenditures	$	1,627,839
Net	$	132,654
CAPITAL SUMMARY		
Operating	$	13,854,175
Expenditures	$	10,991,635
Net	$	2,862,540

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 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.

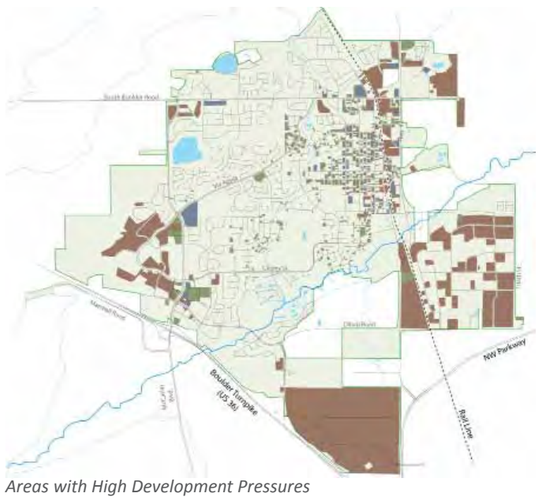


Areas with Substantial Buildout Capacity

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 Technology 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.
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 the highest development pressures are typically vacant like some in the CTC and Centennial Valley; however,



Areas with High Development Pressures

- *Improvement values (50%) of total Property Values*
- *Improvement values (30 to 40%) of total Property Values*
- *Improvement values (>30%) of total Property Values*

many older under-developed properties are experiencing significant reinvestment pressure along South Boulder Road and within Old Town.

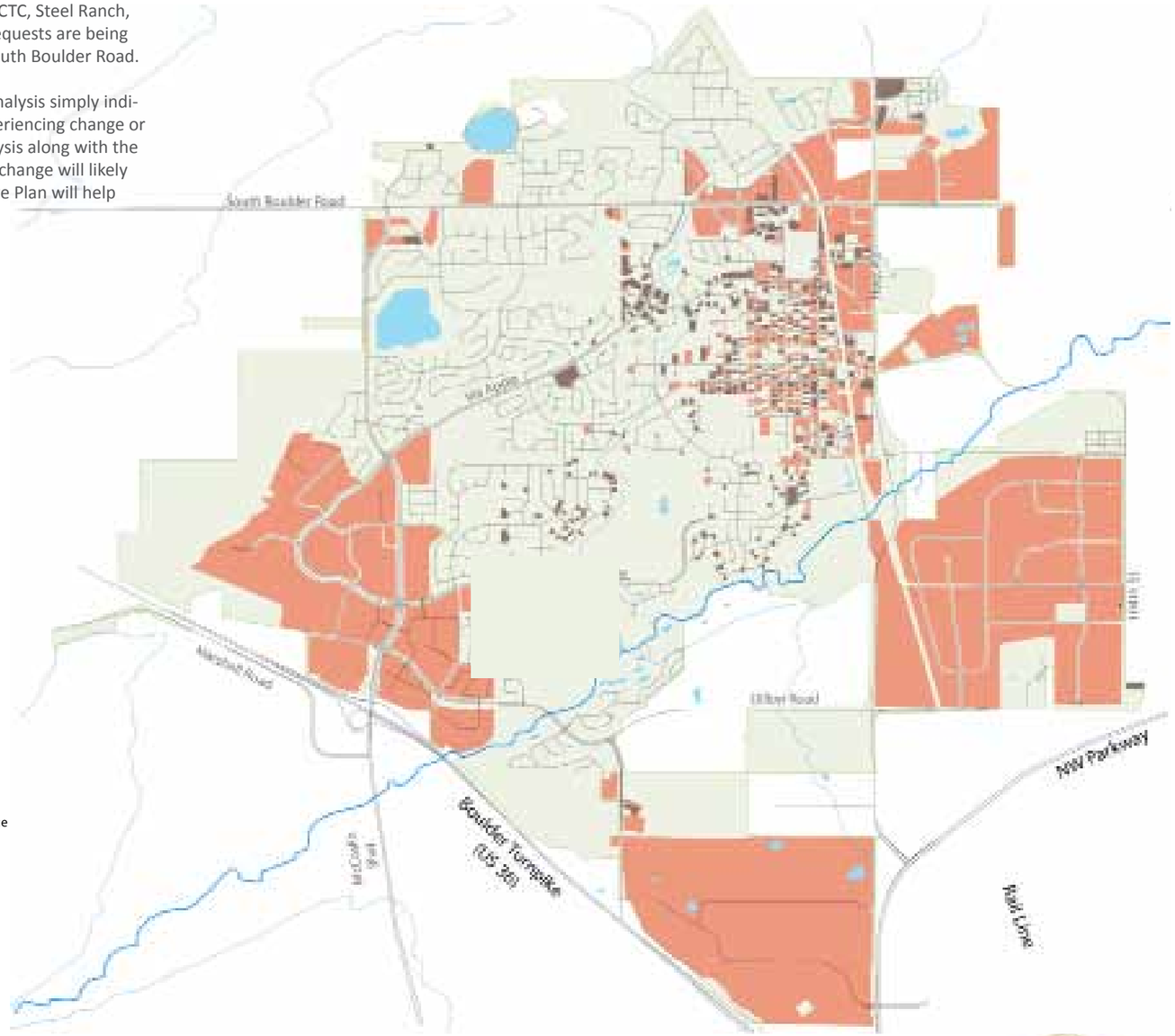
Staff mapped the allowed additional development in the City with the building to property value ratio for all properties to identify areas experiencing change today and that will likely experience change in the future as the real estate market recovers.

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

- Areas of Stability
- Areasof Incremental Change
- Areas of Change



THE VISION STATEMENT AND CORE COMMUNITY VALUES

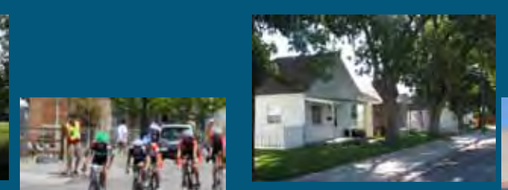
The 20 Year Plan for the City of Louisville has two primary components which guide the direction and implementation of the 2012 Comprehensive Plan Update. The first keycomponent is the Vision Statement and Core Community Values. The Vision Statement and Core Community Values are supported by the second 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~~ and government's high-quality customer service ~~complements the~~ 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 community's Framework ~~Plan~~. The intent of the change 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 to 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

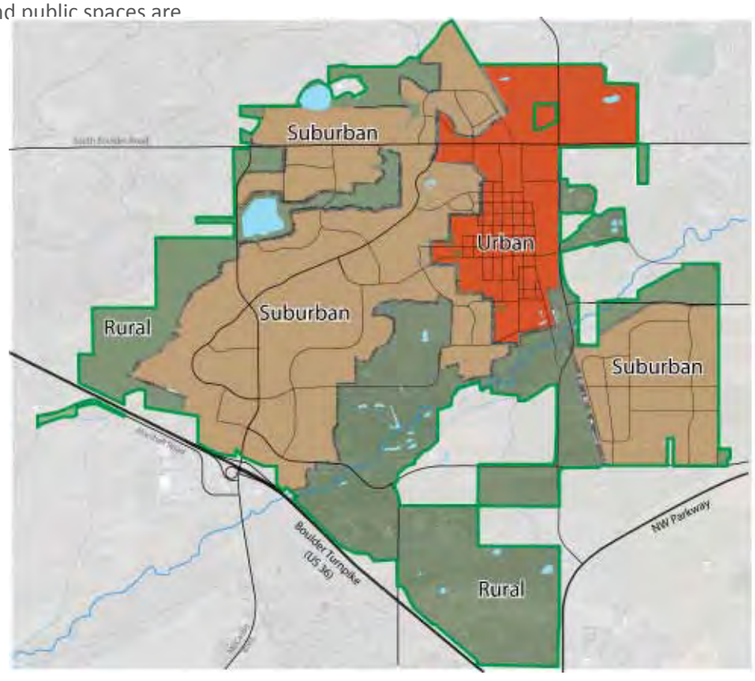
Three development patterns are found in Louisville: *urban, suburban,* and *rural*. These development patterns reflect the look and feel of the City. Development patterns dictate how streets are laid out; how property parcels are subdivided; how buildings are designed and arranged on a site; and how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

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 Technology 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.

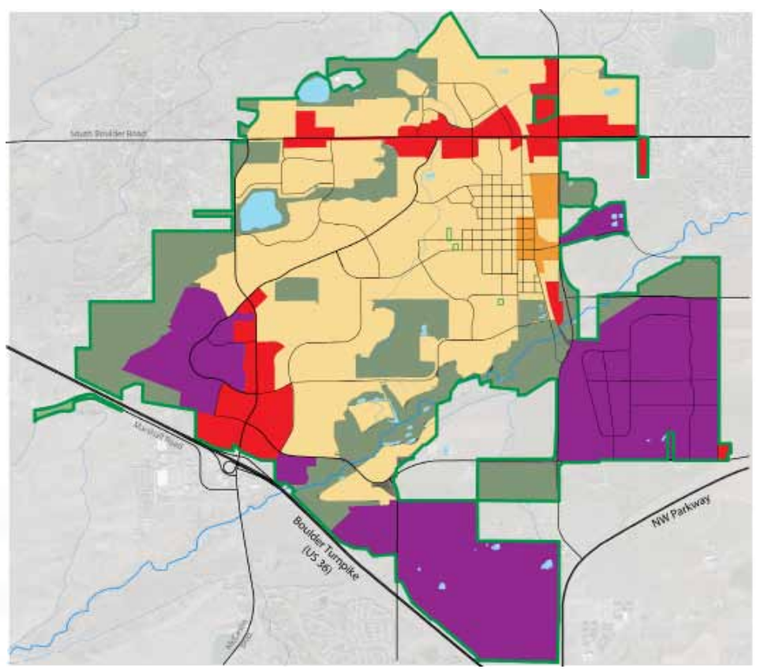
Specifically, the development types in the Framework ~~Plan~~ will establish guidelines for Small Area and Neighborhood Plans to implement specific regulations within the Louisville Municipal Code (LMC). The specific elements the development types influence include:

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 central~~er~~ public space, or focal point. Centers also have the highest potential for a vertical mix of uses.

Corridors

Corridor development types are similar to a 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.

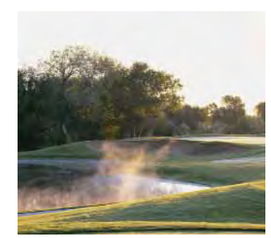
The Vision Statement and Core Community Values

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 Technology 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 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 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. Together, the Vision Statement, the Core Community Values and the Framework establish community expectations and provide policy guidance **to the anticipated areas of change** and stability in the City.

The Framework's composition of land uses enables 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. The Framework 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 Framework 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 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 Technology 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 following section describes what is envisioned through the City's Vision Statement and Core Community Values and graphically represents it within the Framework.

Street Types and Land Use

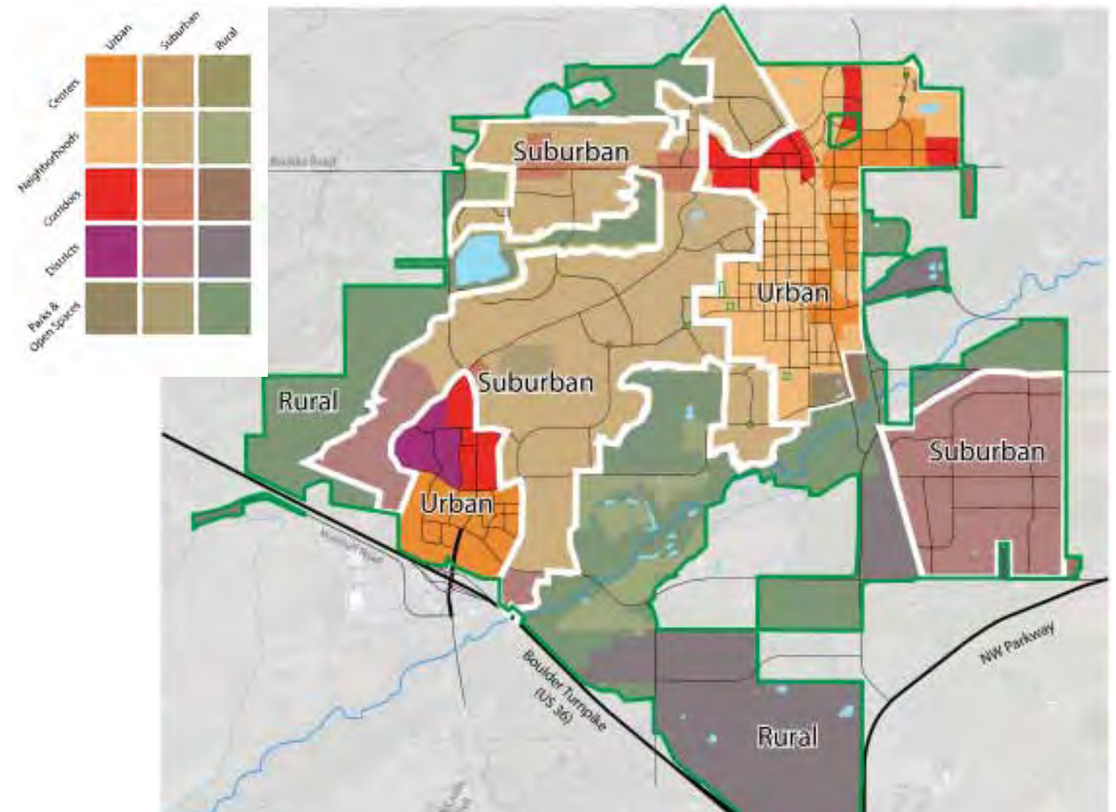
The land uses envisioned in the Framework's Center and Corridor development types, are determined by the street types in each area. This Comprehensive Plan identifies four types of streets in the Center and Corridor development types: Retail Primary and Secondary Streets and Mixed Use Primary and Secondary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

Land Use Buildout Analysis Showing the Previous Comprehensive Plan and the Adopted Freamework

Red denotes the change from the existing land use

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 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 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-district will be determined during a separate Planning initiative.

