McCASLIN BLVD

SMALL AREA PLAN

City of Louisville
COLORADO • SINCE 1878

Adopted March 7, 2017

McCaslin Blvd & US 36

EXECUTIVE SUMMARY

The McCaslin Blvd Small Area Plan is a guide for public and private investment in the McCaslin Blvd corridor over the next 20 years. The study area, incorporating both sides of McCaslin Blvd between Via Appia and US 36 and including all of Centennial Valley, is the primary commercial center of Louisville. Development in the area ranges from older strip retail centers to commercial offices, residential apartments and condominiums, and undeveloped vacant land. The area is a destination for shopping and employment for residents of the City and for those from surrounding areas. The businesses in the corridor contribute a significant portion of the City's sales tax revenue.

The McCaslin Blvd area has seen significant public investment recently, including improvements to US 36, the diverging diamond interchange, and the Flatiron Flyer bus service. There is also major growth occurring nearby in the Superior Town Center. The McCaslin Blvd Small Area Plan provides a framework for capitalizing on these investments and the existing qualities of the corridor to benefit the residents, property owners, and business owners in the study area and throughout the community.

The 2013 Comprehensive Plan update identified the McCaslin Blvd corridor as an area in need of further study through a small area plan process. The small area planning process utilized community input to define desired land uses, preferred physical character of development, and public infrastructure priorities for the area. The public directed the outcome through multiple meetings and workshops, as well as a community survey, and the final plan was approved by Planning Commission and adopted by City Council.

Participants at a public workshop for the McCaslin Blvd Small Area Plan

Early in the planning process, Planning Commission and City Council endorsed the following unranked project principles to guide development of the plan:

Principle 1 – Improve connectivity and accessibility while accommodating regional transportation needs.

Principle 2 – Create public and private gathering spaces to meet the needs of residents, employees, and visitors.

Principle 3 – Enhance bicycle and pedestrian connections to private and public uses.

Principle 4 – Utilize policy and design to encourage desired uses to locate in the corridor and to facilitate the reuse or redevelopment of vacant buildings.

Principle 5 - Establish design regulations to ensure development closely reflects the community's vision for the corridor while accommodating creativity in design.

Principle 6 – Establish development regulations to meet the fiscal and economic goals of the City.

To achieve these principles, the plan includes several major recommendations:

- Limit allowed height to two stories along McCaslin Blvd and adjacent to existing residential neighborhoods
- Decrease total allowed development in the area from what existing zoning and regulations would allow
- Improve connections for pedestrians, cyclists, and automobiles
- Orient development to be more inviting to visitors on foot, on bikes, and in cars
- Develop new public gathering space and access to nearby existing public amenities

The plan calls for the creation of new design guidelines to implement its recommendations. However, it is important to remember these tools only regulate private development, and it is up to property owners to decide if and when they want to develop or redevelop their properties. This plan does not require any changes to existing developments until their owners decide to redevelop them.

Construction of McCaslin Marketplace

These changes are expected to have many benefits for the community, most notably enhancing the small town character of the corridor and transforming it into a place in which residents enjoy spending time. While traffic in the area is expected to increase, reducing the total amount of development allowed in the area will limit the impacts relative to what the existing regulations would allow. Based on the City's fiscal model, the allowed new development in the corridor will increase the area's already strong positive returns to the City.

By following through on the implementation items outlined in this plan, Louisville will be well positioned benefit from changes in the McCaslin Blvd area over the next 20 years.

Wayfinding developed by Louisville Rec Center Summer Camp

459 McCaslin Blvd

ACKNOWLEDGEMENTS

City Council

Robert P. Muckle, Mayor
Jeff Lipton, Mayor Pro Tem, Ward 2
Jay Keany, Ward 1
Chris Leh, Ward 1
Susan Loo, Ward 2
Dennis Maloney, Ward 3
Ashley Stolzmann, Ward 3

Planning Commission

Chris Pritchard, Chair
Cary Tengler, Vice-chair
Steve Brauneis
David Hsu
Jeff Moline
Ann O'Connell
Tom Rice

City Boards and Commissions

Business Retention & Development Committee
Open Space Advisory Board
Parks & Public Landscaping Advisory Board
Revitalization Commission

Planning & Building Safety Department

Scott Robinson, Project Manager
Robert Zuccaro, Planning & Building Safety Director
Kristin Dean, Principal Planner
Lauren Trice, Associate Planner
Lisa Ritchie, Associate Planner

City Staff

Malcolm Fleming, City Manager
Heather Balser, Deputy City Manager
Aaron DeJong, Economic Development Director
Kevin Watson, Finance Director
Kurt Kowar, Public Works Director
Craig Duffin, City Engineer
Cameron Fowlkes, Engineer III
Joliette Woodson, Engineer III
Joe Stevens, Parks and Recreation Director
Ember Brignull, Open Space Manager
Allan Gill, Parks Project Manager
Dean Johnson, Park Superintendent

Consultants

Cuningham Group Associates
Kimley-Horn
mySidewalk
National Research Center
ArtHouse Design

McCaslin Interchange

TABLE OF CONTENTS

Pedestrans walk in median along McCaslin Blvd

Annexation of the McCaslin Blvd area of Louisville began in the late 1970s and development of the area began in the 1980s and 1990s. By the time the 2013 Comprehensive Plan update was adopted, the area ranged from undeveloped greenfield sites to sites undergoing redevelopment. Given this diversity, the Comprehensive Plan called for a more in-depth look at how the McCaslin Blvd area should continue to evolve.

Purpose

The McCaslin Blvd Small Area Plan is intended to define desired community character, land uses, and public infrastructure priorities to provide a reliable roadmap for public and private investments in the corridor. As an extension of the Comprehensive Plan, the Small Area Plan is a policy document and not a regulatory document. However, the plan will serve as the basis for updated design guidelines, any potential zoning changes, capital improvement project requests, and public dedication requirements from private developers. The McCaslin Blvd Small Area Plan translates the broad policies of the Comprehensive Plan into the specific actions and regulations that will achieve those policies. The 2013 Comprehensive Plan update had two key purposes:

1. Better meet today's unique challenges of redevelopment versus new development, regional traffic and City transportation policy, the economy and the realities of retail growth, and neighborhood issues and concerns

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 Comprehensive Plan created a framework to address these purposes through changes in land use, design, and infrastructure. The McCaslin Blvd Small Area Plan takes that framework a step further by setting guidelines for how design and land use regulations should be changed and identifying what infrastructure is needed. The final step, following this plan, will be to draft and adopt the new regulations and build the new infrastructure, through a combination of the City's capital improvement program and private investment.

How to use this plan

The McCaslin Blvd Small Area Plan defines the community's vision for the corridor to guide future public and private investment. The document is divided into five sections

1. The Process describes the public involvement and community outreach effort used to generate the Small Area Plan

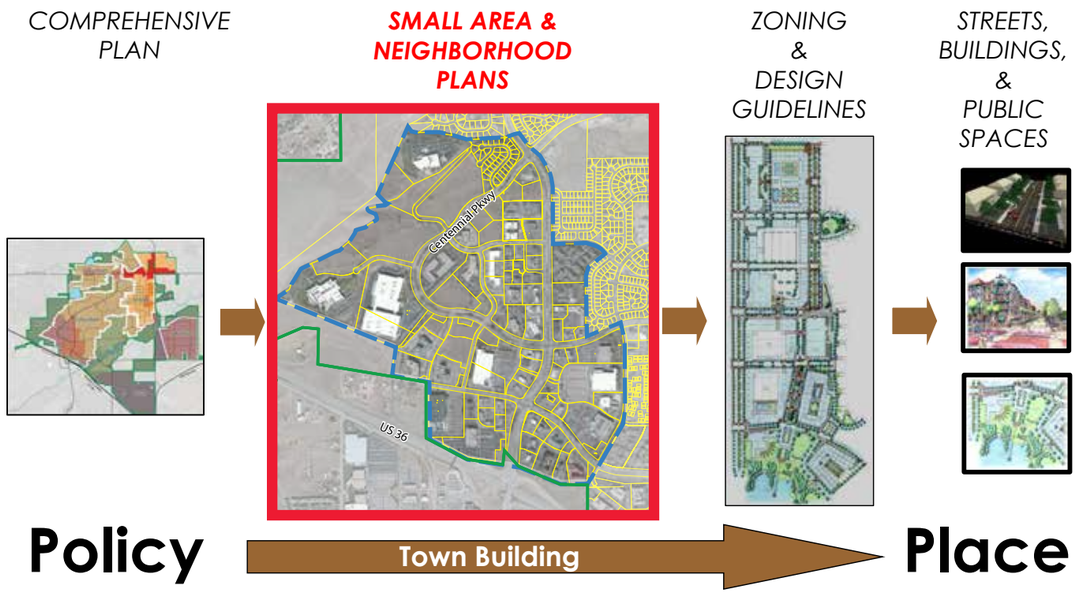
2. The Context describes the current conditions in the study area and key trends and challenges facing the corridor

3. The Principles describe the general goals for the plan, referred to as the Measures of Success, and the broad design principles to guide future action in the corridor

4. The Plan includes maps and illustrations describing the desired land uses, building character, and street, trail, and park improvements in the study area

5. Implementation describes steps to be taken to achieve the goals of the plan, and includes cost estimates for the anticipated public improvements

The McCaslin Blvd Small Area Plan is a policy document. In order to achieve the community's vision for the corridor described in the plan, regulatory changes will need to be adopted to the Louisville Municipal Code, including the incorporation of new design guidelines for the area. The plan does, however, provide the basis for the City to require private property owners to build or dedicate some public infrastructure or land when properties develop or redevelop. Other public investments will need to be made by the City through the annual capital budgeting process.



City of Louisville Walkability Audit along McCaslin Blvd

The McCaslin Blvd small area plan was developed through a five-step process and involved extensive input from residents within the corridor and throughout the community, property owners, business owners, and elected and appointed officials.

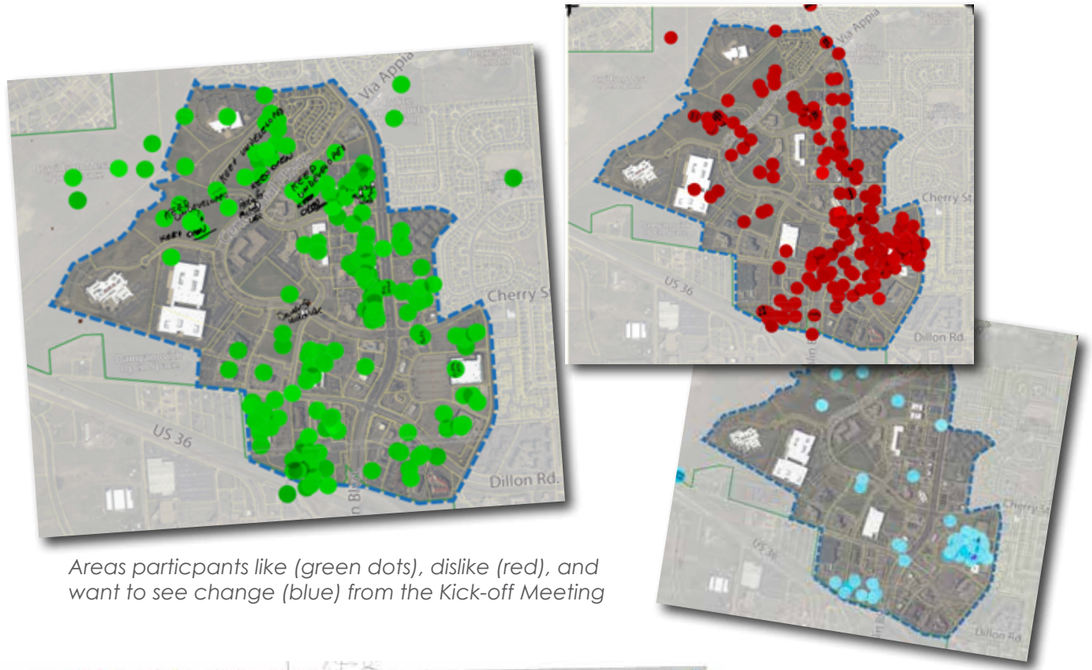
Step 1 – Set Goals
Goals, represented by the Measures of Success (see page 15), were needed to guide the development of the plan. This began with a Technical Advisory Panel (TAP) conducted by the Urban Land Institute in June, 2013. The TAP brought in five outside experts in community development and design, who worked with residents, property owners, and business owners in and around the corridor. The TAP examined possible factors holding back successful development in the corridor and made recommendations for improvements. Questions were also posted on the City's discussion website, EnvisionLouisvilleCO.com, allowing anyone in the community to provide early input.