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: 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 Range:
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

1. Buildings front the street and the ground floor is activated on primary retail streets.
2. Human scaled buildings.
3. Pedestrian design detailing on all building ground floors and around public gathering spaces.
4. 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

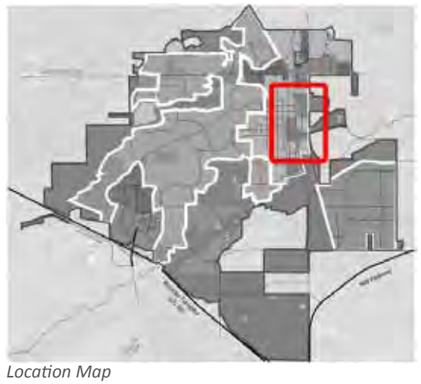
Streets: Reduced speed and multimodal
Block Length: 300-400 Feet
Public Spaces and Trails: Interconnected and integrated into the urban center and nearby open spaces

Design Standards

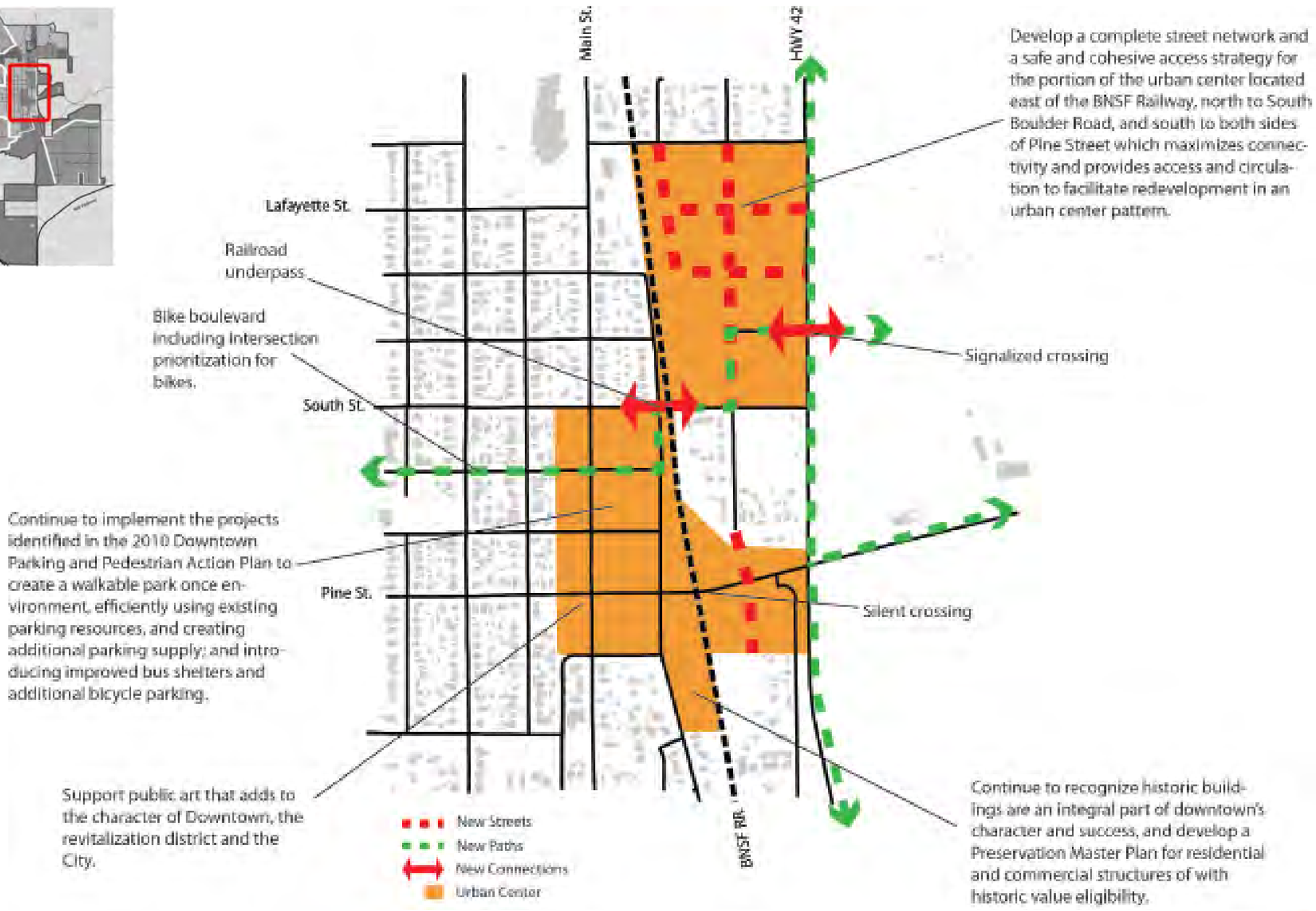
Downtown - Downtown Framework; Downtown Design Handbook; and, Downtown Parking and Pedestrian Action Plan.
Revitalization District - Mixed Use Development Design Standards and Guideline and Highway 42 Framework Plan.

Policies

1. 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.
2. 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.
3. Continue to promote the vitality of the down town 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.
4. Encourage business diversity through strategic public infrastructure improvements and business assistance which encourages new private investment and business development.
5. 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.
6. 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.
7. 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 maximizes connectivity and provides access and circulation to facilitate redevelopment in an urban center pattern.
8. Promote the health of downtown through a traditional development pattern and pedestrian scaled redevelopment including expansion of business and housing opportunities.
9. 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; and introducing improved bus shelters and additional bicycle parking.
10. 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~~ with historic ~~value~~ eligibility.
11. Support public art initiatives which add to the character of Downtown, the Revitalization District and the City.



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 over time.

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 D~~development Infill opportunities. While the entire Urban Center will benefit from the enhanced transit service along US 36, the quarter mile area surrounding the BRT stop should realize a higher development potential. 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 in proximity to and a relationship with ~~on the eastern half of the urban center~~ adjacent to existing residential areas. 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 Range:
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.

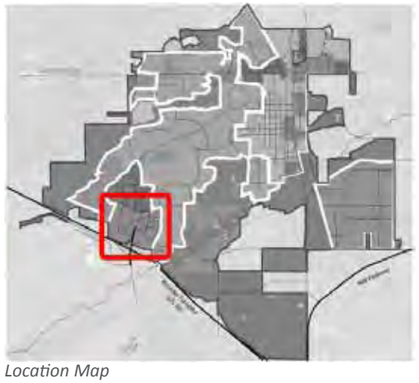
Design Standards

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 the urban center character, and shall replace the CDDSG in governing the design character of the Urban Center.

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. Encourage higher intensity transit oriented development within 1/4 mile of the BRT station.
3. New residential uses should first be introduced in proximity to and a relationship with ~~areas adjacent to~~ existing residential areas, ~~where they can be incorporated into existing neighborhoods~~.
4. 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.
5. Retain commercial retail land supply and promote the retention of existing commercial development as a primarily regional retail center.
6. Enhance the City's regional retail opportunities at the US 36 and McCaslin Boulevard interchange.
7. Emphasis should be placed on retention of commercial retail uses as a component of any transit oriented development.
8. 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.
9. Promote safe connections for all transportation modes across major transportation corridors and between adjacent commercial areas.
10. 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.
11. New gateway features and wayfinding should reinforce the McCaslin Boulevard interchange area as a primary entryway to the City.
12. Support public art and amenities that add to the character of the McCaslin Boulevard Urban Center and the City.



Location Map

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 should ~~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 Range:
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.

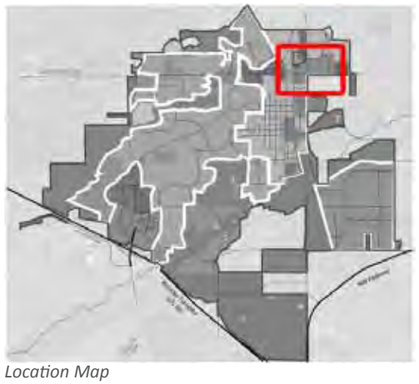
Design Standards

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. The small area plan will address building placement, block structure, landscaping, and signage requirements consistent with the urban center character and shall replace the CDDSG in governing the design character of the Urban Center.

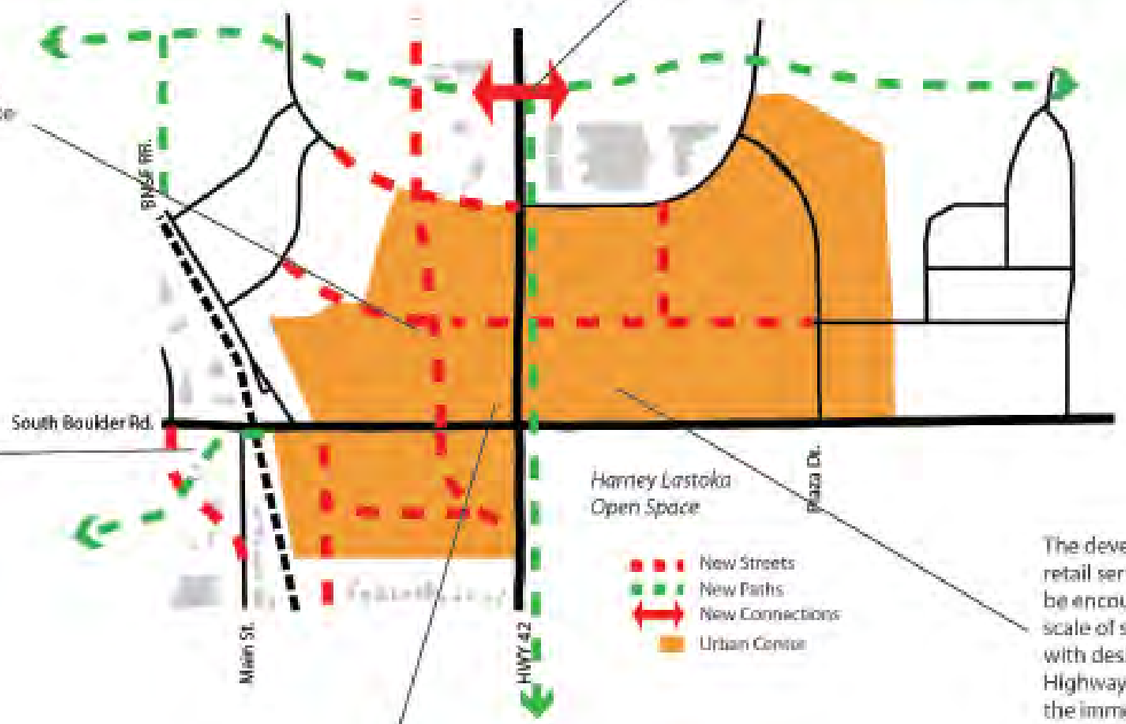
New design guidelines should be created which address building placement, block structure, landscaping, and signage requirements City-wide consistent with proposed character zones of the City. The Mixed Use Development Design Standards and Guidelines will continue to provide design guidance for the portion 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.



Location Map



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.

Introduce new roadway network in the center to enable the area to operate as a connected urban center.

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.

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 Highway 42 corridor and the character of the immediate neighborhood.

Focus on community retail opportunities at the intersection of South Boulder Road and Highway 42 which serve a smaller trade area than those found at a regional retail center.

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 safely 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.

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.

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

Density Range:
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

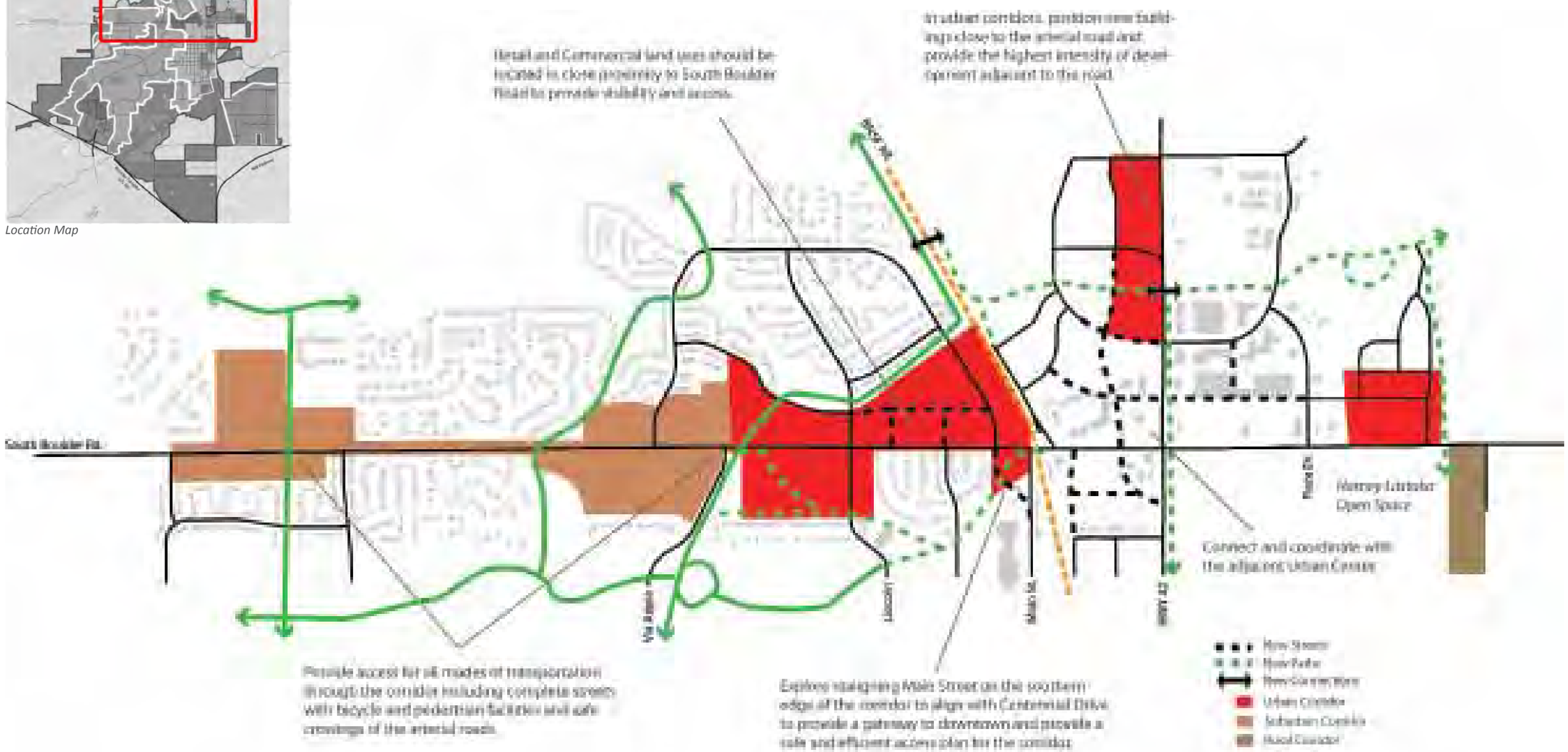
Design Standards
There is currently no cohesive design guidance for the urban and suburban corridors within the City. The Commercial Development Design Standards and Guidelines (CDDSG) regulate commercial development, and various planned unit developments and other residential zoning standards govern residential development. The small area plan for the corridor will address building placement, block structure, landscaping, and signage requirements consistent with the urban center character and shall replace the CDDSG in governing the design character of the Urban Corridor.

New design guidelines should be created which address building placement, block structure, landscaping, and signage requirements City-wide consistent with proposed character zones of the City. ~~These unified standards should be created which help to create unified and connected mixed use urban and suburban corridors.~~

Polices

1. In urban corridors, position new buildings close to the arterial road and provide the high est intensity of development adjacent to the road.
2. The use of form based design regulations should be used to focus on establishing a street presence along the arterial corridors
3. Retail and Commercial land uses should be located in close proximity to South Boulder Road to provide visibility and access.
4. Explore realigning Main Street on the south ern edge of the corridor to align with Centen nial Drive to provide a gateway to downtown and provide a safe and efficient access plan for the corridor.
5. 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.
6. 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 Range:
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. Setbacks and landscaping standards should be revised to enable visibility of commercial structures and a unified signage and wayfinding program should be implemented.

The small area plan for the corridor will address building placement, block structure, landscaping, and signage requirements consistent with the urban center character and shall replace the CDDSG in governing the design character of the Urban Corridor.

The use of form based design regulations should be used to focus on establishing a street presence along McCaslin Boulevard with both single use commercial buildings and mixed use residential buildings.

New design guidelines should be created which address building placement, block structure, landscaping, and signage requirements City-wide consistent with proposed character zones of the City.

Policies

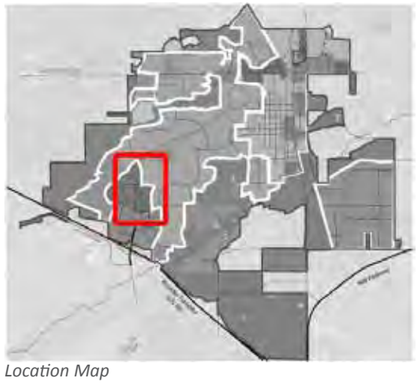
1. Position new buildings close to the street and provide the highest intensity of development on the Roadway. Interconnect corridor parcels through cross access easements to enable pe destrian and bicycle mobility between uses.