A diagram from the ULI TAP

A public Kick-off Meeting was held in February, 2015. Over 70 people attended the meeting. Participants were asked to identify areas they liked, disliked, and wanted to see change. They also discussed how they would like to use the corridor in the future and how the Core Community Values from the Comprehensive Plan could be incorporated into the area. This input was used to develop an Opportunities and Constraints analysis (see page 13) and the Measures of Success, which were endorsed by Planning Commission and City Council.

Step 2 – Corridor Analysis
The current built environment of the corridor was analyzed, including the existing regulations and how people currently use the corridor. A corridor character assessment was conducted, as was a buildout analysis estimating how much development the existing zoning would allow. Members of the public participated in a Walkability Audit to identify areas where pedestrian and bicycle facilities could be improved.

A Placemaking Workshop was held where participants could brainstorm ideas for solving the problems identified in the Walkability Audit. Attendees reviewed the major intersections in the corridor and the corridor as a whole, identifying opportunities where connections could be enhanced. The City also conducted a mail and internet survey of 1,200 randomly selected homes throughout the community to received input on the desired physical character for the corridor.



Areas particpants like (green dots), dislike (red), and want to see change (blue) from the Kick-off Meeting

Ideas for improving the McCaslin and Cherry intersection from Placemaking Workshop #1

PROCESS

Step 3 – Development of Alternatives
Three alternative development scenarios were created based on input received through the public process. A second Placemaking Workshop was held in November, 2015, where participants were asked how they would like to see example sites develop or redevelop in the future. Attendees identified desired land uses and selected sample photos showing the types of buildings and park spaces they would prefer to see on the sites.

The results of this meeting and all the previous public input and analysis were used to develop outlines for three varying development alternatives. Each alternative indicated future allowed land uses and development intensities throughout the corridor.

Step 4 – Review of Alternatives
The alternatives were analyzed and the results presented to the public for review. For each alternative, a maximum potential buildout, including employee and population projections, was calculated. These data were used to generate a fiscal impact analysis. Potential transportation improvements were also identified, and the buildout data were used to run traffic analyses.

Drawings showing possible building size, location, and character were created for various sites in the corridor. This information was presented to the public at a third Placemaking Workshop in February, 2016, where attendees were asked to identify the character elements, transportation improvements, and buildout scenarios they preferred.

Proposed development at Colony Square from Placemaking Workshop #2

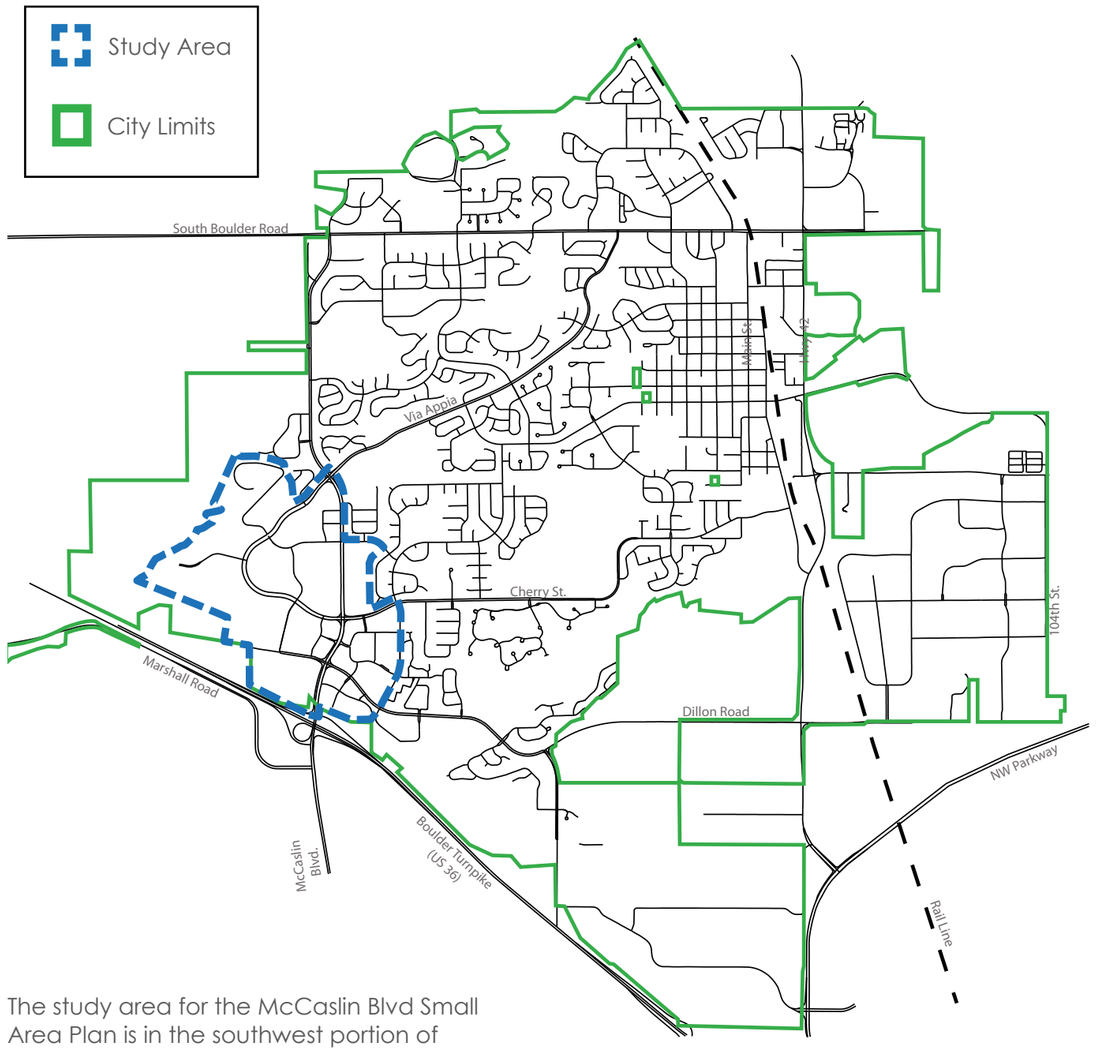
Community responds to alternatives presented at Placemaking Workshop #3

Step 5 – Creation of Preferred Alternative
All the input gathered in the previous steps was used to develop a preferred alternative to serve as the basis for the plan. Input from the third placemaking workshop was utilized to determine favored elements of each alternative to be incorporated into the preferred alternative. Details of the preferred alternative, which serves as the basis for this plan, were then developed for analysis.

Staff estimated the maximum amount of development the preferred alternative could generate and analyzed the expected transportation and fiscal impacts. The preferred alternative was also evaluated against the Measures of Success defined in Step 1. The preferred alternative was documented in the draft plan presented to Planning Commission and City Council at public hearings. The McCaslin Blvd Small Area Plan was adopted by City Council on March 7, 2017.

Community dot exercise on the draft roadway improvements plan from Placemaking Workshop #3

View of McCaslin Area



The study area for the McCaslin Blvd Small Area Plan is in the southwest portion of Louisville, stretching along McCaslin Blvd from Via Appia to the north to the City limit at US 36 to the south. The study area includes areas on both sides of McCaslin Blvd, and extends west to include all of Centennial Valley.

History

Until the late 20th century, the area, now known as McCaslin Boulevard, was a series of farms clustered around 80th Street, a dirt road following the township and range system laid out in the early 1860s across Boulder County. The McCaslin Boulevard area became a part of the City of Louisville after the 1979 Centennial Valley annexation which more than doubled the size of the Louisville.

North 80th Street was realigned in the early 1980s to create a new US36 interchange and a retail center. In 1983, the area was branded as the Centennial Valley with an iconic four pillar monument at the intersection of McCaslin Boulevard and Cherry Street and distinctive stoplights along McCaslin. The first commercial development off of the new McCaslin Boulevard was the Centennial Shopping Center at the intersection of McCaslin Blvd and Cherry Street.

Throughout the 1990s, commercial development continued along the corridor with big box stores like Home Depot, Kohl's, and Sam's Club. Hotels located along the southern portion of the corridor close to US 36. Residential subdivisions developed east of McCaslin Boulevard and office developed west of the corridor.

Emphasis on commercial growth along McCaslin Boulevard and South Boulder Road not only boosted Louisville's economy but also contributed to the preservation of historic buildings within the commercial core of Old Town. After 30 years, McCaslin Boulevard is no longer a rural road but a center of commercial development. In 2015, the City, in partnership with CDOT, once again rethought the McCaslin Boulevard interchange and created an award-winning diverging diamond to improve this threshold into Louisville.

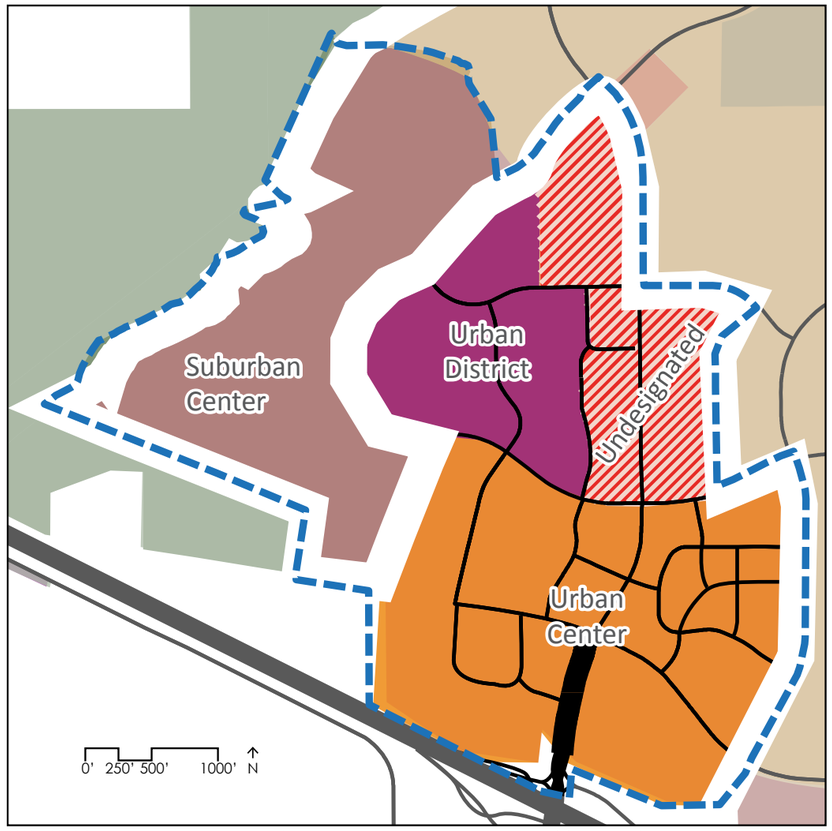
View of McCaslin Blvd from Centennial Parkway circa 1985 (Louisville Historical Museum)

CONTEXT

2013 Comprehensive Plan update
The 2013 Comprehensive Plan update divided the City into three character zones and five development types. The southern portion of the McCaslin Blvd area is in the Urban character zone, while the northern portion was left undetermined between Urban and Suburban. The final designation was to be decided by this Small Area Plan process. Centennial Valley office park, to the west, was designated Suburban.

The Urban character zone calls for smaller blocks, more connected streets, and a more pedestrian friendly environment, while the Suburban character zone calls for more auto-oriented development on larger blocks with larger streets.

The area around the intersection of McCaslin Blvd and Dillon Rd was designated a Center development type, with the Corridor development type to the north, and the Special District type in Centennial Valley. Centers are intended for a mix of uses and more activity, while Corridors are for more specialized uses along major roads, and Special Districts are for developments like office parks.

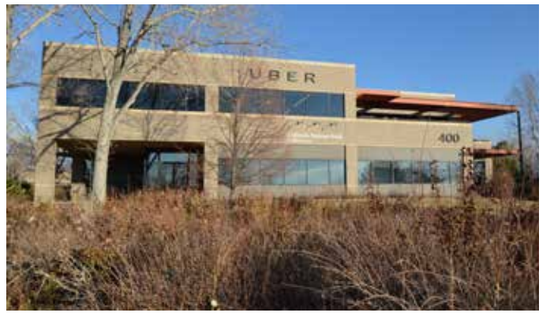


2013 Comprehensive Plan Framework for McCaslin Area

Study Area Map

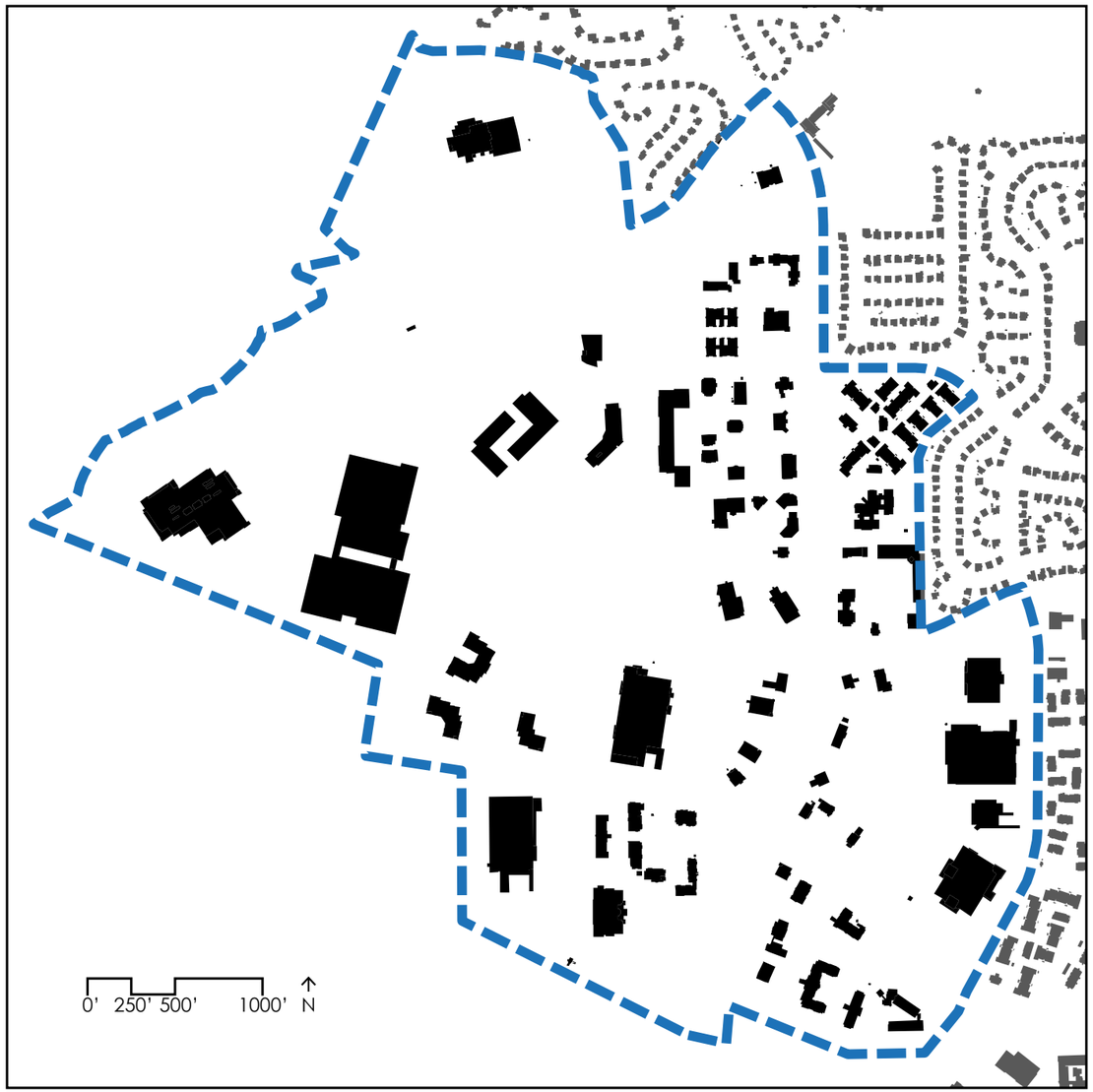
Existing Character
The McCaslin Blvd corridor primarly functions as a suburban commercial area, with a suburban office park to the west in Centennial Valley. The majority of the development is commercial, with a few residential developments in the northern portion of the study area. The commercial buildings range from big box stores to strip retail centers, stand alone restaurants and hotels, and smaller office buildings. In Centennial Valley, larger office buildings predominate, along with vacant land.

Access is mostly from McCaslin itself, with cross streets creating large blocks of development. The McCaslin right-of-way is wide, often with significant landscaping. This creates a signifcant separation between buildings and the street, even when property line setbacks are not very great. Monument signs along the street bring attention to the businesses that are less visible.



Architecture in the corridor ranges from 1980's stucco and masonry (commercial), to contemporary brick and glass. Commercial building forms are relatively square with flat roofs and parapets used to hide rooftop mechanical units. The buildings are articulated with large aluminum frame windows, post and lintel awnings with metal roof coverings used to engage the public realm. New commercial development in the corridor is governed by the Commercial Development Design Standards and Guidelines, adopted by the City in 1997.

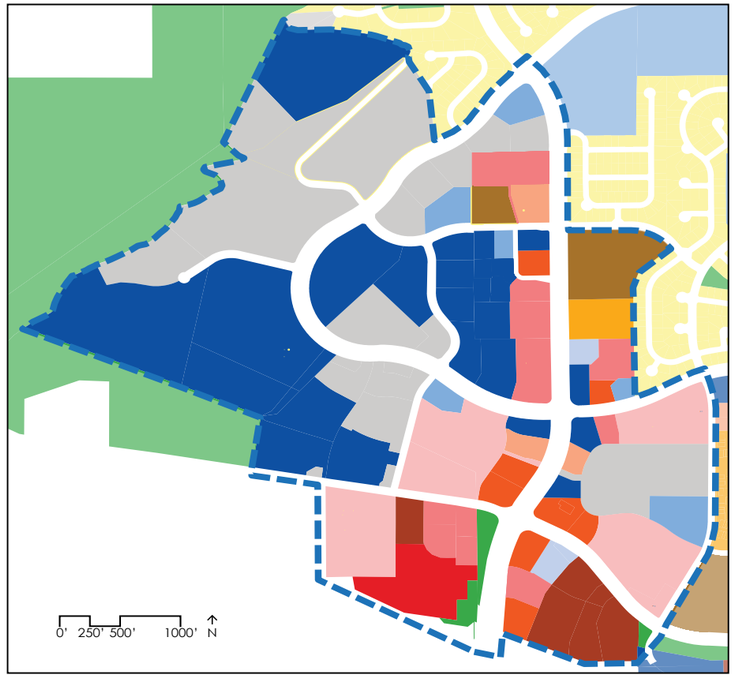
Pedestrian movement in the corridor is mostly on detached sidewalks that vary from four to six feet in width. Tree lawns are placed sporadically through the corridor and bicycle movement is in the right-of-way with designated bike lanes.



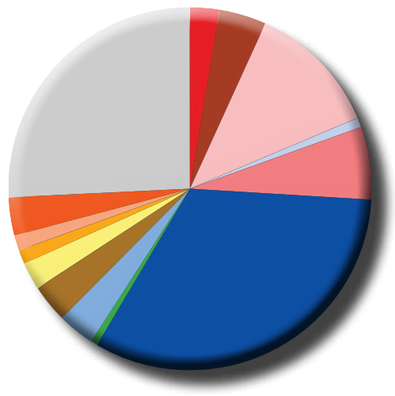
Existing Building Footprints

CONTEXT

Existing Uses



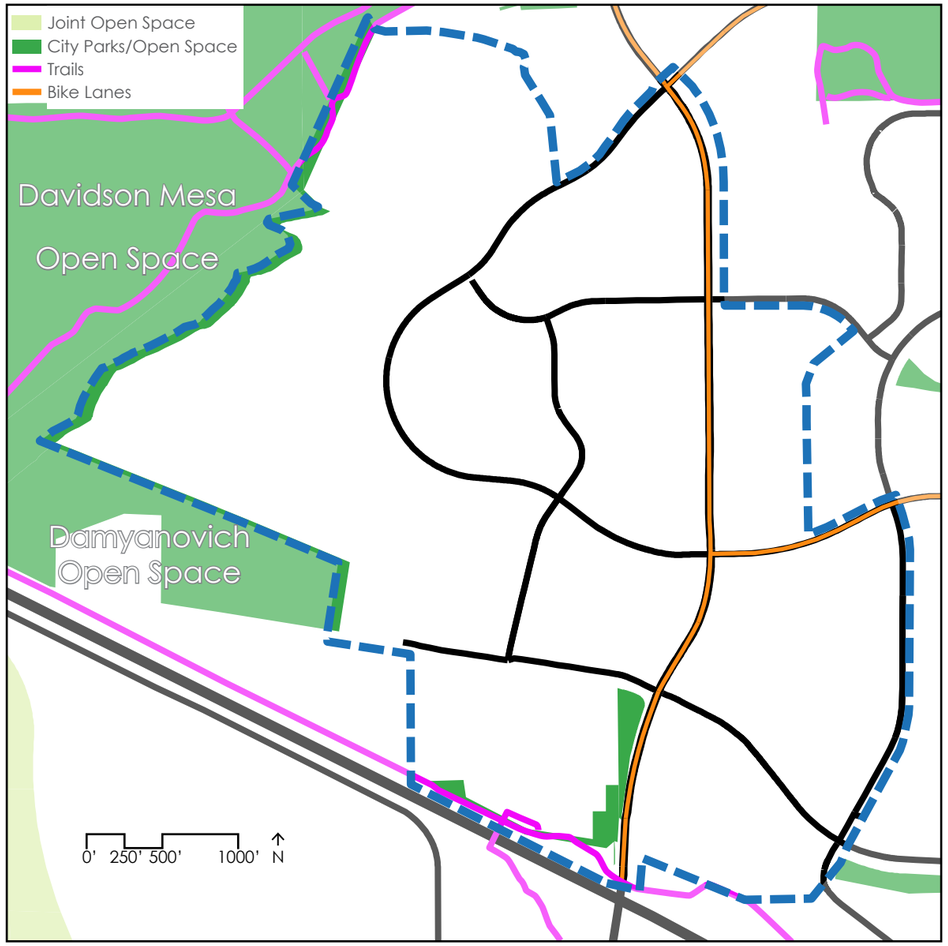
Entertainment	2.61%
Hotel	4.20%
Large Format Retail	11.82%
Mixed Use Commercial	0.86%
Multi-Tenant Retail	6.49%
Office	32.56%
Open Space/Park	0.59%
Public Service/Institutional	3.28%
Residential High Density	3.37%
Residential Low Density	2.46%
Residential Medium Density	1.24%
Single Tenant Retail	1.37%
Stand Alone Restaurant	3.41%
Vacant	25.75%



Development

The most common uses by land area in the study area are office and vacant, mostly to the west in the Centennial Valley office park. Retail uses are concentrated along McCaslin, particularly to the south. There is relatively little residential in study area, making up just seven percent of the land area. Most of the land to the east of the study area is residential development, providing support for the businesses in the corridor. Land to the west is primarily protected open space.