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

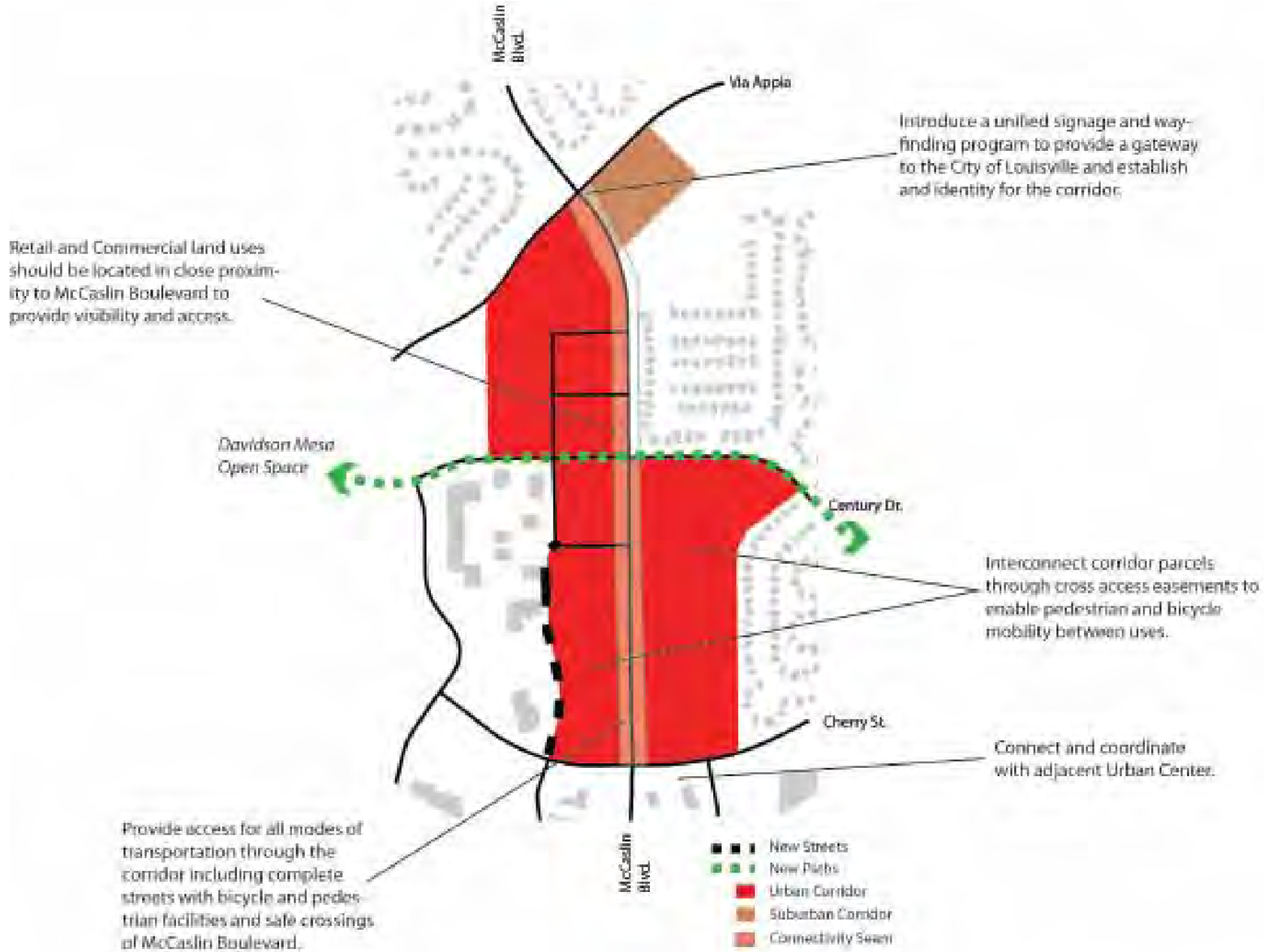
3. The use of form based design regulations should be used to focus on establishing a street presence along the arterial corridors

4. Introduce a unified signage and wayfinding pro gram to provide a gateway to the City of Louis ville and establish and identity for the corridor.

5. 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 Technology Center (CTC) The Colorado Technology 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 surroundings 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~~ Encouraged in locations where the use can capitalize on the activity in the special district, or ~~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 Range:
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. Ceate 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.

4. Establish new design guidelines, replacing the CDDSG and IDDSG, to address building placement, block structure, landscaping, and signage requirements City-wide consistent with proposed character zones of the City.

5. The use of form based design regulations should be used to focus on establishing a street presence along McCaslin Boulevard with both single use commercial buildings and mixed use residential buildings.

South Boulder Rd.
Centennial Valley
Coal Creek Business Park
Dillon Rd.
New Streets
New Paths
Urban Special District
Suburban Special District
Rural 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. The neighborhoods must also meet the housing goals of the City, for both current and future residents.

This Comprehensive Plan therefore recommends creating plans for each neighborhood and initiating a housing policy conversation 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 office uses along South Boulder Road.

North Louisville – the central residential area north

Walking Distance and Neighborhood Size

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 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 by the City at the request of residents with concurrent support from City Council~~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 the City's environmental, economic, and social sustainability.

Policy N-3.7: Neighborhood Plans shall contribute to the sense of place and community that defines Louisville.

PRINCIPLE N-4. The character and identity of existing residential neighborhoods should be maintained while allowing for evolution and reinvestment.

Policy N-4.1: Housing in existing neighborhoods should be compatible with neighborhood plans.

Policy N-4.2: Zoning designations should allow for reasonable reinvestment in existing houses while maintaining the character of the neighborhood and Louisville.

Policy N-4.3: The voluntary preservation of historic structures should continue to be encouraged.

Policy N-4.4: Mixed-income developments should be encouraged.

Policy N-4.5: New developments should be compatible with existing neighborhoods and the Framework.

Policy N-4.6: Community organizations and activities that encourage and provide housing rehabilitation and neighborhood improvements should be supported.

Policy N-4.7: Housing should support vibrant retail and commercial centers that serve local residents.

PRINCIPLE N-5. There should be a mix of housing types and pricing to meet changing economic, social, and multi-generational needs of those who reside, and would like to reside, in Louisville.

Policy N-5.1: Housing should meet the needs of seniors, empty-nesters, disabled, renters, first-time homebuyers and all others by ensuring a variety of housing types, prices, and styles are created and maintained.

Policy N-5.2: The City should continue to work with Boulder County Housing Authority and others to ensure an adequate supply of affordable housing is available in Louisville.

Policy N-5.3: Higher density housing should be located primarily in the centers and corridors of the Framework.

Policy N-5.4: Potential measures to increase housing type and price diversity should be evaluated, including allowing accessory dwelling units in established neighborhoods.

Policy N-5.5: Regional changes to job and housing markets should continually be evaluated to address regional opportunities and constraints.

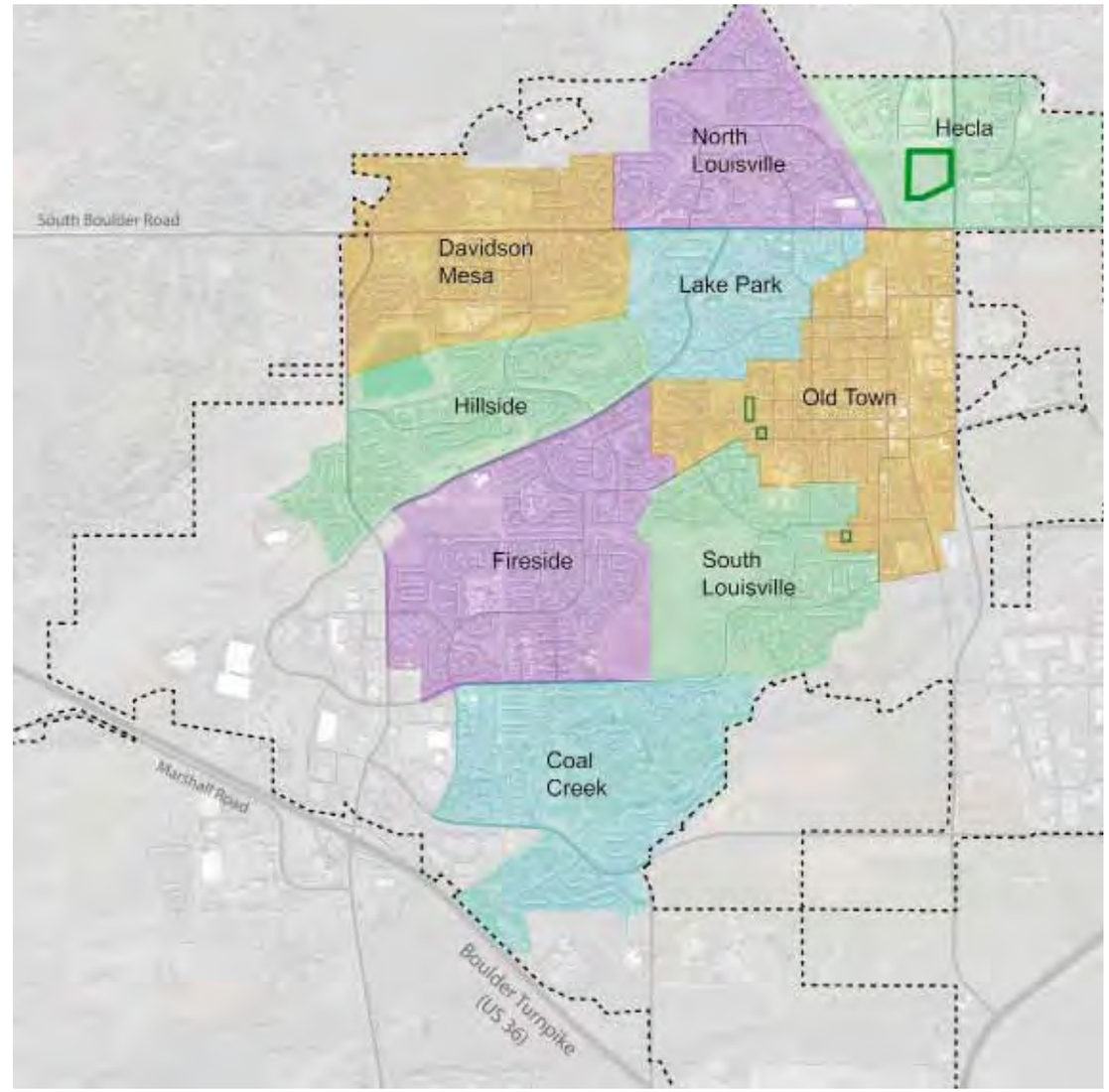
Policy N-5.6: New housing should address defined gaps in the housing market that exist today and into the future.

Policy N-5.7: The City should define standards and goals for low income and affordable housing units, and consider reducing or waiving building permit and impacts fees for qualifying projects.

PRINCIPLE N-6 – The City should define City-wide goals for affordable and low-income housing through a public process.

Policy N-6.1: The City should decide to what extent it would like to encourage or incentivize affordable and low-income housing.

Policy N-6.2: The City should develop specific and achievable actions to meet the defined goals.



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.

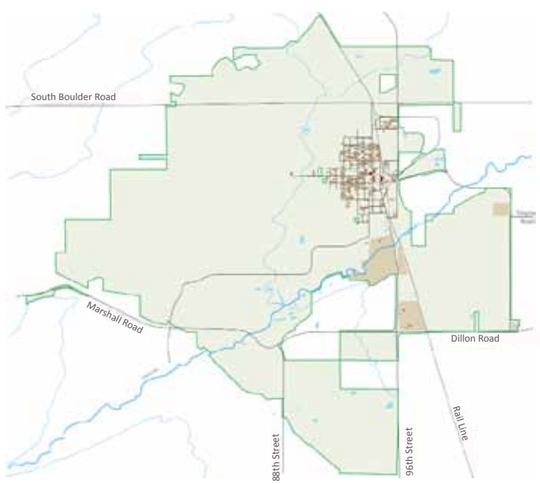
The pattern of Louisville's development was very walkable and formed what is known today as Downtown and Old Town. Louisville's growth during this time period was primarily residential, organically expanding the original town's street grid. Commercial development stayed within Downtown. Local groceries, 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. Between 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. In 1978, 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 Broomfield 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 Technology 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.

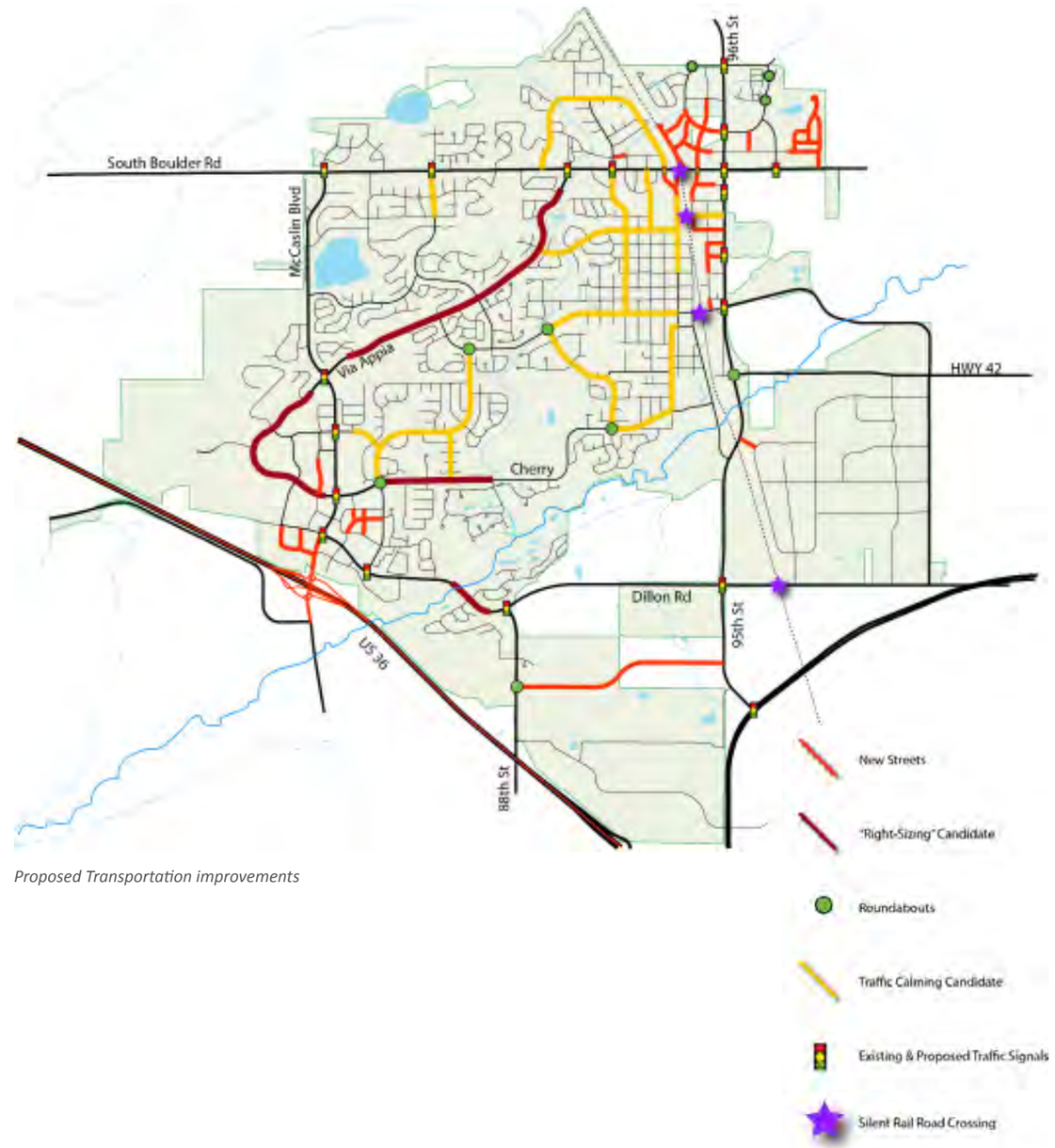
Anticipated transportation projects influencing Louisville's form and character include: McCaslin Boulevard / US 36 Interchange (the Divergent Diamond Interchange and Bus Rapid Transit Station), HWY 42 redesign, and the Regional Transportation District's (RTD) Northwest Rail Corridor. Future Louisville 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 theses multimodal 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 multimodal 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 ~~multimodal Transportation~~ Corridor Master Plan and 30% Design shall:

- Balance regional mobility and community livability,
- 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, and if done imporperly, slower emergency response times. 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.