McCaslin Marketplace

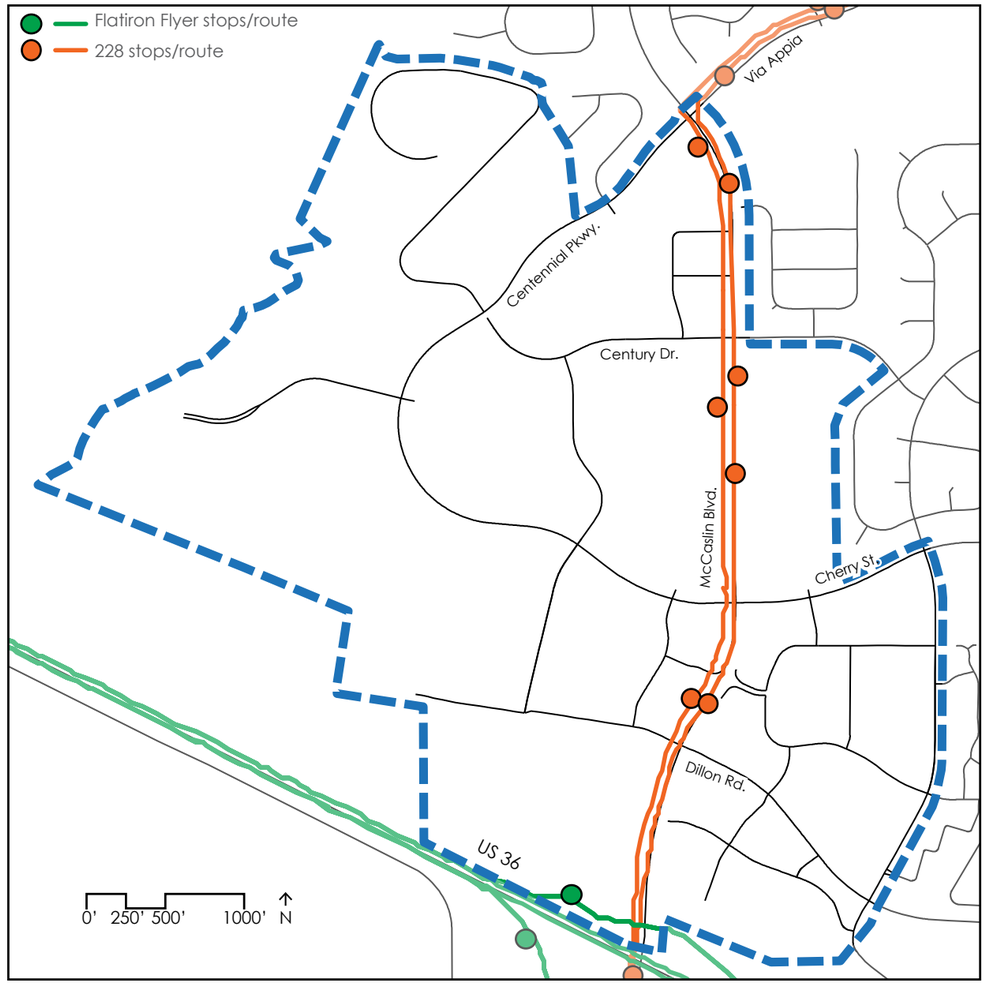


Parks and Open Space
The study area does not have significant park facilities within the developed area. However, there are large open space nearby, notably Davidson Mesa immediately to the west, though there is no direct access to the open space from the study area. There are no active park facilities or civic gathering spaces adjacent to the study area, but the Recreation Center is just to the northeast.

Pedestrian and Bike Facilities
There are several trails on the periphery of the study area, but there are generally poor connections to them. The new US 36 bikeway can be accessed from McCaslin, but there are limited connections to Davidson Mesa trails to the west and the Powerline Trail to the east. McCaslin, Cherry, and Via Appia all have on-street bike lanes. The large blocks provide limited opportunities to cross McCaslin.

Streets
Traffic in the area is heavily influenced by US 36, which carries around 100,000 cars per day. McCaslin Blvd carries around 50,000 cars per day near the interchange with US 36, and about 40,000 further north. Most traffic is directed onto the arterials, with large traffic numbers also on Dillon and Via Appia, and smaller volumes on Centennial and Cherry.

Transit
The McCaslin Station, with service from the RTD Flatiron Flyer bus rapid transit, is accessible from Colony Square, at the south end of the study area. Connections through the study area are provided by the RTD on route 228, connecting to northern Louisville, Superior, and Broomfield, with 30 minute intervals during peak hours, and 60 minute intervals off-peak.



CONTEXT

Property Values
The ratio of a property's structure value to total value is one indicator of how likely the property is to redevelop. While many other factors will be considered before a property owner redevelops a property, a low ratio of structure value to property value indicates the property is not being used to its fullest potential. By this measure, there are many stable properties at the core of the study area, but several properties elsewhere in the corridor, particularly the vacant parcels, are potential candidates for redevelopment.

Existing Zoning
The zoning for a property sets limits for how much can be built on a property based on the allowed building height and lot coverage. The ratio of existing square footage to allowed maximum square footage is another indicator of which properties may redevelop, where additional development is more likely on properties with a low ratio. Many commercial properties throughout the study area could see additional development under the existing zoning, while the few residential properties are near their maximum allowed buildout.

Remaining potential development in the corridor:

Residential:	42 units
Office:	6,475,712 sq ft
Retail:	871,911 sq ft

Opportunites/Constraints Analysis
An Opportunities/Constraints analysis categorizes characteristics of the study area based on their value. Opportunities are characteristics that will likely have a positive impact on the area, while constraints will more likely have a negative impact.

The Opportunities/Constraints analysis in the table below was compiled based on the ULI TAP and comments collected at public meetings and through EnvisionLouisvilleCO.com. The analysis was endorsed by Planning Commission and City Council during the goal setting phase of the project to help identify project principles and measures of success and guide the creation of the plan.

Opportunities	Constraints
• Traffic volume providing potential customers for businesses • Investments at McCaslin/US 36 interchange and McCaslin Station • Significant park/open space amenities just outside the corridor • Several areas ready for investment • Significant landscaping along the corridor • Potential for identity-defining features • Existing hotels in area	• Disconnected parcels and difficulty of adding new connections • Traffic speeds making the corridor unpleasant for visitors • Lack of visibility for businesses • Limited bike and pedestrian connectivity • Lack of civic gathering spaces in the corridor • Outdated site and building designs and development, signage, and zoning regulations • Visitors unaware of connections to the rest of Louisville • Potential customer base limited by transportation connections, regional competition, reliance on daytime office workers, and surrounding open space • Lack of community consensus on desired uses

Community Survey
In Spring 2015, the City mailed a community survey to 1200 randomly selected residents. By the summer of 2015, 426 surves were returned. The survey included questions about how respondents currently use the corridor and how they would like to use it in the future. The survey also included a visual preference portion, providing respondents with photos showing options for different types of buildings, parks, and rights of way, and asking them to rate how appropriate each element was for the study area.

Pedestrian-friendly buildings of one to three stories were the most desired in the visual preference questions. Natural parks and open spaces, as well as wide detached sidwalks and trails were also preferred. These photos were some of the highest ranked images in the survey.

McCaslin Blvd Placemaking Workshop #1

Project Principles and Measures of Success
The overall goal of the McCaslin Blvd Small Area Plan project, based on direction from the Comprehensive Plan and City Council, is to create a land use and infrastructure plan that conforms to Louisville's character and is supported by the community. To that end, the plan must support the core community values identified in the Comprehensive Plan. Based on community input, the three values in which the McCaslin Blvd area is deficient and most needs improvement are as follows:

- A sense of community
- Sustainable practices for the economy, community, and environment
- Unique commercial areas and distinctive neighborhoods

To address these deficiencies the following six project principles were adopted, in no particular order, with associated measures of success for each. The principles and measures of success were endorsed by Planning Commission and City Council early in the planning process and served as guides for the development and evaluation of the alternative scenarios. The preferred alternative adopted as the basis for this plan best satisfied these principles and measures of success.

Principle 1 – Improve connectivity and accessibility while accommodating regional transportation needs.
- a) Increase the network connectivity of roads parallel to McCaslin Blvd
  - i) Are vehicles able to move between parcels without returning to McCaslin Blvd?
- b) Make sure traffic passing through the corridor does not make it an undesirable place to live, work, play, and travel
  - i) Does traffic noise decrease?
  - ii) Do pedestrians and bicyclists feel safe?
  - iii) How long will a trip take on the corridor?
- c) Accommodate future regional transportation plans
  - i) How does the corridor alternative adequately address future transportation needs?
  - ii) How does the corridor alternative accommodate adopted regional transit plans?
- d) Provide wayfinding to locations within and outside the corridor
  - i) Are visitors able to find key destinations and locations in the study area?
  - ii) Are visitors able to find connections to key destination outside the study area, such as Downtown?
- e) Allow visitors arriving by bus or car to the area to easily access the entire area
  - i) Are visitors arriving at the RTD Park'n'Ride able to make connections to final destinations and back to the Park'n'Ride?
  - ii) Are visitors arriving by car able to park once and visit multiple destinations?

Principle 2 – Create public and private gathering spaces to meet the needs of residents, employees, and visitors.
- a) Provide for community amenities identified in the survey and elsewhere
- b) Provide a central civic space to help create a sense of place
- c) Encourage, through design guidelines or incentives, private developers to incorporate publicly accessible spaces into new developments
- d) Identify which, if any, undeveloped parcels should be purchased for park/open space
  - i) Does the ratio of acres to users meet City standards?
  - ii) Do public spaces connect to form a cohesive network?
- e) Provide programming to activate public spaces

Principle 3 – Enhance bicycle and pedestrian connections to private and public uses.
- a) Provide safe and convenient facilities that serve a broad range of users with multiple modes of travel
  - i) Are all modes of travel accommodated?
  - ii) Are users of all ages and ability levels accommodated?
  - iii) Do the improvements proposed provide safer conditions for all users and ability levels?
  - iv) Are existing deficiencies addressed?
  - v) Do bike and pedestrian facilities connect to trip beginning and end points?
- b) Design solutions that the City can realistically maintain over time
- c) Promote regional trail connectivity within the study area
  - i) Is a connection provided through the study area to Davidson Mesa and the new underpass?

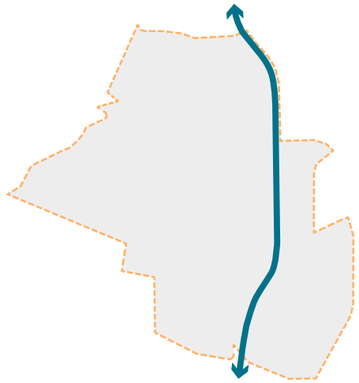
Principle 4 – Utilize policy and design to encourage desired uses to locate in the corridor and to facilitate the reuse or redevelopment of vacant buildings.
- a) Does the land use mix demonstrate strong fiscal benefits?
- b) Do allowed uses serve community needs as defined in survey and elsewhere?
- c) Are allowed uses supported by the market?
  - i) To what extent are incentives and/or public infrastructure partnerships needed to induce identified uses to locate in the study area?
  - ii) To what extent do uses capitalize on investments at the US 36 interchange and Bus Rapid Transit station?
- d) Is the process for approving desired uses and desired character simpler and more predictable?

Principle 5 - Establish design regulations to ensure development closely reflects the community's vision for the corridor while accommodating creativity in design.
- a) Physical form should incorporate desires expressed in the community survey and elsewhere
- b) Ensure signage and landscape regulations allow for adequate business visibility without detracting from aesthetic qualities of the corridor
  - i) Does signage clearly direct visitors to businesses without appearing overbearing or too cluttered?
  - ii) Does landscaping provide for a pleasant visitor experience while still providing visibility to businesses?
- c) Allow flexibility to respond to changes in market requirements, design trends, and creativity in design

Principle 6 – Establish development regulations to meet the fiscal and economic goals of the City.
- a) Does the proposed plan demonstrate long-term, strong economic benefits for the corridor?
  - i) Are allowed uses complimentary and will they reinforce each other?
  - ii) Are allowed uses supported by the market and likely to locate in the corridor?
- b) Does the proposed plan demonstrate strong positive fiscal returns to the City?
  - i) Will the timing of development maintain sufficiently strong returns at all times?
  - ii) Are alternative funding or taxing schemes required to meet the City's other goals for the corridor?

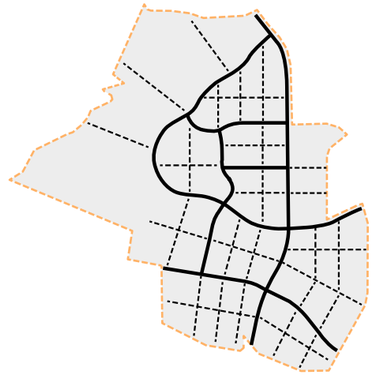
PRINCIPLES

Community Design Principles and Placemaking Concepts
The Project Principles and Measures of Success, along with additional public input and analysis, led to the development of the community design principles, development types, and placemaking concepts described on the following pages. While the above section directed the outcome of the plan, the following section provides general guidelines for development in the corridor. The community design principles provide goals for public and private investment in the corridor. The development types describe desired patterns of development for different subareas within the corridor. The placemaking concepts call for more specific items to be included in new development based on development type. These will all be incorporated into new design standards and guidelines to be developed after adoption of this plan.



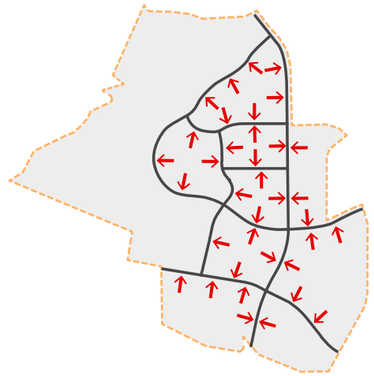
Improve McCaslin

- Safer and more pleasant street to use for all
- Clear distinction between street and driveways
- Buildings that face the street and are accessible from the sidewalk



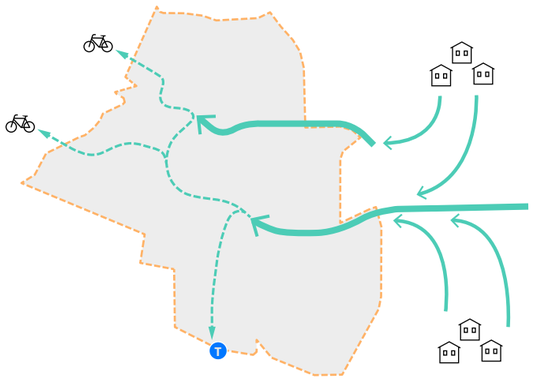
Smaller blocks

- Facilitate incremental development with smaller blocks
- Create transportation options with additional streets
- Eliminate confusion between driveways and roads



Development faces out

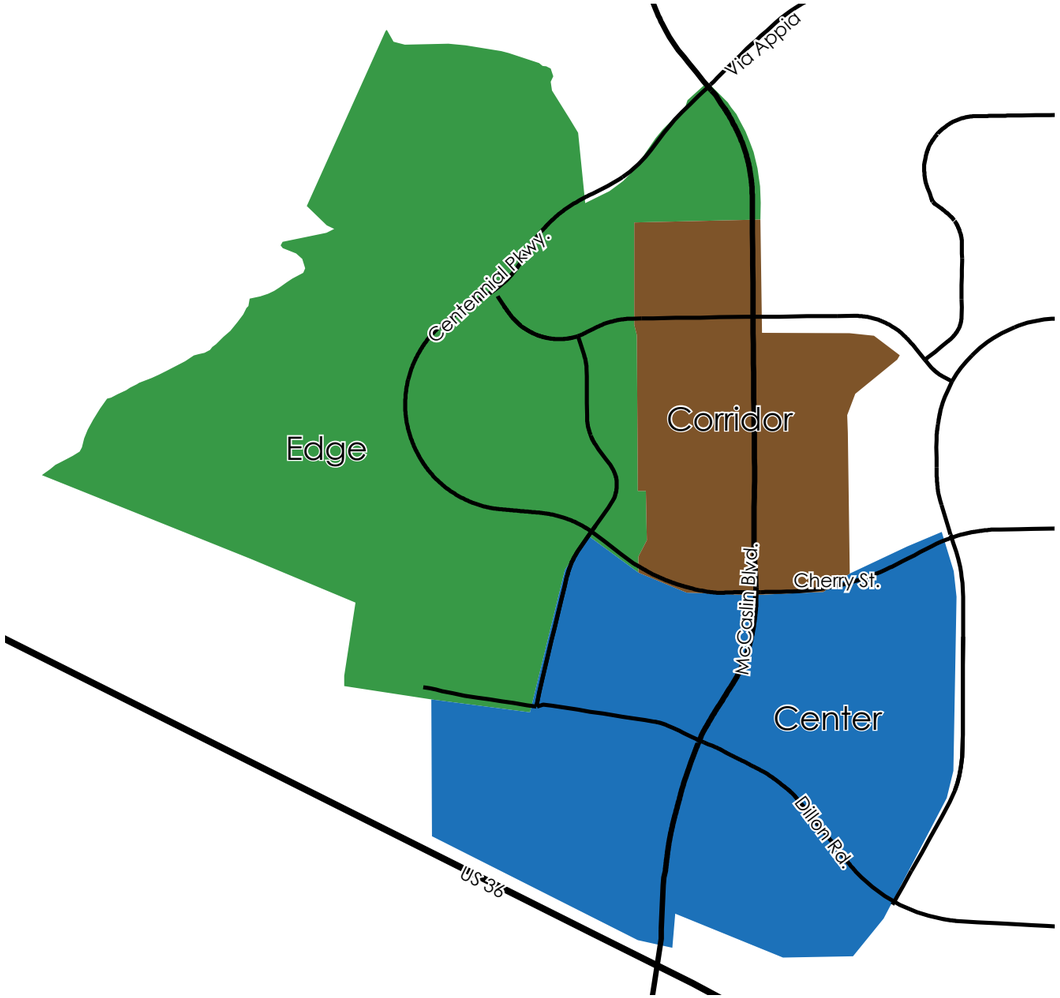
- Transition from inward-facing development to outward-facing development
- Make developments fully accessible from sidewalks
- Put parking on the interior of the site and locate buildings on the periphery



Connect residents to amenities

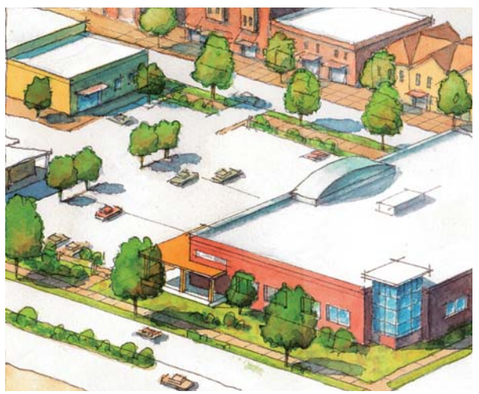
- Safer and simpler east/west connections
- Improvments to Cherry/Centennial and Century Drive
- Additional green fingers connecting to Davidson Mesa

Development Types
Development types 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. The types below correspond to the Development Patterns identified in the 2013 Comprehensive Plan update.



Center - corresponds to the urban pattern. Consists of small parcels with limited landscaping. Buildings are oriented toward streets and sidewalks with small, consistent setbacks. Pedestrian and bike connectivity is provided by street and sidewalk networks.

Edge - corresponds to the rural pattern. Consists of large parcels with natural landscaping. Buildings are clustered with significant setbacks from streets. Pedestrian and bike connectivity is provided by soft-surface trails.

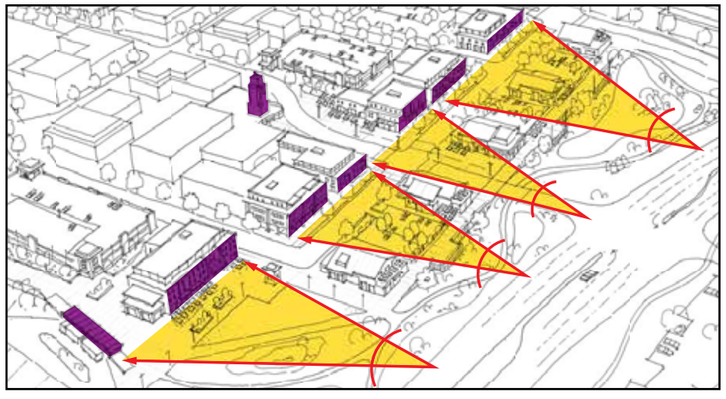


Corridor - corresponds to the suburban pattern. Consists of medium-sized parcels with more formal landscaping. Buildings are oriented toward streets and parking lots with varying setbacks. Pedestrian and bike connectivity is provided by large sidewalks, on-street bike lanes, and hard-surface trails.

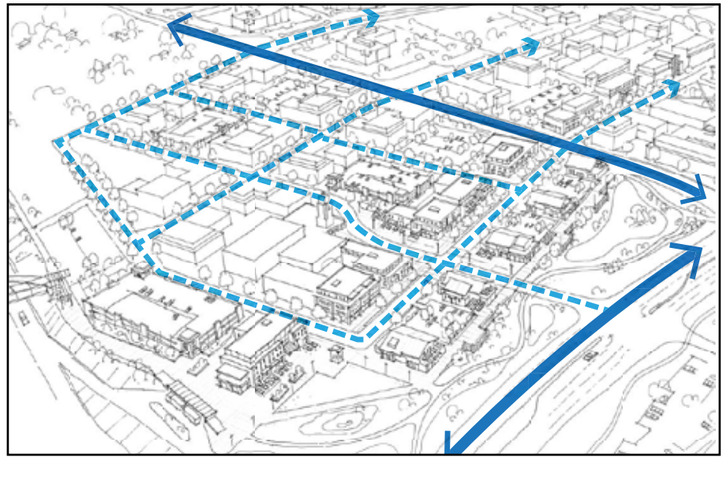
PRINCIPLES

Placemaking Concepts - Center

Gateway park – a well-landscaped park and transit plaza that creates an attractive and welcoming entry to the community; provides bikes and pedestrian access to the BRT station; and allows for better visibility into the site and station area



Views into the site – perpendicular streets and spaces that showcase destinations within the site