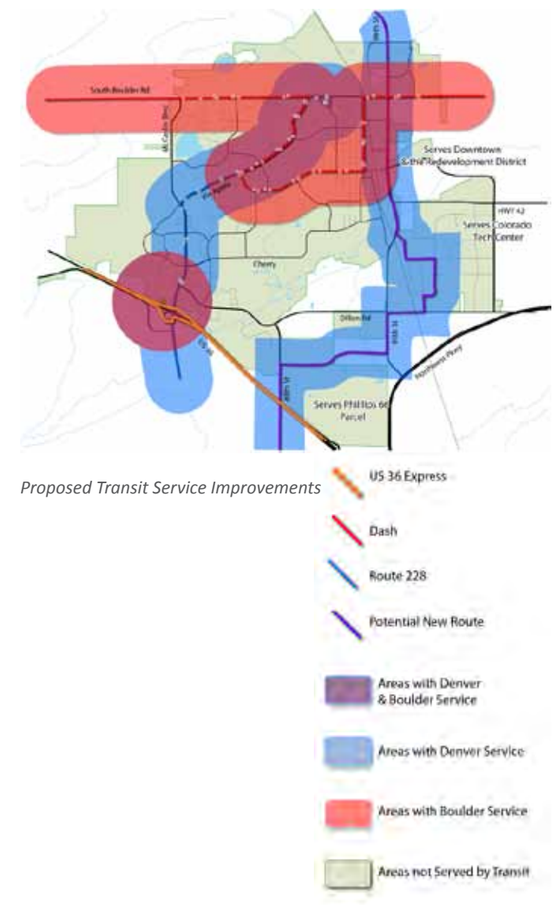
Roundabouts are preferred traffic control devices based on multiple opportunities to improve safety, operational efficiency, and community aesthetics. The intent of the candidate roundabout program in Louisville is to identify opportunities for more detailed analysis and the possibility of introducing 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 generally 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 *commuter rail* station serving Downtown Louisville.

Additionally, there are two key components to local bus



Proposed Transit Service Improvements

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 Technology 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 Technology Center, the Monarch Campus, 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 Technology 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 near ~~one-quarter 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 and Building Safety 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 and Building Safety 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 lived here ~~inhabited them, recorded through archival records and oral history~~. The social 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 should contribute ~~can support~~ to 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 organi zations and programs .
- Create energy efficiency standards to fit his toric 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 evaluate the programatic needs of ~~expand~~ the existing Museum to meet museum standards for allocation of resources by developing a Histrica; Museum Campus Master Plan. ~~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-5.1:** 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-5.2:** 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-5. The City should ~~continually update Section 15.36 of the Louisville Municipal Code~~ ensure fiscally sound best management practices for City his-

toric resources.

Policy CH-5.1: The City should establish minimum maintenance requirements for landmark properties.

Policy CH 5.2: 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.

Policy CH-5.3: 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.

Policy CH-5.4: The City should work with past grant recipients to learn from past experiences.

The Framework

PARKS, RECREATION, OPEN SPACE, AND TRAILS (PROST)

Louisville's open space and recreational amenities are amoung the most highly valued features of the City. These include the City's recreation center, parks, fields, pools, trails, and open spaces as well as services such as classes, leagues, and senior services. These amenities contribute greatly to the quality of life in Louisville and steps should be taken to ensure they continue to do so.

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.**~~

~~**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-3. Ensure a Service Delivery Model that remains responsive and relevant to City residents' leisure behaviors, interests, and needs.

Policy PROST-3.1: 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-3.2: 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-4. Enhance programming capacity by exploring opportunities outside of City of Louisville facilities and services.

Policy PROST-4.1: Assess partnerships with local organizations and agencies to provide access to other spaces for programming.

PRINCIPLE PROST-5. Promote environmental stewardship and education.

Policy PROST-5.1: Continue to develop and incorporate environmental stewardship and education curricula to respond to community values.

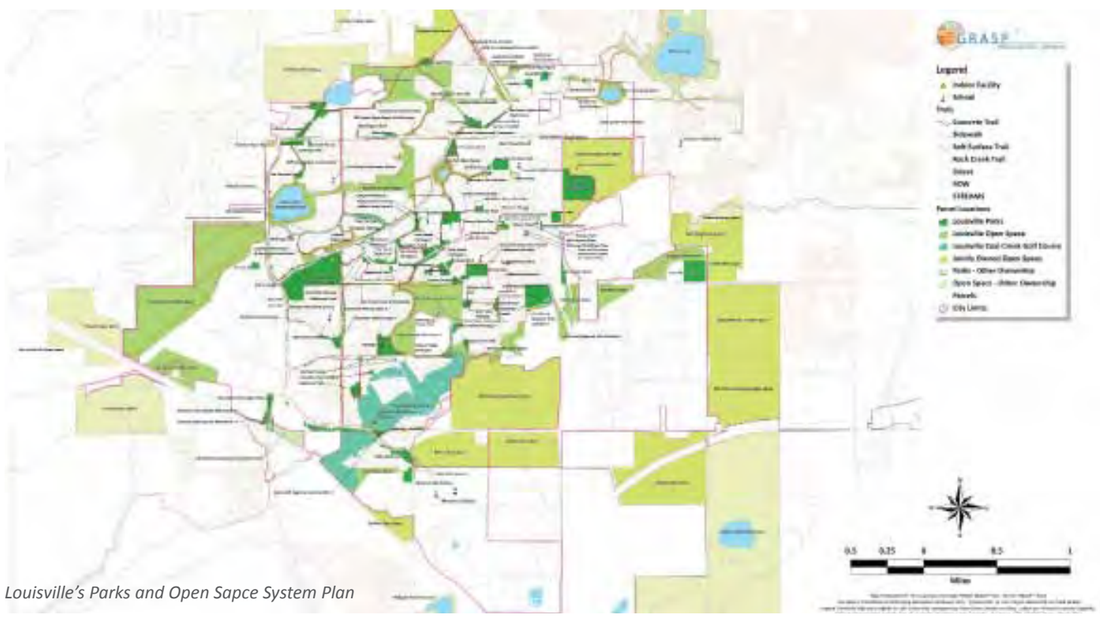
PRINCIPLE PROST-6. Enhance communications and outreach efforts to increase efficiencies and effectiveness.

Policy PROST-6.1: 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-7. Maximize intergovernmental agreements with Boulder Valley School District.

Policy PROST-7.1: Maximize partnerships with governmental agencies through adjustments to existing intergovernmental agreements (IGAs).

PRINCIPLE PROST-8. Evaluate and review the effectiveness and understanding of partnership agreements.



Louisville's Parks and Open Sapce System Plan

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-8.1: Develop and implement a partnership policy to be used for the development of all new partnership agreements.

PRINCIPLE PROST-9. Define/Improve Park Maintenance Standards.

Policy PROST-9.1: Adopt general Park and Athletic Field maintenance standards.

PRINCIPLE PROST-10. Define/Improve Open Space Maintenance & Management Standards.

Policy PROST-10.1: Create, review, and update Open Space Maintenance & Management Plans to provide consistency in management practices throughout the system.

~~**Principle PROST-11. - Parks & Open Space CIP**~~

~~**Policy PROST-11.1: 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-11. 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-11.1: 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-11.2: Create and implement a cost recovery philosophy and policy.

PRINCIPLE PROST-12. Renovate, Expand, and Develop Facilities.

Policy PROST-12.1: Conduct Feasibility Studies to understand future capital and operational funding and revenue generation potential.

PRINCIPLE PROST-13. Implement 2011 Coal Creek Golf Course Strategic Plan.

Policy PROST-13.1: 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

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. The City should take measures to insure development fees provide ~~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 all utilities ~~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 water supply and delivery 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 electricity 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, energy cost savings, and reduced carbon emissions ~~energy cost savings~~. Policies and procedures should be examined to lessen energy consumption, waste generation, water, air, and light 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 and pursue ~~expansion~~ opportunities of wind or solar energy for on-farm electrical needs on Parks & Recreation and Open Space–owned agricultural land.

Principle E-2. The City should increase its internal purchase of renewable energy and expand opportunities 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: The City should establish community-wide energy consumption baseline statistics to inform future conversations regarding City energy policies~~measure of for future energy policieConduct 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

School	Program Capacity	October 1 Count 2007: Louisville Enrollment*	Student Population**	Total Enrollment	% Louisville Enrollment	Future Louisville Enrollment**	Capacity Surplus (Deficit)
Fireside Elementary	440	363	375	426	85.4%	363	77
Coal Creek Elementary	440	336	404	470	71.5%	336	104
Louisville Elementary	460	308	347	427	72.1%	480	(20)
Monarch K-5	296	297	322	326	91.4%	331	(33)
Louisville Middle	651	438	490	567	77.2%	531	120
Monarch 6-8	470	320	399	432	74.1%	320	150
Monarch High School	1728	1414	1876	1528	82.7%	1544	184
Total	4487	3476	4213	4172	83.3%	3905	582

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.

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.

PRINCIPLE S-1. City of Louisville should actively coordinate land use efforts with the Boulder Valley School District and promote excellence in Education.

Policy CS-1.1: The City should ensure that land use and housing policies of the City complement the mission statement of the BVSD.

Policy CS-1.2: 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-1.3: The City should continue to work closely with the BSVD to provide program capacity to meet Louisville and District needs.

Policy CS-1.4: 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-1.5: 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-1.6: 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.

Library Services

Principle CS-2. Excellence in education and access to educational opportunities should be a key feature of life in Louisville for residents of all ages.

Policy CS-2.1: 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 Technology 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-2.2: 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-2.3: The City should collaborate with other area municipalities so that the Library can pursue consortial agreements to ensure cost-effective services and operation.

Police and Fire Services

Principle CS-3. The City should promote the health and safety of the community.

Policy CS-3.1: The City should remain committed to maintaining its police force level of service to ensure the safety of the community.

Policy CS-3.2: The City should support crime prevention through environmental design.

Policy CS-3.3: 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.

Health Services

Policy CS-3.4: 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-3.5: The City should encourage programs or projects that promote healthy eating and active living.

Solid Waste Services

Principle CS-4. Promote and implement waste-reduction and recycling programs.

Policy CS-4.1: The City should work with governmental, private and not-for-profit agencies to develop regional approaches to solid waste reduction and management.

Policy CS-4.2: 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.

Policy CS-4.3: 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-4.4: The City should continue to promote public education related to the value, methods and techniques of recycling, resource recovery and waste reduction.

Policy CS-4.5: The City should promote diversion from the landfill of construction and demolition refuse.

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 the development of the concepts presented ~~here~~ within this document 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 Comprehensive 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 to provide goods and services which 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 economically 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 surrounding 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 (see below). 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 and redevelopment 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 continually 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: T*he 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

The Comprehensive Plan is a vision document which sets goals and principles to help guide policy initiatives and future developments within the City of Louisville. As stated in the Introduction, the Comprehensive Plan is an advisory document that provides a conceptual framework to advance the Community's Vision Statement and Core Values. It is not a regulatory document, nor does it have the force of law.

Through the 18 month planning process, a clear Vision Statement with supporting Core Values emerged based on thoughtful community input and the premise of ensuring a vibrant, economically successful, and fiscally healthy City which adds to the quality of life of existing and future citizens.

The City of Louisville now must take on the task of implementing realistic strategies to translate the Community's Vision Statement and Core Values into a physical reality. The implementation strategy outlined below will be developed through a coordinated effort of updating the Louisville Municipal Code and funding specific initiatives through the City's annual budgeting process. This effort will continue to involve all of Louisville's stakeholder groups including but not limited to; residents, property owners, business operators, Boards and Commissions of the City, and the City Council.

This Comprehensive Plan was developed with a broad, long range view for the future of the City. Successfully executing specific implementation strategies will require a focused effort where the expertise of the citizenry, property and business owners, and Boards and Commissions of the City will be utilized.

Since the Comprehensive Plan does not have the force of law, the City relies on other regulatory measures to implement the plan. The information presented here is designed to provide a range of actions for consideration and sound decision-making. No one step will effectively achieve the Comprehensive Plan's Vision. Rather, implementation will be dependent on a series of actions designed to capitalize on market opportunities and overcome barriers with active community involvement and coordinated regulatory updates. Key to the successful implementation of the Comprehensive Plan will be the continued identification of actions and an implementation approach tailored to the unique issues identified in the Framework and supporting Principles and Policies. The following is an overview of the various types of strategies that will be used to implement the Vision Statement, Core Community Values, and Framework of this Comprehensive Plan.

Small Area Plans and Neighborhood Plans
The Comprehensive Plan takes a broad and expansive look at the City and cannot focus on the specific details, or development rights of a particular property or parcel. For example, the Comprehensive Plan may state that increased pedestrian connectivity is desired in a certain area of the City, but it does not get into the width of a sidewalk, or the exact location of a street crossing. Similarly, the Comprehensive Plan's Framework may describe development goals of a specific character zone within the City, but it cannot identify a specific development performance measure for a specific property. To attain the level of detail necessary to advance the Community's vision outlined in the Framework, specific small area plans, or neighborhood plans are needed to ensure the expectations outlined in the Comprehensive Plan are met on individual properties. These area planning efforts can focus in on certain portions of the City, and examine the specific property information necessary to implement the vision and specific principles and policies outlined in the Comprehensive Plan. Small Area Plans and Neighborhood Plans, both must be used to help implement the Vision Statement, Core Community Values and Framework.

Louisville Municipal Code Amendments
The Louisville Municipal Code (LMC) is the primary regulatory tool the City has at its disposal to implement the principles and policies outlined in the Comprehensive Plan's Framework. The LMC has the force of law and is the regulatory tool utilized to dictate how the City will conduct business with regards to Revenue and Finance, Parks and Open Space, Public Safety, and Land Use, to name only a few areas. Chapters 15 (Buildings), 16 (Subdivisions) and 17 (Zoning) of the LMC regulate the use, character, and form of the built environment in the City. Many of the principles and policies outlined in the Framework require city ordinances adopted through properly noticed public hearings to modify or create additional sections to Chapters 15, 16 and 17 of the LMC.

The City's Operating and Capital Improvement Budgets
Many of the principles and policies outlined in the Framework Plan require the dedication of financial resources to be successfully implemented. The City of Louisville updates its budget annually, and it is during this budgeting process that new funding can be dedicated to implement the Comprehensive Plan's Vision Statement, Core Community Values and Framework.

The City's operating budget includes funds for the day to day functioning of the city and the ongoing provision of services to the citizenry. Operating budget items include things like snow removal, police services, and operation of the recreational center. To implement the Framework, new funds may need to be dedicated or reallocated through the annual operating budget process.

The Capital Improvement Budget is dedicated to the construction or acquisition of new assets. Examples of items found in the Capital Improvement Budget include the construction of new bridges and roads, or the acquisition of new maintenance equipment. Implementation of the Framework may require the construction of new City funded infrastructure including, for example, trails, utility lines, or roads. The budgeting process will be utilized to identify Operating and Capital Improvement Budget allocations which will assist in the implementation of the Comprehensive Plan.

The Zoning Map
The Framework is a map that reflects preferred character areas by designating development patterns and development types for general geographical locations in the City. The locations shown on the Framework are illustrative, and are not intended to depict either parcel-specific locations or exact acreage for specific uses.

The City of Louisville Zone District Map reflects a number of zone districts that govern where uses by right and uses by special review may be located. The Zoning Map of the City should correspond to the goals and policies of the Comprehensive Plan's Framework Plan to ensure that incremental development decisions reflect the Community Vision. Evaluating and amending the Zoning Map will be necessary to align zoning with the vision, values, principles, and policies outlined in the Comprehensive Plan.

Existing Zoning Agreements
Planned Community Zone Districts (PCZD) and approved General Development Plans (GDP), in particular, are a result of a contractual agreement between a property owner(s) and the City. These contracts were created in recognition of the economic and cultural advantages that will accrue to the residents of an integrated, planned community development of sufficient size to provide related areas for various housing types, retail and service activities, recreation, schools and public facilities and other multifaceted uses of land. In some instances these zoning agreements no longer reflect the vision, values, principles and policies outlined in the Comprehensive Plan, and they may need to be amended.

Section 17.72.170 of the Louisville Municipal Code (LMC) requires that the amendment process for contractual zoning plans will be subject to the same procedures, limitations and requirements by which such plans were originally approved. The City should lead in coordinating open reviews and amendments of existing zoning agreements between the City and property owners. If agreement on changes cannot be reached, the existing contractual zoning will remain in force as per the terms of the agreement.

Compliance with Intergovernmental Agreements
Parcels which are affected by an intergovernmental agreement (IGA) remain subject to the provisions and terms of the applicable IGA. The implementation of a preferred land use, which may differ from the land use recommended under the IGA, would require an amendment of the applicable IGA. The Comprehensive Plan

may be updated to reflect any new IGA amendments without requiring a complete City Comprehensive Plan amendment process.

POLICY ALIGNMENT

The various departments, boards, and commissions within the City of Louisville are each focused on specific areas of interest. For example, the Public Works Department's primary responsibility is the municipal infrastructure of the City, while the Open Space Advisory Board is concerned with the management and acquisition of open space properties. The goals and objectives of each of these groups are specific to their areas of interest, and at times the priorities of one group, may be in conflict with those of another.

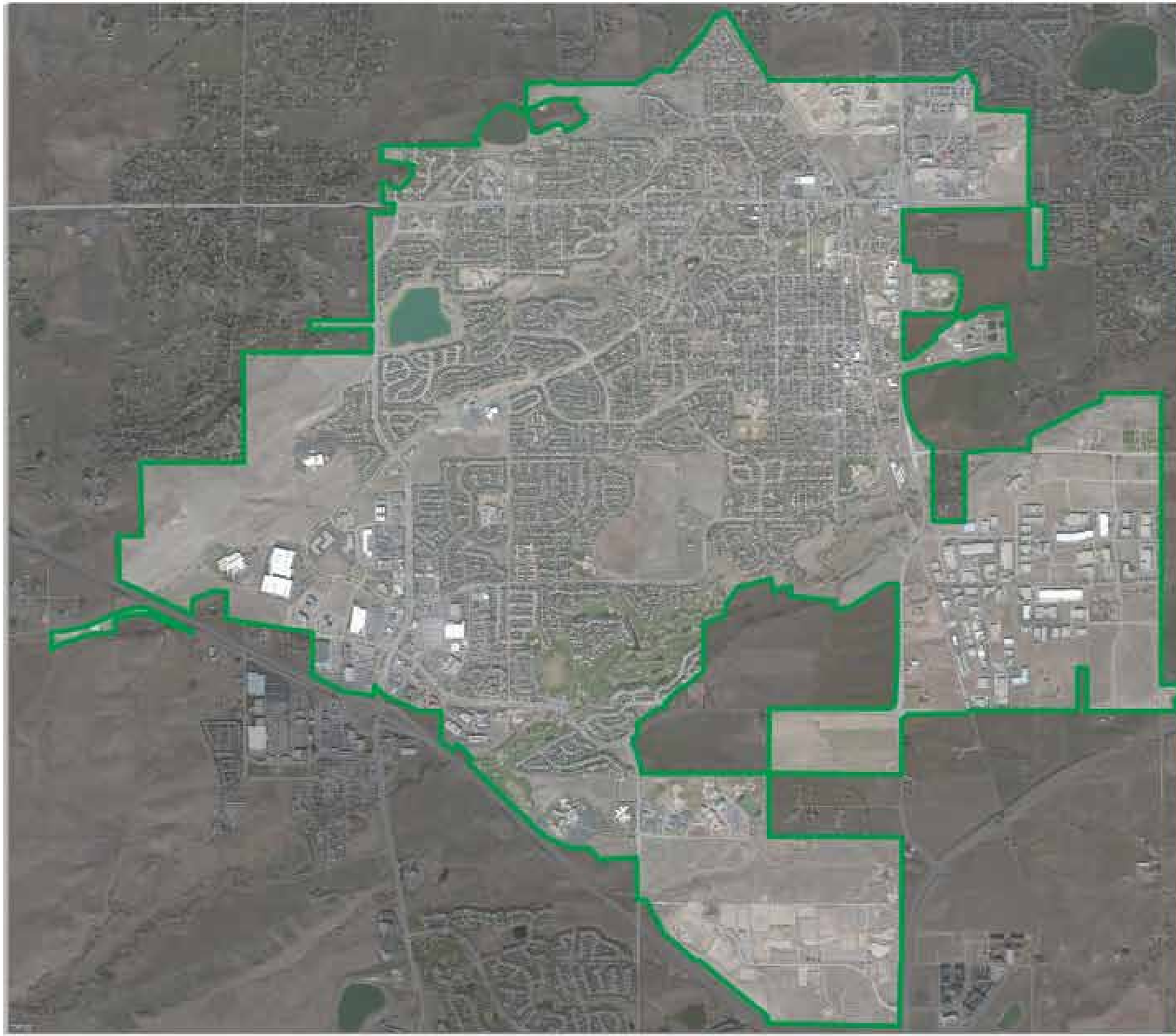
The successful implementation of the Comprehensive Plan is dependent upon the alignment of the divergent policies of the various departments and interests groups of the City. Where there are policies that are in conflict with one another, it is essential that a collaborative process between stakeholders take place which measures competing objectives against the bigger picture outlined in the Vision Statement, Core Values, and Framework of the Comprehensive Plan. The practices and policies of the various departments and boards and commissions of the City should be aimed at achieving the overarching goals outlined in this Comprehensive Plan.

IMPLEMENTATION ACTION ITEMS

Below is a list of the important steps that should be taken to implement the goals and policies identified in this Comprehensive Plan. These actions are of the various types previously described, and together they address every section of the Plan. The table also includes anticipated timeframes for the completion of each item. These policies alone will not affect the vision outlined in the Framework; that will require the combined efforts of the City, residents, property and business owners, and investors in Louisville. The following are concrete steps the City can and should take to realize the vision and values adopted in this Plan by the citizens of Louisville.

Actions	0-3 Years	3-5 Years	5-10 Years
Area plans			
McCaslin Blvd	X		
South Boulder Rd	X		
Downtown	X		
Phillips 66			
CTC		X	
Neighborhood plans			
Fireside	X		
North Louisville	X		
Lake Park	X		
Hillside	X		
South Louisville	X		
Davidson Mesa	X		
Old Town		X	
Coal Creek		X	
Hecla		X	
Housing			
Affordable housing policy	X		
Zoning			
Evaluate form based code	X		
Implement code changes		X	
Transportation			
Multi-modal Tranportation Master Plan	X		
Coordination on US 36/FasTracks	X	X	X

Actions	0-3 Years	3-5 Years	5-10 Years
Community heritage			
Preservation Master Plan	X		
Parks, recration, open space, and trails			
PROST updates		X	
Rec center remodel		X	
Missing trail connections	X	X	X
Municipal infrastructure			
Utility rate study	X		
Water and Waste Water Master Plan	X		
Storm Water Outfall Master Plan	X		
Storm drainage improvements		X	
Energy			
City Wide Energy Assessment	X		
Update building codes	X	X	X
Develop city-wide energy strategy	X		
Community services			
Library Strategic Plan updates		X	
CPTED policy	X		
Solid waste reduction strategy	X		
Public Art Master Plan	X		
Economy and fiscal health			
Update fiscal model	X		
Governance			
Policy alignment	X	X	X



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DEMOGRAPHIC, ECONOMIC, & FISCAL HEALTH ANALYSIS

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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.

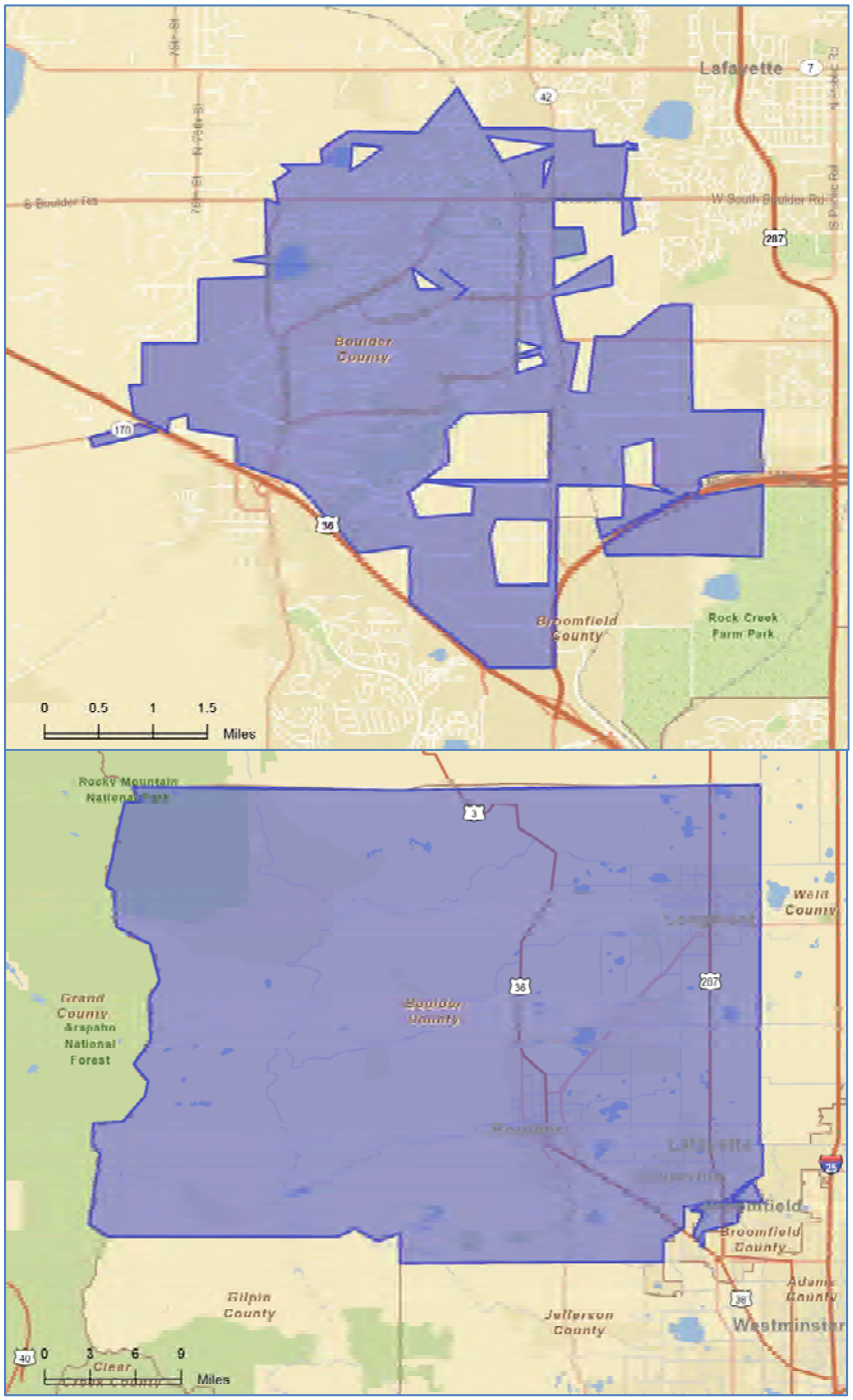
Boulder County (Boulder MSA): With a total area of approximately 751.4 square miles, Boulder County is bounded by Larimer County to the north, Weld County to the east, the City and County of Broomfield to the southeast, Jefferson and Gilpin Counties to the south, and Grand County to the west. Boulder 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

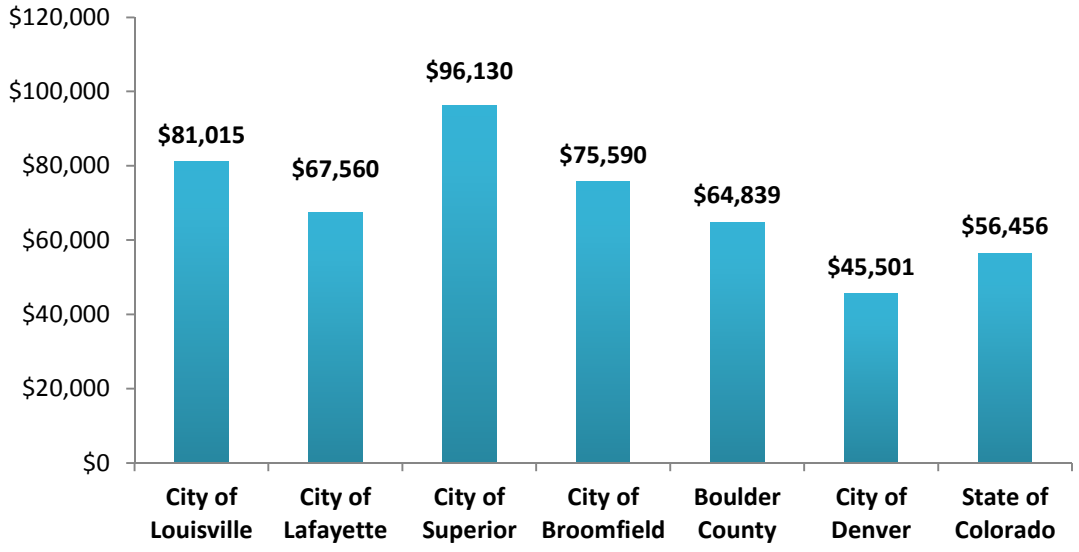
Race/Ethnicity	City of Louisville	City of Lafayette	City of Superior	City of Broomfield	Boulder County	Denver Metro Area
White Alone	85.9%	74.4%	75.3%	79.4%	79.4%	52.2%
Black Alone	0.6%	1.0%	0.8%	0.9%	0.8%	9.7%
American Indian Alone	0.3%	0.4%	0.1%	0.4%	0.4%	0.6%
Asian or Pacific islander alone	4.0%	3.8%	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

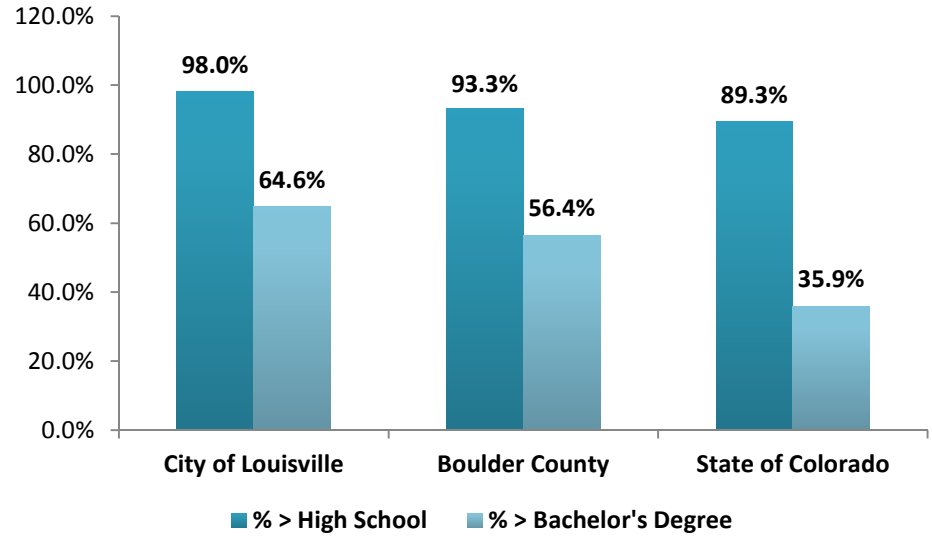


Source: U.S. Census

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

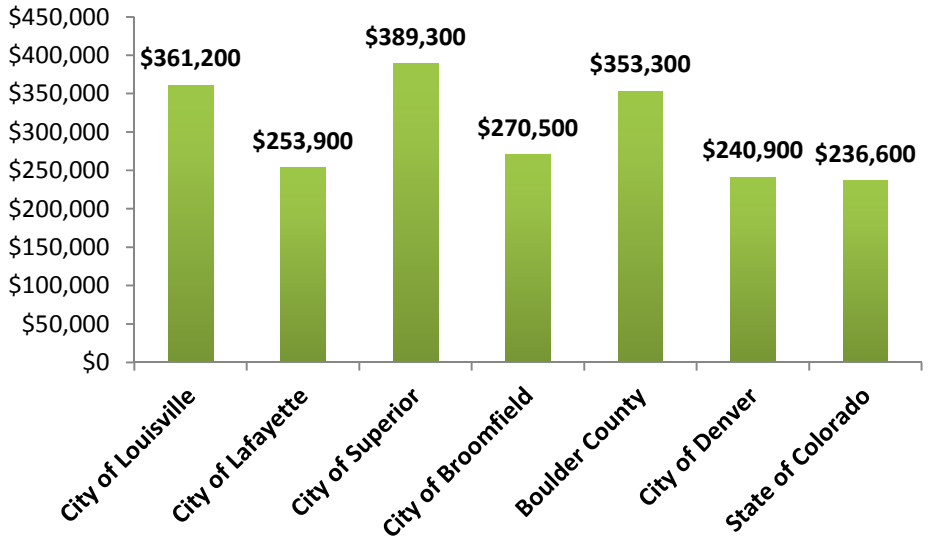
Housing Characteristics

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 0f 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