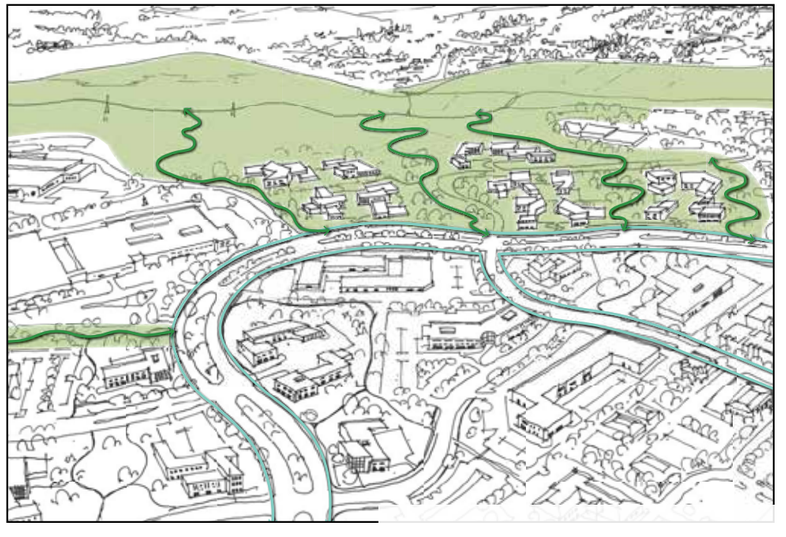


Smaller Blocks – a regular pattern of gridded streets that break down the scale of development to create more walkable blocks

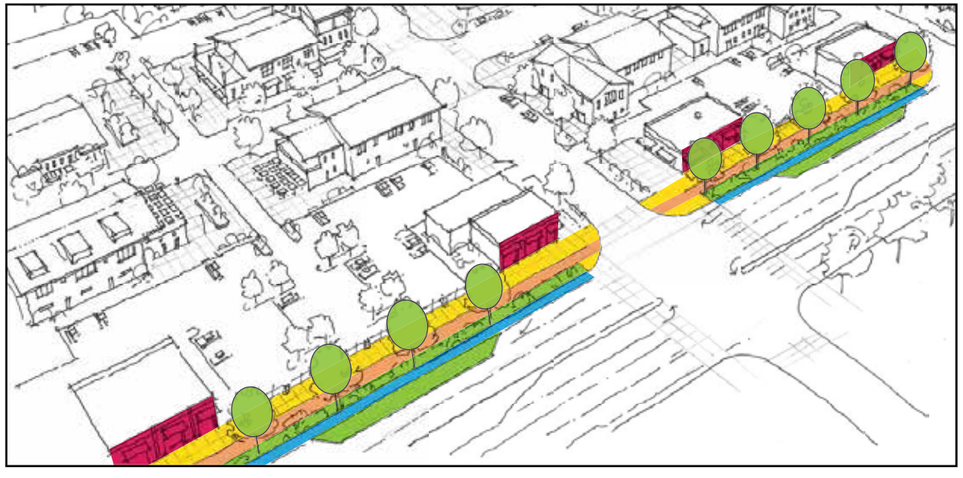
Placemaking Concepts - Edge

Cluster buildings – a pattern of smaller footprint, low-profile buildings arranged in close proximity to one another in order to preserve open space and views into Davidson Mesa

Green fingers – trail and open space corridors between development sites that preserve and enhance access to Davidson Mesa and local and regional trail networks



Placemaking Concepts - Corridor



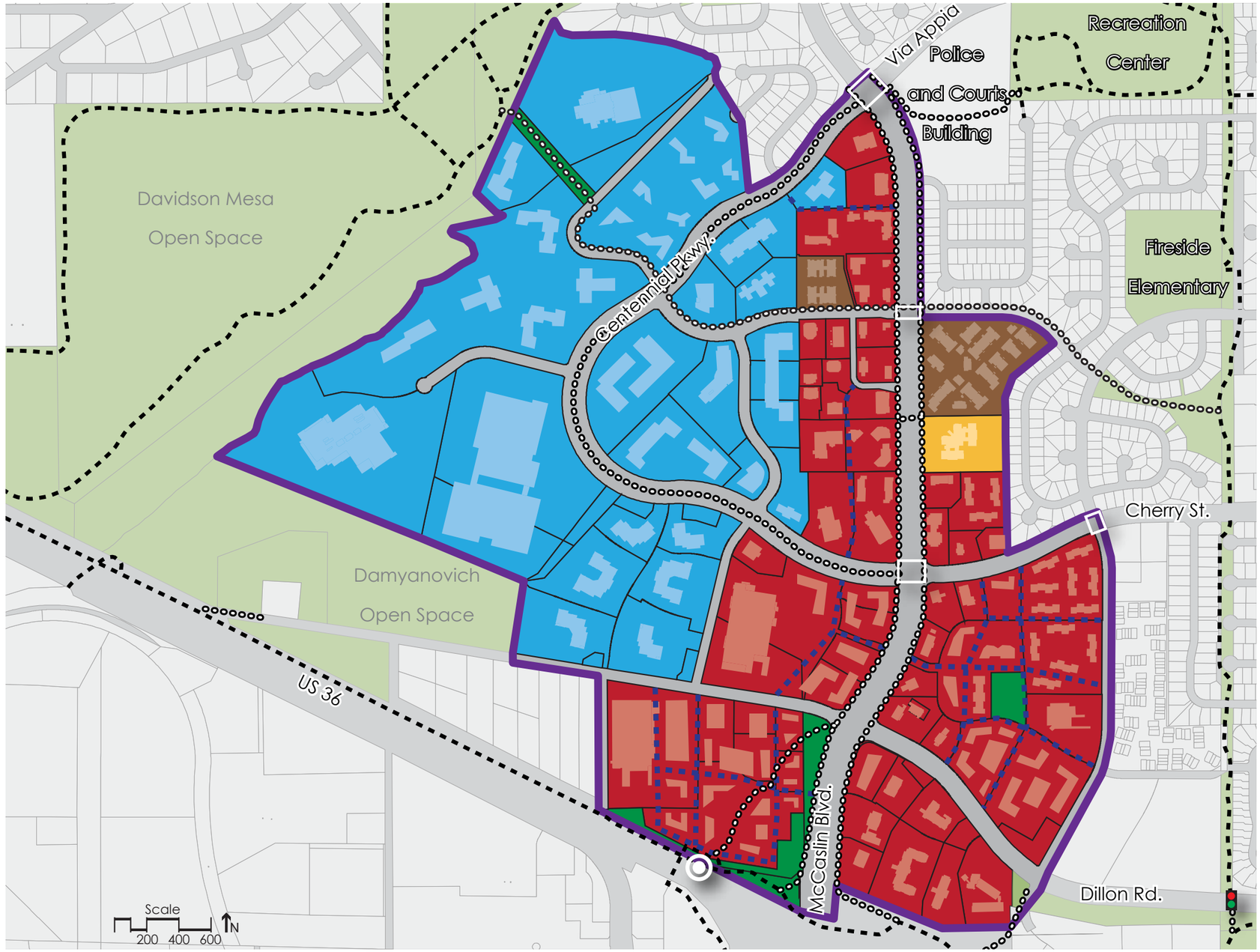
Active Edge – an engaging environment for walkers, bikers, and shoppers along McCaslin, including pedestrian and bicycle accommodations (sidewalk, multi-use trail, and on-street bike lane); landscaping and street trees; and active retail frontages with access from McCaslin

Views into the site – perpendicular streets and spaces that showcase destinations within the site

Core retail street – A street parallel to McCaslin would serve as the primary retail spine; new development features active ground-floor retail that addresses the street, as well as pedestrian-friendly streetscape and gathering spaces

Internal gathering spaces – green and/or hardscaped spaces (parks, plazas, courtyards, patios, ect.) that may be public or private and create places for gathering and commuity interaction within the site