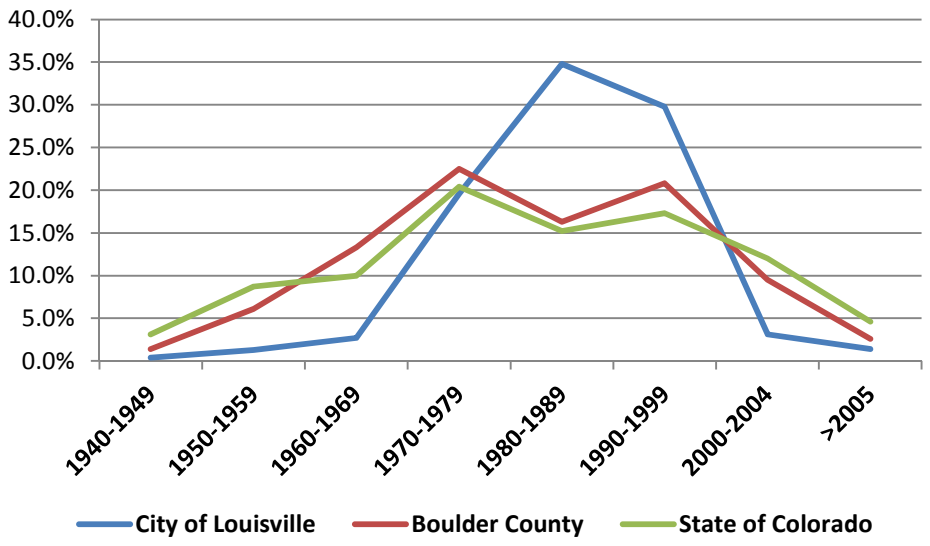


Source: U.S. Census; TischlerBise

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

	City of Louisville		***Boulder County***	
Category	**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
Tracel	$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, entertainmant, & recreation	1,888	2,774	2,640	2,710	2,837	2,821
Accomodation & 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

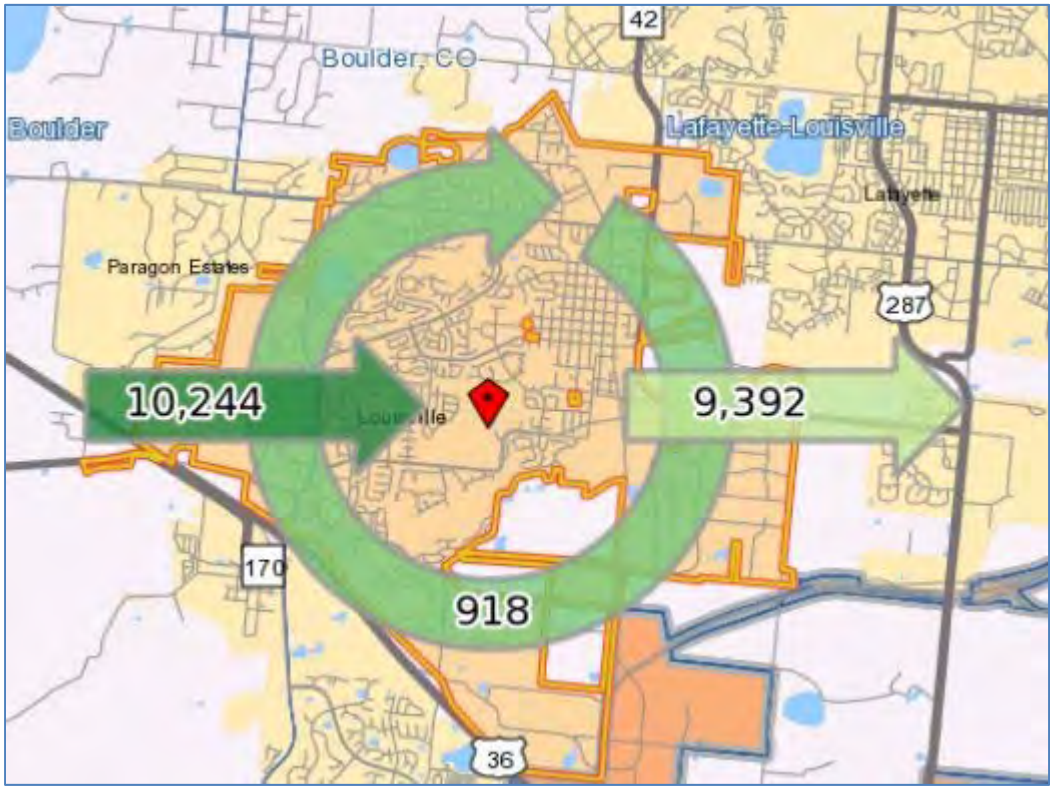
Inflow/Outflow Characteristics

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
Accomodation & food service	0.9	1.1
Accomodation	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 locl demand for a given good or service

LQ > 1.0: Loca employment is greater tha 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

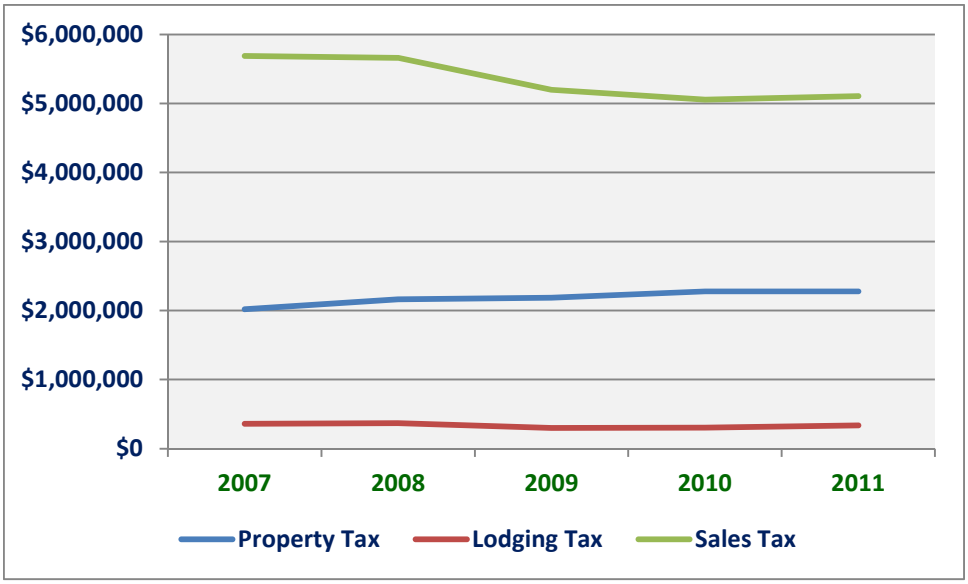
LAND USE TAX REVENUES

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

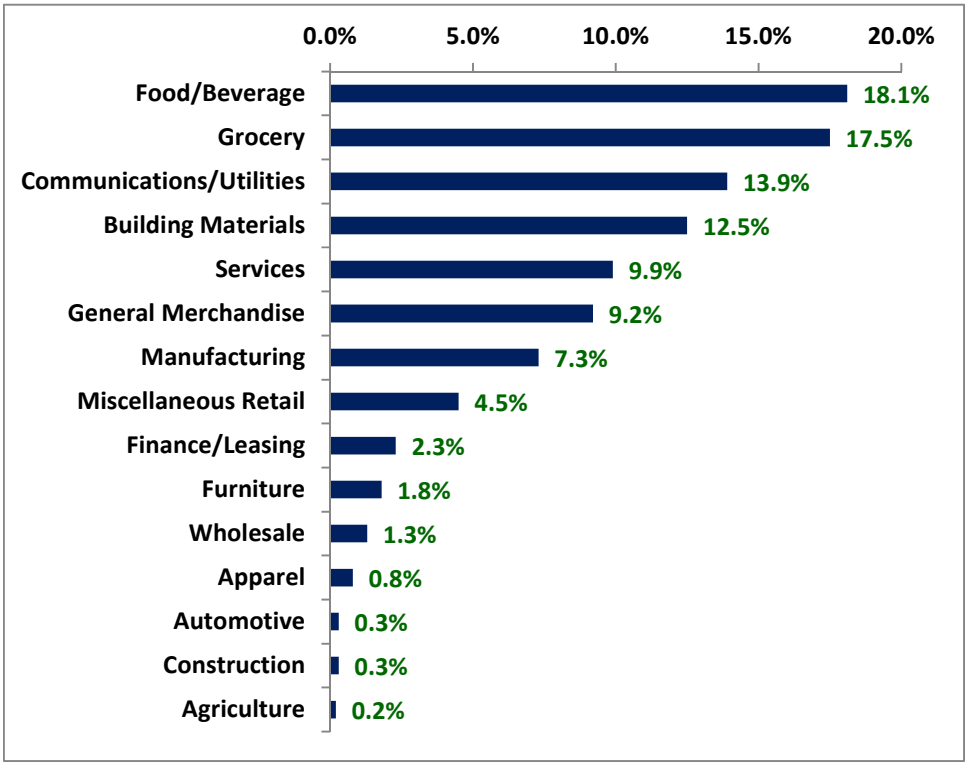
	2007	2008	2009	2010	2011
Sales Tax	$5,688,522	$5,658,119	$5,196,352	$5,053,420	$5,103,950
% Change		-0.5%	-8.2%	-2.8%	1.0%
Lodging Tax	$356,701	$369,019	$297,913	$304,674	$335,474
% Change		3.5%	-19.3%	2.3%	10.1%
Property Tax	$2,018,547	$2,162,505	$2,184,463	$2,275,222	$2,278,830
% Change		7.1%	1.0%	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

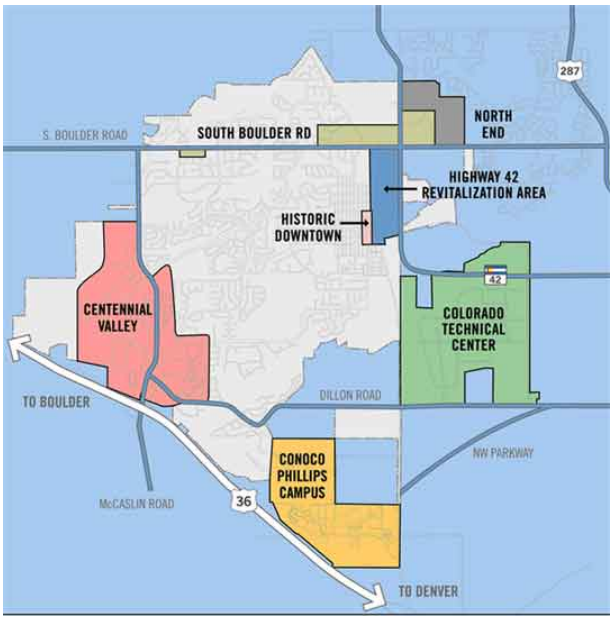


Identification of Opportunities

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

Center Type	GLA Range	Acres	# of Anchors	% Anchor GLA	Type of Anchors
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 accesory 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 accesory 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 equilibrium[5]**	**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
• 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.	• 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.	• 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.

Fiscal Impact Analysis of Potential New Development

Prepared for:

City of Louisville, Colorado

February 25, 2013

Prepared by:

TischlerBise
Fiscal, Economic & Planning Consultants

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1 March 2013

FISCAL IMPACT ANALYSIS REPORT

City of Louisville, Colorado

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EXECUTIVE SUMMARY

The City of Louisville, Colorado, engaged TischlerBise to modify the City's **fiscal impact model** to more accurately assess potential cost savings associated with infill land use development. The model allows the City to analyze on-going fiscal impacts of development and growth-related policies.

A fiscal impact evaluation analyzes revenue generation, operating costs, and capital costs associated with the provision of public services and facilities necessary to serve new development across five land use categories - single family residential, multi-family residential, retail, industrial, and office. It includes all *direct* revenues and costs associated with new development.

During the 2012 process to update the City's Comprehensive Plan a land use scenario was developed to help frame the implications of a 20-year development plan. Included in the scenario was net new infill and greenfield units/square footage for each land use category.

The updated **fiscal impact model** uses municipal trends to calculate the costs of new greenfield development, and applies cost adjustment factors to calculate the costs associated with new infill development. The City's **fiscal impact model** was modified to:

- Allow for different Assessed Value and Impact Fee Assumptions for infill and greenfield land uses;
- Apply a *Cost Adjustment (Savings) Factor* to the Annual Operating Costs, and to the Estimated Current Value of Capital Costs;
- Distribute Property Tax collected by land use and location to the General Fund and Urban Renewal Authority;
- Calculate Operating Revenue and Operating Expenditures by land use and location;
- Calculate Revenue for Capital Improvements generated by each land use and location;
- Calculate Capital Expenditures estimates by land use and location.

The summary of findings enclosed herein uses land use data and fiscal impact assumptions provided by the City. Figure 1, on the following page, shows the existing land use for the City of Louisville, Colorado.

Figure 1. Existing Land Use in Louisville, Colorado

Use	Units	Square Feet
Single Family Residential	6,931	
Multi-Family Residential	1,593	
Retail		1,401,281
Industrial		2,380,013
Office		1,608,285
Public Service/Institutional		206,691
Agricultural		18,626
Open Space/Parks		50,696,337

Source: City of Louisville

Louisville, Colorado has a residential housing stock of 8,524 units with over 80 percent of the inventory being single family homes. There is approximately 5.6 million square feet of nonresidential development within the City, and 50.7 million square feet of open space including agricultural land.

Development Scenario

The fiscal impact model was used to apply a net new long-range development scenario to the existing land uses and associated assumptions. Recent work completed by TischlerBise for the City of Louisville includes a *2011 Impact Fee Report* and an *Economic and Fiscal Health Analysis*. The land use projections developed for the Impact Fee Report were used in conjunction with a market analysis to design the scenario detailed in Figure 2. Along with calculating the added units/square feet by land use, current land use patterns were applied to calculate the distribution of new development to be built in greenfield and infill locations.

Figure 2. 20-Year Development Scenario

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	-
	Infill	375,000
Office (Sq. Ft.)		450,000
	Greenfield	250,000
	Infill	200,000

Source: City of Louisville; TischlerBise

The development scenario projects 1 million new square feet of non-residential space. All development proposed in the scenario would be net new over existing space, including any currently vacant. Office development is projected to add the most square footage (450,000); it would be split near evenly between greenfield and infill development. The scenario assumes most of the net new retail will happen as infill and with little intervention by the City. A small portion (less than 15%) of retail development will serve the projected light industrial and office space assumed to be greenfield development.

ASSUMPTIONS

To account for cost savings of infill development, Adjustments were added to the **fiscal impact model**. Adjustments and Assumptions can be modified by staff. Each line-item expenditure per infill unit/square foot added is adjusted by the savings factors listed in Figure 3 below.

Figure 3. Infill Development Cost Adjustment Applied to General Fund Operating Costs

	Annual Operating Costs	Cost Adjustment (Savings) Factor For Infill
General Government		
Central Charges	$ 281,840	0%
Legislative	$ 14,780	0%
Municipal Court	$ 180,280	0%
City Manager	$ 579,830	0%
City Attorney	$ 150,000	0%
City Clerk	$ 210,460	0%
Human Resources	$ 302,750	0%
Information Technology	$ 208,380	0%
Finance	$ 315,330	0%
Planning & Building Safety	$ 819,740	0%
Public Safety		
Police	$ 4,301,300	10%
Public Works		
Public Works	$ 1,977,250	10%
Library & Museum		
Library & Museum Services	$ 1,510,270	0%
Parks & Recreation		
Recreation & Senior Services	$ 2,384,930	0%
Parks & Open Space	$ 415,470	0%
Transfer to Cemetery	$ 59,250	0%

Source: City of Louisville

Each line-item capital cost per infill unit/square foot added is adjusted by the savings factors listed in Figure 4.

Figure 4. Infill Development Cost Adjustment Applied to Capital Cost Estimates

	Estimated Current Value	Cost Adjustment (Savings) Factor For Infill
General Government		
City Hall Facility	$ 2,927,400	0%
Public Safety		
Police Facility	$ 3,725,000	20%
Public Works		
City Shops Facility	$ 1,280,000	60%
Library		
Library Facility	$ 8,976,260	0%
Parks & Recreation		
Open Space and Facilities	$ 61,650,000	0%
	Cost per Unit/Sq. Ft.	**Cost Adjustment (Savings) Factor For Infill**
Public Works - Transportation		
Single Family (Per Unit)	$ 1,573.86	60%
Multi-Family (Per Unit)	$ 956.66	60%
Retail (Per 1,000 Sq Ft)	$ 8.66	60%
Industrial (Per 1,000 Sq Ft)	$ 1.88	60%
Office (Per 1,000 Sq Ft)	$ 3.97	60%

Source: City of Louisville

To reflect current capacities and infrastructure, the Cost Adjustment (Savings) Factor for Infill was applied to the Transportation Impact Fee Assumptions for all infill land uses.

To account for the portion of property tax revenue allocated to the Urban Renewal Authority, an adjustment factor was added to the Annual Operating Revenue Estimates. Property tax collected from each land use and location is distributed to the General Fund by the percentages listed in Figure 5.

Figure 5. Distribution of Property Tax Revenue

Land Use	General Fund Portion of Property Tax
Greenfield	
Single Family (Units)	45%
Multi-Family (Units)	100%
Retail (Sq Ft)	50%
Industrial (Sq Ft)	100%
Office (Sq Ft)	100%
Infill	
Single Family (Units)	40%
Multi-Family (Units)	20%
Retail (Sq Ft)	75%
Industrial (Sq Ft)	95%
Office (Sq Ft)	80%

Source: City of Louisville

DEVELOPMENT IMPACTS ON OPERATING COSTS

As part of the City's 2012 Comprehensive Plan update process, the City's **fiscal impact model** was used to analyze potential revenues and costs generated by the development scenario. All operating and capital costs attributable to development are included in the analysis. See Figure 7. Cumulative Fiscal Impacts on Operating Costs, in the Appendix, below for more detail. Included in *Other General Fund Revenues* are license and permit fees and additional sales and use taxes. Comparing available resources to projected costs reveals overall net surpluses.

DEVELOPMENT IMPACTS ON CAPITAL COSTS

The 20-year scenario is projected to generate $3.6 million from impact fees; half of which is generated by new infill residential units. The revenue generated from reoccurring taxes is projected to reach $6.5 million. Capital expenditures triggered by the scenario include new roads for greenfield development and new amenities for residents. See Figure 8. Cumulative Fiscal Impacts on Capital Costs, in the Appendix, for more detail.

CUMULATIVE FISCAL IMPACTS

The long-range development scenario capitalizes on infill development opportunity in the City of Louisville, Colorado, while also modeling an expected absorption of greenfield development. Figure 6 presents a summary of annual revenues and expenditures generated by the development scenario.

Figure 6. Fiscal Summary

City of Louisville, Colorado
Fiscal Impact Analysis
Summary of Annual
Operating and Capital Estimates

		Total
OPERATING SUMMARY		
Revenue	$	1,760,494
Expenditures	$	1,627,839
Total	**$**	**132,654**
CAPITAL SUMMARY		
Operating	$	692,709
Expenditures	$	549,582
Total	**$**	**143,127**

Source: City of Louisville 2012 Fiscal Impact Model; TischlerBise

APPENDIX

Figure 7. Cumulative Fiscal Impacts on Operating Costs

City of Louisville, Colorado
Fiscal Impact Analysis
Summary of Annual Operating Surplus/(Deficit)

	Residential - Units				Non-Residential - Square Feet						
	Single Family		Multi-Family		Retail		Industrial		Office		
	Green	Infill	Green	Infill	Green	Infill	Green	Infill	Green	Infill	
Annual Operating Revenue											
General Fund Property Tax	$ 10,473	$ 5,480	$ 3,062	$ 6,736	$ 2,255	$ 23,678	$ -	$ 42,846	$ 48,859	$ 31,270	$ 174,659
URA Property Tax	$ 12,800	$ 8,220	$ -	$ 26,944	$ 2,255	$ 7,893	$ -	$ 2,255	$ -	$ 7,817	$ 68,185
Sales Tax	$ 46,254	$ 24,260	$ 17,386	$ 170,404	$ 56,969	$ 397,490	$ -	$ 5,140	$ 39,455	$ 28,124	$ 785,482
Building Use Tax	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other General Fund Revenue	$ 70,831	$ 41,695	$ 26,624	$ 292,868	$ 8,267	$ 57,869	$ -	$ 97,417	$ 75,887	$ 60,710	$ 732,169
Total Annual Operating Revenue											**$ 1,760,494**
Annual Operating Expenditures											
General Government											
Central Charges	$ 3,263	$ 1,921	$ 1,227	$ 13,494	$ 545	$ 3,813	$ -	$ 4,348	$ 4,107	$ 3,286	$ 36,004
Legislative	$ 196	$ 115	$ 74	$ 809	$ 18	$ 123	$ -	$ 155	$ 153	$ 123	$ 1,765
Municipal Court	$ 1,789	$ 1,053	$ 673	$ 7,398	$ 429	$ 3,002	$ -	$ 3,787	$ 3,736	$ 2,989	$ 24,857
City Manager	$ 6,714	$ 3,952	$ 2,524	$ 27,760	$ 1,121	$ 7,845	$ -	$ 8,946	$ 8,450	$ 6,760	$ 74,071
City Attorney	$ 1,985	$ 1,168	$ 746	$ 8,207	$ 178	$ 1,249	$ -	$ 1,576	$ 1,554	$ 1,244	$ 17,908
City Clerk	$ 2,089	$ 1,230	$ 785	$ 8,637	$ 501	$ 3,504	$ -	$ 4,421	$ 4,362	$ 3,490	$ 29,018
Human Resources	$ 3,506	$ 2,064	$ 1,318	$ 14,495	$ 585	$ 4,096	$ -	$ 4,671	$ 4,412	$ 3,530	$ 38,675
Information Technology	$ 2,413	$ 1,420	$ 907	$ 9,977	$ 403	$ 2,819	$ -	$ 3,215	$ 3,037	$ 2,429	$ 26,620
Finance	$ 3,130	$ 1,842	$ 1,176	$ 12,940	$ 1,406	$ 9,845	$ -	$ 3,726	$ 3,676	$ 2,941	$ 40,684
Planning & Building Safety	$ 4,746	$ 2,794	$ 1,784	$ 19,623	$ 1,462	$ 10,237	$ -	$ 51,664	$ 19,114	$ 15,291	$ 126,715
Public Safety	$ 46,248	$ 24,501	$ 17,384	$ 172,100	$ 19,185	$ 120,863	$ -	$ 30,497	$ 33,431	$ 24,070	$ 488,279
Public Works	$ 19,624	$ 10,397	$ 7,376	$ 73,026	$ 3,528	$ 22,224	$ -	$ 14,019	$ 76,838	$ 55,324	$ 282,356
Library	$ 24,982	$ 14,706	$ 9,390	$ 103,295							$ 152,374
Parks & Recreation											
Recreation & Senior Services	$ 39,450	$ 23,223	$ 14,829	$ 163,118							$ 240,619
Parks & Open Space	$ 6,873	$ 4,046	$ 2,583	$ 28,416							$ 41,917
Transfer to Cemetery	$ 980	$ 577	$ 368	$ 4,052							$ 5,978
Total Annual Operating Expenditures											**$ 1,627,839**
Net Surplus/(Deficit)											**$ 132,654**

Source: City of Louisville 2012 Fiscal Impact Model; TischlerBise

Figure 8. Cumulative Fiscal Impacts on Capital Costs

City of Louisville, Colorado
Fiscal Impact Analysis
Summary of Capital Revenue & Expenditures
During 20-Year Development of Comprehensive Plan

	Residential - Units				Non-Residential - Square Feet						
	Single Family		Multi-Family		Retail		Industrial		Office		
	Green	Infill	Green	Infill	Green	Infill	Green	Infill	Green	Infill	
Revenue Available for Capital Improvements											
Library Impact Fees	$ 76,528	$ 45,069	$ 18,108	$ 199,386	$ -	$ -	$ -	$ -	$ -	$ -	$ 339,091
Parks & Trails Impact Fees	$ 429,451	$ 252,797	$ 101,566	$ 1,117,222	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,901,036
Recreation Impact Fees	$ 283,622	$ -	$ 67,080	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 350,702
Municipal Facilities Impact Fees	$ 97,396	$ 57,332	$ 23,037	$ 253,411	$ 6,750	$ 47,250	$ -	$ 101,250	$ 92,500	$ 74,000	$ 752,926
Transportation Impact Fees	$ 37,929	$ 8,931	$ 6,819	$ 30,005	$ 10,750	$ 30,100	$ -	$ 64,500	$ 57,500	$ 18,400	$ 264,934
Recurring Sales Tax	$ 337,534	$ 198,690	$ 126,874	$ 1,395,618	$ 411,377	$ 2,879,642	$ -	$ 42,098	$ 287,921	$ 230,337	$ 5,910,091
Recurring Consumer Use Tax	$ -	$ -	$ -	$ -	$ 8,594	$ 60,160	$ -	$ 163,186	$ 138,530	$ 110,824	$ 481,294
Recurring Auto Use Tax	$ 17,171	$ 10,108	$ 6,454	$ 70,996	$ -	$ -	$ -	$ -	$ -	$ -	$ 104,729
Building Use Tax	$ 654,328	$ 385,172	$ 98,381	$ 1,082,194	$ 40,078	$ 280,547	$ -	$ 411,328	$ 442,969	$ 354,375	$ 3,749,372
Total Revenue Available for Capital Improvements											**$ 13,854,175**
Estimated Capital Improvement Expenditures											
General Government	$ 28,506	$ 16,780	$ 10,715	$ 117,864	$ 6,353	$ 44,468	$ -	$ 82,669	$ 50,267	$ 40,213	$ 397,834
Public Safety	$ 40,051	$ 18,861	$ 15,055	$ 132,481	$ 16,614	$ 93,040	$ -	$ 23,477	$ 28,952	$ 18,529	$ 387,060
Public Works - Transportation	$ 234,618	$ 55,243	$ 55,478	$ 244,104	$ 218,689	$ 612,330	$ -	$ 286,403	$ 1,041,120	$ 333,158	$ 3,081,144
Library	$ 148,481	$ 87,404	$ 55,812	$ 613,932	$ -	$ -	$ -	$ -	$ -	$ -	$ 905,629
Parks & Recreation	$ 1,019,785	$ 600,299	$ 383,324	$ 4,216,559	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,219,967
Total Annual Operating Expenditures											**$ 10,991,635**
Net Surplus/(Deficit)											**$ 2,862,540**

Source: City of Louisville 2012 Fiscal Impact Model; TischlerBise

RESOLUTION NO. 05,
SERIES 2013

A RESOLUTION RECOMMENDING APPROVAL OF THE COMPREHENSIVE PLAN 2012 UPDATE

WHEREAS, the City of Louisville is a home rule municipal corporation organized under and pursuant to Article XX of the Colorado Constitution and the Louisville Home Rule Charter; and

WHEREAS, by virtue of such authority, and as further authorized by state statutes, including but not limited to C.R.S. §§ 31-23-206 et seq. the City has broad authority to make and adopt a comprehensive plan for the physical development of the municipality; and

WHEREAS, pursuant to such authorities, the City has also adopted a 2005 Comprehensive Plan, updated in 2009, which Plan serves as a guiding document containing the policy framework under which new development and redevelopment within the City will be evaluated; and

WHEREAS, the City Council formally initiated a process to review and update the City's Comprehensive Plan, which process consists of several phases and includes various workshops, meetings and hearings regarding the drafting and adoption of an updated Citywide Comprehensive Plan; and

WHEREAS, the City conducted four days of public workshops, August 27-30, 2012, where community residents and business stakeholders participated directly in creating Comprehensive Plan recommendations; and

WHEREAS, the public record reflects the Planning Commission has held duly noticed public hearings regarding the Comprehensive Plan 2012 Update on March 22, 2012, May 24, 2012, September 13, 2012, November 29, 2012, January 24, 2013, February 28, 2013, and March 14, 2013; and

WHEREAS, the Planning Commission has entered into the record extensive public comment and testimony; and

WHEREAS, the Planning Commission finds that a need exists to update the current 2009 Comprehensive Plan, and that the adoption of the Comprehensive Plan 2012 Update will promote the health, safety, and welfare of the present and future residents of the City through facilitating the adequate provisions for transportation, water resources, utility infrastructure, parks, recreation, schools, maintaining the level of services provided by all service sector departments; and

WHEREAS, after a duly noticed public hearing on March 14, 2013, where evidence and testimony was entered into the record, the Planning Commission finds that the Comprehensive

Plan 2012 Update should be approved as it meets the requirements of Section 17.64 of the Louisville Municipal Code.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado does hereby recommend approval of the Comprehensive Plan 2012 Update.

PASSED AND ADOPTED this 14th day of March, 2013.

By: _____
Jeffrey S. Lipton, Chair
Planning Commission

Attest: _____
Ann O'Connell, Secretary
Planning Commission

City of Louisville
COLORADO • SINCE 1878

Planning Commission
Staff Report
March 14, 2013

ITEM:	13-005-ZN
PLANNER:	Sean McCartney, Principal Planner
APPLICANT:	City of Louisville
REQUEST:	A request to amend the Louisville Municipal Code (LMC) to permit Pet Care Businesses as a special review use (SRU) in various zone districts.

BACKGROUND:
The Louisville Municipal Code (LMC) currently permits Kennels as a special review use (SRU) in Industrial (I) zone district (Section1 7.12.030, Use Group #28). Section 17.08.255 of the LMC defines Kennel as "a lot or building in which four or more dogs or cats at least four months of age are kept commercially for board, propagation, or sale." However, the term "Kennel" and the uses defined in the LMC are antiquated and need updating.

Modern business plans for Pet Care Businesses do not include uses which are primarily for boarding, propagation or sale. In modern Pet Care Businesses, the following uses are found:

- Boarding – for the day or over night
- Grooming – Pet washing, Haircuts, nail trimming, etc.
- Do It Yourself (DIY) Pet Washing
- Training
- Product sales

There is currently one kennel/dog daycare located in the City of Louisville – Divine Canine. Divine Canine began in the industrially zoned area of Miners Field, where it received approval of an SRU in 2006. After it grew out of its location it moved north to 2103 Courtesy Road. This property is zoned PCZD-C, which allows for "other uses as established by the city council as found to be specifically compatible for commercial and office planning areas." The Divine Canine was permitted on its current location through an amendment to the existing PCZD-C uses.