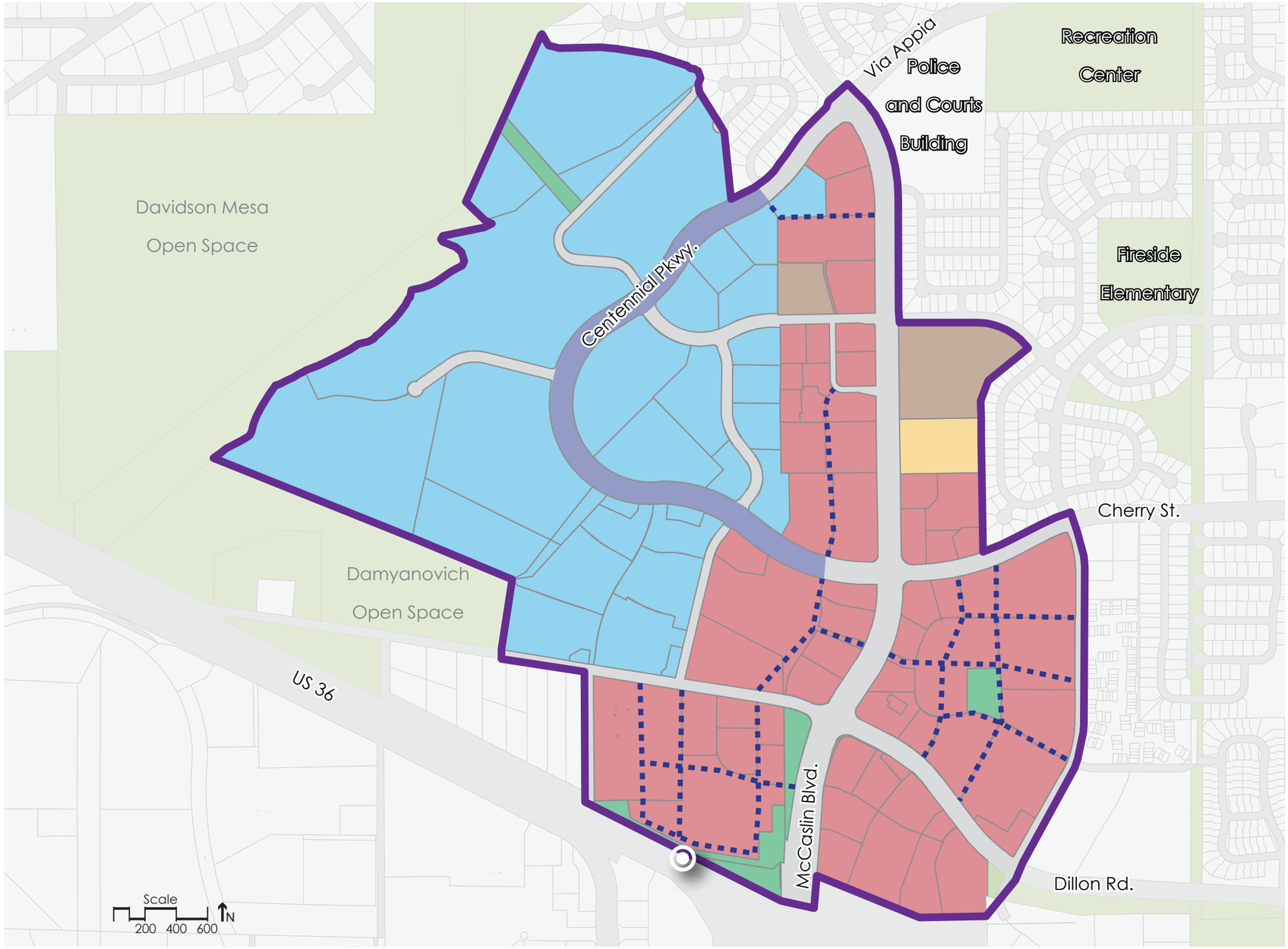
View from Davidson Mesa



Urban Design Plan

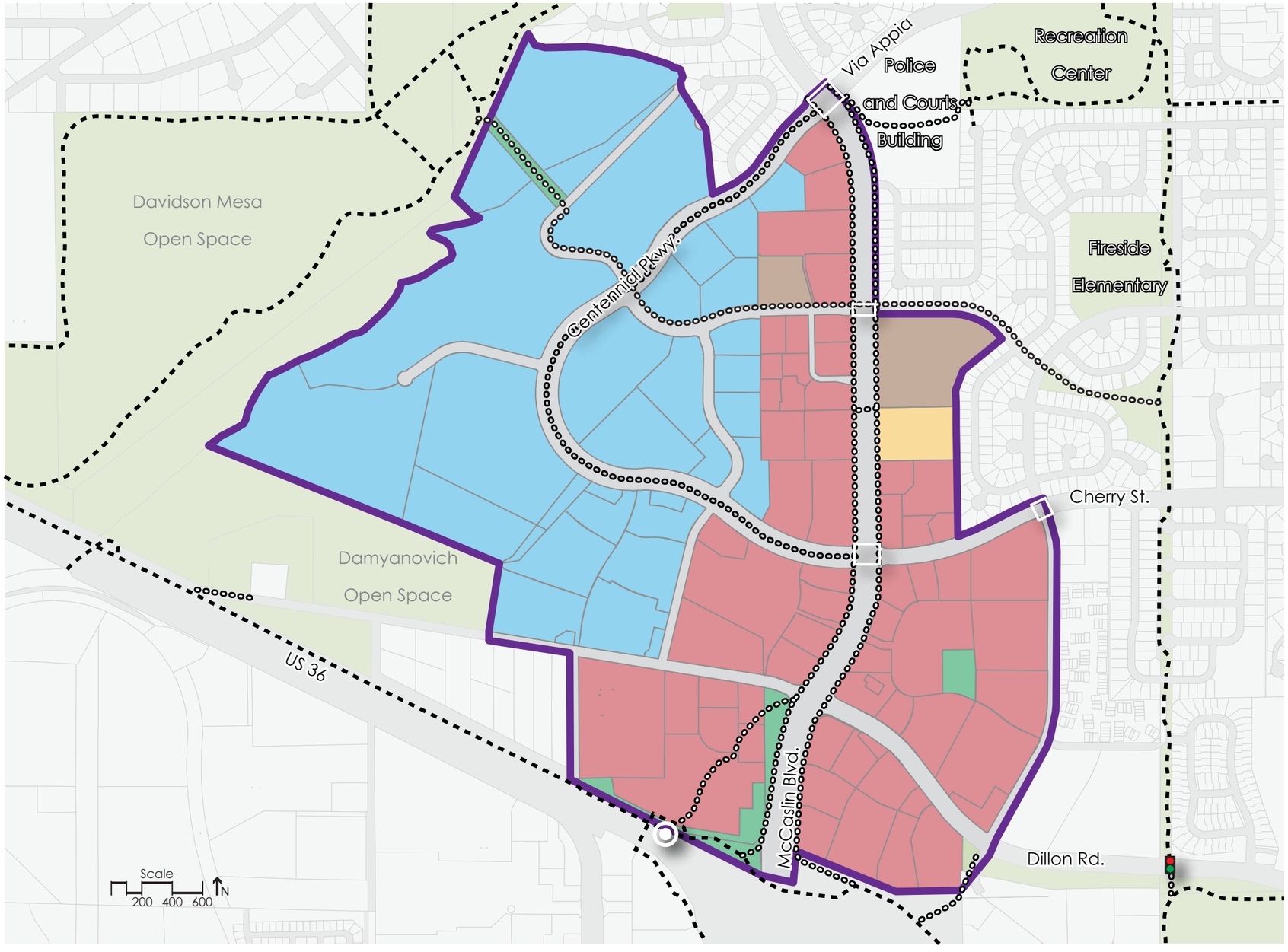
The urban design plan is a conceptual illustration of how the corridor could develop under this plan. It includes allowed land uses as well as footprints for existing, planned, and conceptual future buildings. The plan also includes transportation and pedestrian improvements further detailed on following pages. This map and the maps and illustrations that follow are conceptual and not intended to show the exact locations or designs of improvements.

- Existing Bus Rapid Transit Station
- Retail/Office
- Office
- Residential High Density
- Residential Medium Density
- Park
- Open Space



Street Improvement Plan

The street improvement plan shows where new automobile connections should be made. The plan does not call for any new public streets, but enhanced private connections between developments and the establishment of smaller street and block networks within larger superblocks. The streets and blocks shown on this plan are illustrative, with final locations and alignments to be determined as properties redevelop. The Plan also calls for Centennial Parkway to have only one travel lane in each direction for most of its length and change the existing outside lane to a bike lane and parking spaces. Additional roadway and streetscape improvements are detailed in the Roadway Plan and Traffic Improvement table below.



Pedestrian/Trails Improvement Plan
The trail improvement plan includes proposed new trails in and around the corridor, including enhanced sidewalks/trails along McCaslin Blvd. The plan also shows recommended locations for new or enhanced crosswalks and or signalized pedestrian crossings. The proposal for McCaslin Blvd includes a widened sidewalk, multi-use trail, and enhanced on-street bike lanes. The proposal for Centennial Pkwy is a soft-surface trail in the median and change the existing outside lane to a bike lane and parking spaces.

Parks and Open Space
The plan recommends a new green space and public plaza on the Parcel O (Sam's Club) site. The space can be acquired either through dedication or easement if and when the shopping center redevelops. The public space should provide a gathering spaces for residents, workers, and visitors in the corridor.

The plan also recommends acquiring land in the western portion of Centennial Valley to provide a new trailhead and connection to Davidson Mesa. The property can either be purchased, or acquired in conjunction with development, perhaps in exchange for zoning concessions.

Finally, the City should enhance the open space between McCaslin Blvd and Colony Square to create an attractive gateway instead of simply a landscape buffer.

- Existing trails
- New/enhanced trails/sidewalks/ crossings
- New/enhanced crosswalks
- New pedestrian signal

THE PLAN

Roadway Improvements

Roadway Improvements
The roadway improvements map provides an illustration of the transportation and trail improvements. More specifically, this plan calls for modifications to McCaslin Blvd described by intersection in the table to the right. These improvements will in some places help traffic function more efficiently or provide additional vehicular access, and in others will increase pedestrian safety and accessibility without significant detrimental impacts on traffic operations.

In addition, as properties develop and redevelop, pedestrian connections from streets and sidewalks to destinations inside developments must be provided.

Transit
As the corridor develops, the City should continue to capitalize on the investment in enhanced bus service at at the McCaslin Station. The recommendations in the First and Final Mile Study and other enhancements should be implemented to improve accessibility to and from the corridor and the rest of the City. The 228 route, which already serves the McCaslin Blvd corridor, should be periodically evaluated to ensure it is providing adequate service as development occurs. The City should continue to work with RTD and other partners to implement these enhancements.

McCaslin Blvd Traffic Improvements by Intersection	
Centennial Parkway/ McCaslin/Via Appia	Maintain intersection and stacking capability at the Via Appia and McCaslin connection, but for the rest of Centennial Parkway have only one travel lane in each direction and change the existing outside lane to a bike lane and parking spaces. Provide acceleration and deceleration right turn lanes with raised tables to and from the south.
Centennial Pavilion (North Entrance)	Reconfigure to allow eastbound left from access road.
Century Drive	Extend medians to create pedestrian refuges.
Shops at Centennial Valley/Centennial Center Driveways	Eliminate westbound left. Re-design to allow independent left turns to each driveway.
Centennial Parkway/ McCaslin/Cherry	Maintain intersection and stacking capability at the Via Appia and McCaslin connection, but for the rest of Centennial Parkway have only one travel lane in each direction and change the existing outside lane to a bike lane and parking spaces. Install raised tables in all channeled right turn lanes.
Parcel L/Parcel O Driveways	Install raised tables in all channeled right turn lanes.
Dillon Road	Construct third northbound through lane, new northbound right, and convert westbound right to yield condition.
Colony Square Access	Create new right-in, right-out access street on west side of McCaslin between Dillon Rd and US 36 to serve Colony Square.
Dahlia Drive and Cherry Street	Eliminate acceleration and deceleration lanes on eastbound Cherry. Extend medians to create pedestrian refuges.

Transit Oriented Development
Louisville is fortunate to have benefited from several very significant public investments in regional transportation improvements at McCaslin and Highway 36 (McCaslin Station). McCaslin Station is an integral connection in the US 36 Bus Rapid Transit (BRT) system. This BRT system was funded and constructed with the intention to provide and enhance access to employment centers, schools, educational institutions, retail, parks, open space, recreation and community resources for all populations along the corridor. These investments have provided Louisville with new and exciting opportunities to improve its connectivity locally and within the region.

Generally, Transit Oriented Development (TOD) is thought of as a type of development that encourages residents, visitors, and workers to drive less and better utilize transit. TOD would place emphasis on pedestrian and bicyclist-friendly development, and first and last mile connections that enable better multi-modal access to and from the McCaslin BRT station and other points within Louisville

Looking forward into the future, Louisville should consider how this robust transportation infrastructure can help the City improve its economic prosperity and overall quality of life for its residents. While not specifically addressed in the McCaslin Small Area Plan, the City should begin thinking strategically about how the McCaslin area might evolve to better support the use of transit and its potential benefits towards economic sustainability, business development and retention, environmental stewardship, and quality of life in Louisville.

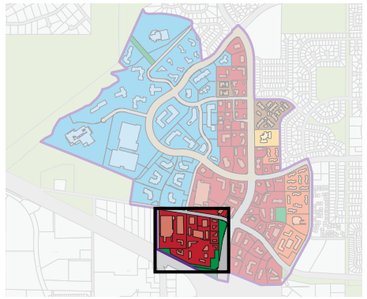
As redevelopment naturally occurs, the City should recognize that the McCaslin Station area provides a unique opportunity that if properly planned could:

- Encourage pedestrian activity and discourage automobile dependency;
- Support improved commuting into the City to places of employment using transit and other multi-modal options with particular attention to first mile-last mile challenges;
- Contribute to the economic growth and increase the fiscal success of the McCaslin corridor by making the area a more desirable place to locate and operate a business;
- Enable more of the local work force to live in the community; and,
- mprove the environmental sustainability and stewardship of the City

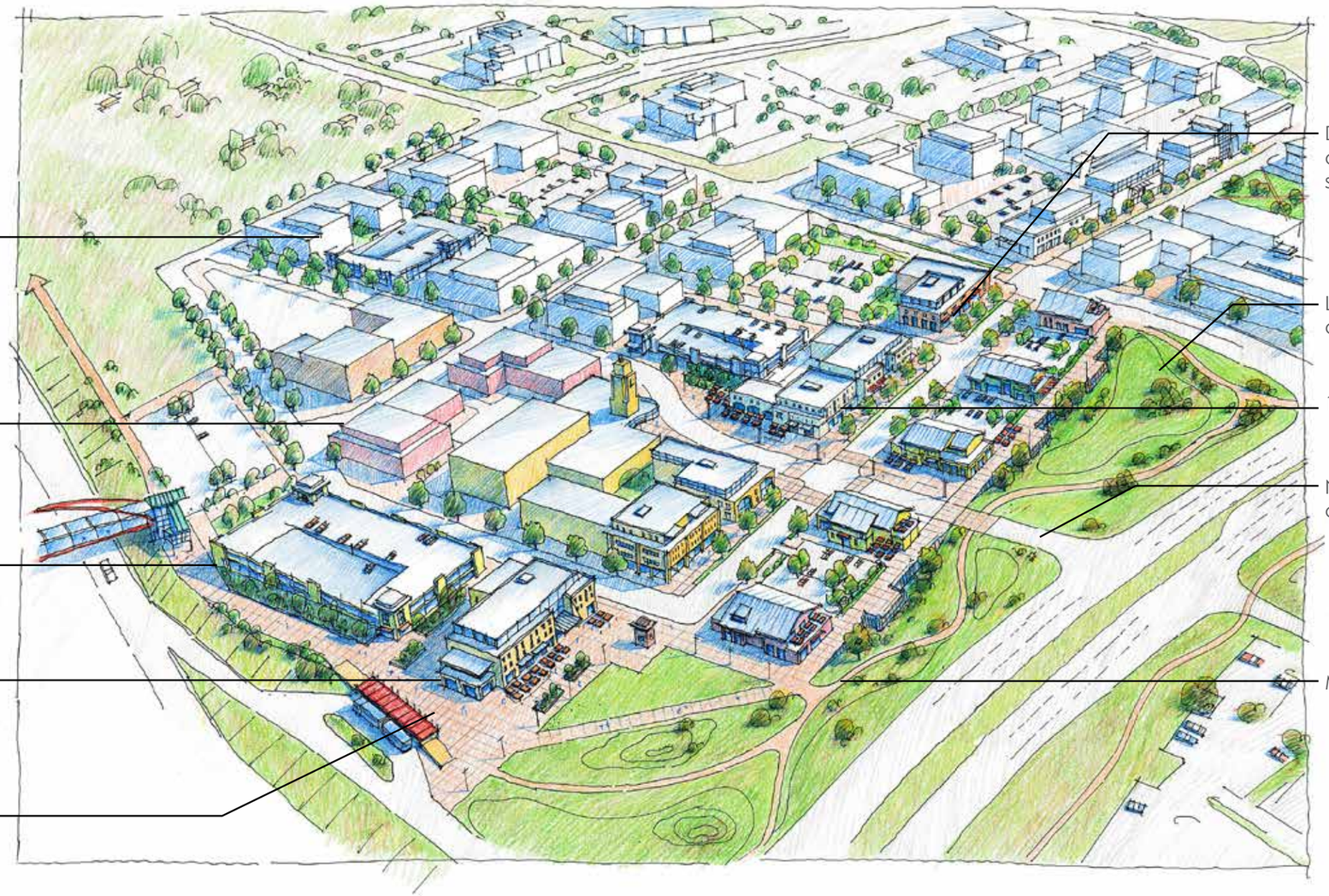
Louisville needs to continue the community dialogue to help define appropriate transit oriented development that would be unique to the Louisville community and leverage its enhanced transportation infrastructure, while recognizing the community's desire to maintain its character and small-town community values.