Other Surrounding Communities
Staff researched other surrounding, similar sized communities to see how they handle the use of Kennels/ Pet Care Businesses. Below is the analysis we gathered through our research:

City	Use Name	Permit by Right	Special Use
Superior	Pet Temporary Care Facilities	No	No
	Kennel	No	Industrial
Erie	Kennel or Animal Daycare	CC, RC, B, LI	NMU, CMU
Lafayette	Kennel and similar uses such as dog daycare	M1	RE1, T1, B1, C1, DR
Golden	Kennels		CO,
	Outdoor kennels		C1

Erie Use groups:

CC – Community Commercial
RC – Restricted Commercial
B – Business
LI – Light Industrial
NMU/CMU – Mixed Use

Lafayette Use Groups:

RE1- Rural Estate Residential
T1- Transitional Business
B1- Community Service Business District
C1- Regional Business District
DR- Developing Resource

Golden Use Groups:

CO – Commercial Office
C1 – Commercial 1

Definitions:

Superior

Pet Temporary Care Business - *Pet temporary care business* means a business licensed by the State as a pet animal boarding or training facility which does not have any more than fifteen (15) household pets at a time.

Kennel - *Kennel* means a commercial operation providing for the care of household pets not primarily related to medical care or engaged in the breeding of animals for sale.

Erie

Animal Boarding - The operation of an establishment in which domesticated animals other than household pets are housed, groomed, bred, boarded, trained or sold. This term shall not include the operation of a kennel.

Animal Daycare - A facility providing such services for domesticated pets for all or part of a day, obedience classes, training, grooming and/or behavior counseling.

Kennel - An establishment where domesticated animals are kept, sold, boarded, bred, groomed, or trained, typically with fenced or enclosed spaces, areas, or runs for individual animals. "Kennels" may be indoor only, or indoor/outdoor, depending on the zoning district in which they are located; see section 10-3-1, table 3-1, of this title.

Lafayette

Kennel - *Kennel* means any lot or tract on which are harbored.

(a) Four (4) or more animals; or
(b) Four (4) or more of any one species of household pet, including rabbits, but excluding household pets customarily housed in a cage, aquarium or similar enclosure, at least four (4) months of age.

Golden

Kennel - "Kennel" means any building, structure or open space used in whole or in part for the boarding of household pets for compensation and required to be licensed as set forth in the Colorado Revised Statutes; and, any building, structure or open space devoted in its entirety or in part, to the raising or harboring or four (4) or more dogs, cats, or combination thereof, above the age of four (4) months.

AMENDMENTS TO TITLE 17

Ordinance No. ____, Series 2013 amends Title 17 of the LMC as follows:

Amend Definition of Kennel – Section 17.08.255: (words modified added are **bold** and **underlined**; changes shown in ~~strikethrough~~):

Sec. 17.08.255. ~~Kennel.~~ **Pet Care Business**

Pet Care Businesses means a **facility,** lot or building in which four or more dogs or cats at least four months of age are kept commercially**, for all or part of a day,** for board, **obedience classes, training, grooming, behavior counseling,** propagation, or sale. **This term also applies to Kennels.**

Modify Use Group #28 - Section 17.12.030

In this LMC revision, staff recommends to remove the word “kennels” from Use Group 28, which is found in the table of Section 17.12.030, as follows:

“Establishments for a wide variety of commercial uses, including but not limited to animal hospitals, ~~kennels,~~ public garages, carwashes, cleaning laundry plants, cold storage lockers, nursery stock production and sales, building material and equipment dealers and wholesaling services.”

If this section were to continue to permit Kennels/ Pet Care Businesses, and they were permitted as a special review use (SRU) in the community commercial (CC), commercial business (CB) and industrial (I) zone districts, then we would also be allowing the other uses in this use group to be permitted as an SRU in these zone districts. There are

other uses in this group, such as nursery stock production and sales, which would not be compatible in the CC and CB zone districts.

Add Use Group #51 – Section 17.12.030
Therefore, staff recommends changing **Sec. 17.12.030 Use Groups** of the Louisville Municipal Code to add Use Group #51 "Pet Care Business/Kennels", to read as follows (words modified added are **bold** and **underlined**):

		Districts																
Use Groups		A	AO	BO	AOT	RRR	SFR	SFE	RR RE RL	SFLD SFMD SFHD	RM	RH	CN	CC	CB	I	PCZD*	**MUR**
51	**Pet Care Business, Kennels**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**R**	**R**	**R**		**N**

Performance Standards
In all SRU applications a site plan is required. On the SRU site plan staff requires the development of Performance Standards, which are the regulations for which the proposed business may operate. Performance Standards may include:

- Hours of operation
- Occupancy numbers
- Noise
- Location of Outside Activity
- Disposal of waste/smell
- Lighting
- Overflow parking for events, etc.

In the case of a Pet Care Business, it is important to apply performance standards to ensure the use is compatible with the surrounding properties for which it is located. These performance standards are all the criteria for which an SRU is reviewed should there become a nuisance on the property. If the business does not continue to comply with the performance standards then the use may be recalled to Planning Commission and City Council for re-evaluation.

FISCAL IMPACT
Approval of this amendment will not have a negative fiscal impact on the City of Louisville as most of the areas for development of a Pet Care Business will be in existing buildings which are currently served by city services.

RECOMMENDATIONS
Staff recommends that the Planning Commission approve a Resolution No. 06, Series 2013 recommending to City Council approval of Ordinance No. ___, Series 2013, amendments to Title 17 related to Pet Care Businesses.

ATTACHMENTS:
1. Resolution No. 06, Series 2013
2. Ordinance No. __, Series 2013

RESOLUTION NO. 06
SERIES 2013

A RESOLUTION RECOMMENDING APPROVAL OF AMENDMENTS TO TITLE 17 OF THE LOUISVILLE MUNICIPAL CODE TO ALLOW FOR PET CARE BUSINESSES TO BE LOCATED IN THE COMMUNITY COMMERCIAL (CC), COMMERICAL BUSINESS (CB), AND INDUSTRIAL (I) ZONE DISTRICTS AS A SPECIAL REVIEW USE (SRU)

WHEREAS, Chapters 17.08 and 17.12 of the Louisville Municipal Code establish regulations for the Community Commercial (CC), Commercial Business (CB) and Industrial (I) zone districts which apply to the establishment of Pet Care Businesses; and

WHEREAS, modifying the definition of "kennel" in the LMC is needed to update the modern handling of domesticated animals; and

WHEREAS, after a duly noticed public hearing held March 14, 2013, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated March 14, 2013, the Louisville Planning Commission has recommended the City Council adopt the amendments to the Louisville Municipal Code set forth in this ordinance; and

WHEREAS, based on the findings in the Louisville Planning Commission, Staff Report, 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 ordinance should be adopted in essentially the same form as accompanies this Resolution;

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. The Planning and Zoning Commission hereby recommends adoption of the proposed ordinance, entitled "An ordinance amending Chapters 17.08 and 17.12 of the Louisville Municipal Code to allow for pet care businesses to be located in the community commercial (CC), commercial business (CB), and industrial (I) zone districts as a special review use (SRU)," in essentially the same form as accompanies this Resolution.

PASSED AND ADOPTED this ____ day of March, 2013

By: _____
Jeffrey S. Lipton, Chair
Planning Commission

Attest: _____
Ann O'Connell, Secretary
Planning Commission

ORDINANCE NO. ___
SERIES 2013

AN ORDINANCE AMENDING CHAPTERs 17.08 and 17.12 OF THE LOUISVILLE MUNICIPAL CODE TO ALLOW FOR PET CARE BUSINESSES TO BE LOCATED IN THE COMMUNITY COMMERCIAL (CC), COMMERCIAL BUSINESS (CB), AND INDUSTRIAL (I) ZONE DISTRICTS AS A SPECIAL REVIEW USE (SRU)

WHEREAS, the City of Louisville is a Colorado home rule municipal corporation duly organized and existing under laws of the State of Colorado and the City Charter; and

WHEREAS, pursuant to such home rule authority and state law, including but not limited to C.R.S. §§ 24-67-101 et seq., 29-20-101 et seq., 31-23-201 et seq. and 31-23-301 et seq., the City is empowered to establish zoning districts and zone district regulations within the City for the purpose of, among other things, promoting the general welfare of the inhabitants of the City; and to regulate and restrict, among other things, the size of buildings and other structures; the percentage of lot that may be occupied; the size of yards, courts, and other open spaces; the density of population; and the location and use of buildings, structures, and land for trade, industry, residence, or other purposes; and

WHEREAS, Chapters 17.08 and 17.12 of the Louisville Municipal Code establish regulations for the Community Commercial (CC), Commercial Business (CB) and Industrial (I) zone districts which apply to the establishment of Pet Care Businesses; and

WHEREAS, modifying the definition of "kennel" in the LMC is needed to update the modern handling of domesticated animals; and

WHEREAS, after a duly noticed public hearing held March 14, 2013, where evidence and testimony were entered into the record, including the findings in the Louisville Planning Commission Staff Report dated March 14, 2013, the Louisville Planning Commission has recommended the City Council adopt the amendments to the Louisville Municipal Code set forth in this ordinance; and

WHEREAS, City Council has provided notice of a public hearing on said ordinance by publication as provided by law and held a public hearing as provided in said notice;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOUISVILLE, COLORADO:

Section 1. Section 17.08 of the Louisville Municipal Code is hereby amending **Section 17.08.255** to read as follows: (words added are **bold** and **underlined**; words deleted are **bold** and **~~stricken through~~**):

Sec. 17.08.255. ~~Kennel.~~ **Pet Care Businesses**

Pet Care Businesses means a **facility,** lot or building in which four or more dogs or cats at least four months of age are kept commercially**, for all or part of a day,** for board, **obedience classes, training, grooming, behavior counseling,** propagation, or sale. **This term also applies to Kennels.**

Section 2. Section 17.12.030, Use Group #28 of the Louisville Municipal Code is hereby amended to read as follows: (words added are **bold** and **underlined**; words deleted are **bold** and **~~stricken through~~**):

Use Group 28 - Establishments for a wide variety of commercial uses, including but not limited to animal hospitals, **~~kennels,~~** public garages, carwashes, cleaning laundry plants, cold storage lockers, nursery stock production and sales, building material and equipment dealers and wholesaling services.

Section 3. Amend Section 17.12.030 to add **Use Group #51** to read as follows: (words modified added are **bold** and **underlined**):

		Districts																
Use Groups		A	AO	BO	AOT	RRR	SFR	SFE	RR RE RL	SFLD SFMD SFHD	RM	RH	CN	CC	CB	I	PCZD*	**MUR**
51	**Pet Care Business, Kennels**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**R**	**R**	**R**		**N**

Section 4. If any portion of this ordinance is held to be invalid for any reason such decisions shall not affect the validity of the remaining portions of this ordinance The City Council hereby declares that it would have passed this ordinance and each part hereof irrespective of the fact that anyone part be declared invalid

Section 5. The repeal or modification of any provision of the Municipal Code of the City of Louisville by this ordinance shall not release, extinguish, alter, modify, or change in whole or in part any penalty, forfeiture, or liability, either civil or criminal, which shall have been incurred under such provision, and each provision shall be treated and held as still remaining in force for the purpose of sustaining any and all proper actions, suits, proceedings, and prosecutions for the enforcement of the penalty, forfeiture, or liability, as well as for the purpose of sustaining any judgment, decree, or order which can or may be rendered, entered, or made in such actions, suits, proceedings, or prosecutions.

Section 6. All other ordinances or portions thereof inconsistent or conflicting with this ordinance or any portions hereof are hereby repealed to the extent of such inconsistency or conflict.

INTRODUCED, READ, PASSED ON FIRST READING, AND ORDERED PUBLISHED this _____ day of _____, 2013.

_____
Robert P. Muckle, Mayor

ATTEST:

_____
Nancy Varra, City Clerk

APPROVED AS TO FORM:

_____
Light, Kelly & Dawes, P.C.
City Attorney

PASSED AND ADOPTED ON SECOND AND FINAL READING this ____ day of _____, 2013.

_____
Robert P. Muckle, Mayor

ATTEST:

_____
Nancy Varra, City Clerk

City of Louisville
COLORADO • SINCE 1878

Planning Commission
Staff Report
March 14, 2013

ITEM: Review – 2012 / 2013 Work Plan
Discussion – 2013 / 2014 Work Plan

PLANNER: Troy Russ, AICP, Director of Planning and Building Safety

ISSUE: 2013 / 2014 Work Plan

SUMMARY:

Each year the Planning Division seeks input and direction from the Planning Commission in creating our annual work program. The table below documents the status of the 2012-2013 Work Plan and outlines the initial Work Plan for 2013/2014. The 2013/2014 work plan follows specific recommendations from the DRAFT 2012 Comprehensive Plan Update. Staff is seeking initial discussion direction regarding the 2013/2014 goals.

2012 / 2013 Work Plan Item	Status
Comprehensive Plan - Adoption	**In Process – Adoption Scheduled for April 16, 2013**
LMC. Modifications **1 Flood Hazard Update (by December 18th)** 2 Public Notification Procedure Update 3 Subdivision Re-Plat Criteria 4 Tele-Comm / CMRS – Regs 5 Dark Sky Ordinance	1 - Completed 2 - In-Process (Staff complete peer City Research) 3 – Scheduled for June 13, 2013 Planning Commission
Transportation Planning 1 US 36 Managed Lane Project & DDI (On-going coordination 2013-2015) 2 Hwy 42 Gateway Project 3 Neighborhood Plans / Safe Route to School – Fireside Area	1 - Staff completed: 30% design and CDOT/Superior IGA. Staff is currently recommending a vendor for phase 2. 2 – Gateway Complete. Hwy 42 30% to be complete by April 2013 3 – Recommend delaying until 2014
Urban Design 1 Downtown Patios 2 McCaslin Branding & Wayfinding 3 Downtown Parking Identification 4 Downtown Newspaper Vending Machines	1 – Concept approved and will be ready for the Taste of Louisville 2 – Scheduled for this Year 3 – On Hold, coordinating with EXCEL 4 – Council did not prioritize for 2013
Historic Preservation - Downtown Survey - Preservation Plan - Processing Landmark Requests	
Urban Agriculture - White Paper 1 Requesting LSAB to initiate draft	1 - Chapter on Chickens proceeding with LSAB
Current Planning - Rocky Mountain Tennis Center – Final PD/Plat - Pearl Izumi – Final PD/Plat - Safeway – Preliminary / Final PUD/Plat - Arnold Property – Preliminary / Final PD/Plat - DeLo –Final PUD/Plat - Tebo Rezoning North End Block 10 – Final PUD/Plat - St. Louis Parish – Final PUD/Plat	1 – Processed (Approved by CC) 2 – Processed (Approved by CC) 3 – Processed (Approved by CC); Final PUD – June 13, 2013 4 – Submitted 5 – On hold, pending LRC funding agreement 6 – Negotiating 7 – Processed (Approved by CC) 8 – TBD

1 McCaslin Small Area Plan	1 - Scheduled for this Year
1- Residential Estate Zone District Rezoning - Significant yard & bulk mismatch with lot sizes	1 – Recommended included in the recommended 2014 Neighborhood Plans
2013/ 2014 Work Plan Item	**Status**
<u>Planning</u> - Neighborhood Plans • Lake Park • Fireside • North Louisville - Create Wayfinding plans for • South Boulder Road • Colorado Technology Center - Form Based Code - Pedestrian Plaza and Kiosk • Downtown, Chase Bank - Fiscal Model Update • Marginal cost model - Downtown parking Utilization Analysis	
<u>Historic Preservation</u> - Citywide Preservation Master Plan (includes: Historical Survey for Lake Park – future eligible historic properties (next 20 years) - Historic Park Feasibility Analysis - Downtown Design Handbook Update	
<u>Transportation Planning</u> - Main Street Realignment Feasibility Study - Lee to Pine Right of Way acquisition - Final Design of Highway 42 from Paschal to Locke - Citywide Transportation Plan	
<u>Building Safety</u> - Building Permit Software	