While the McCaslin Small Area Plan does not contemplate any changes to the current 2013 Comprehensive Plan policies for transit oriented mixed-use development, the community can consider future opportunities through the City's Comprehensive Plan amendment and rezoning processes if appropriate opportunities arise.

THE PLAN



Colony Square Concept Illustrative
Center Development Type



Office grows from existing office

Introduction of new roads creates smaller blocks

Shared parking

Ground floor retail with office above

Transit plaza

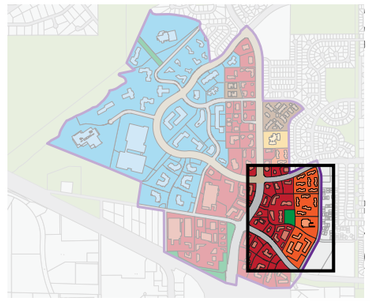
Development faces out onto primary and secondary streets

Landcape area creates a gateway

10-20 foot setbacks

New right-in/right-out access

Multi-use trail connection



Parcel O Concept Illustrative
Center Development Type

1-2 story buildings along McCaslin

Mix of hard and soft landscaping

A variety of building styles

Not a consistent street wall

Wide sidewalks with landscaping

Design concepts do not preclude large-format retail

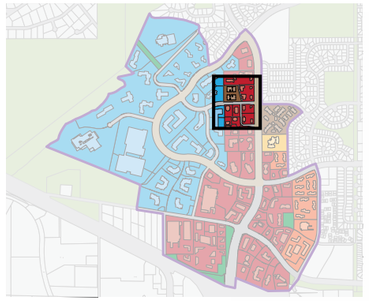
Public and private green spaces and plazas

Mix of surface and structured parking

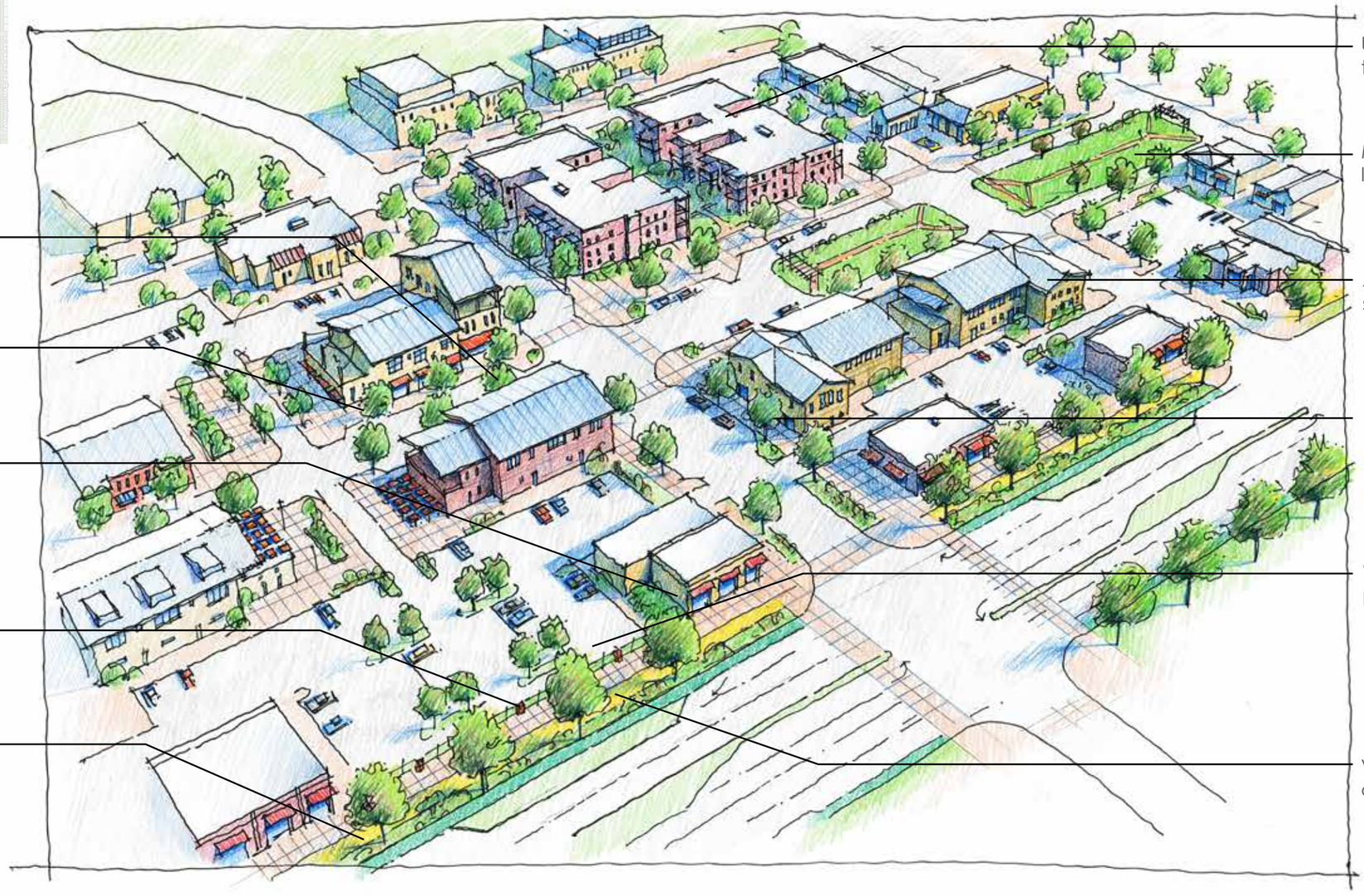
Up to 3 stories within the development

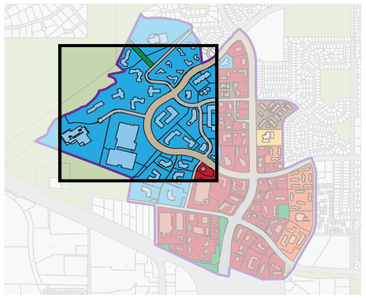
Views into the development

THE PLAN



Centennial Pavilions Concept Illustrative Corridor Development Type

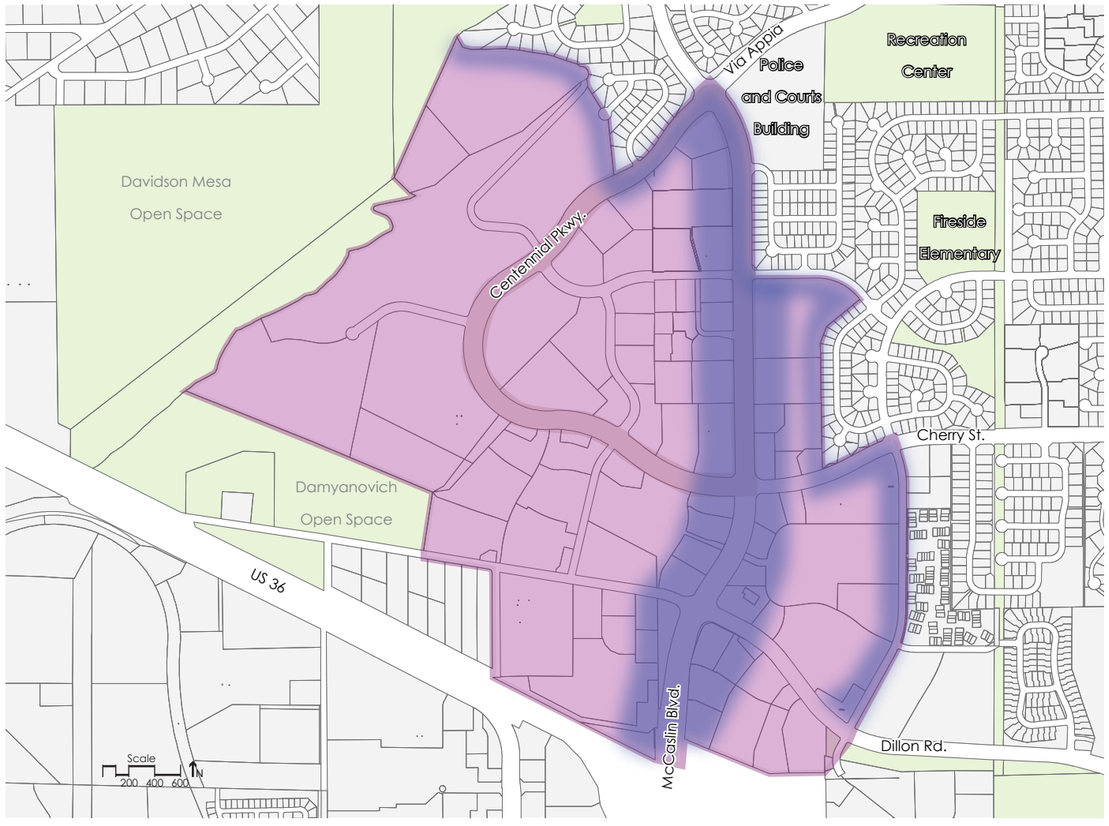




Centennial Valley Concept Illustrative
Edge Development Type

THE PLAN

Building Height Plan
The building height plan shows where different heights are allowed in the corridor. Buildings along McCaslin Blvd should be a mix of one and two stories. Further back from the corridor, buildings should be a mix of two and three stories. In addition, residential protection standards relating to height, setbacks, landscaping, and other design elements will be developed to ensure existing residential neighborhoods are not adversely impacted by new development. These conditions and standards are to be further defined in the new design standards and guidelines for the corridor.



Maximum 2 stories

Maximum 3 stories

363 Centennial Parkway

Development Impact
This plan modifies allowed land uses in the corridor and the amount of development allowed. The tables below show what development is currently in the study area and how much more development could occur under this plan at full buildout. The numbers below represent the preferred alternative land use plan, which is a combination of the popular elements of the three alternatives presented at the third Placemaking Workshop. The preferred alternative represents a reduction from what the existing zoning allows at the time of adoption, mostly because of the decreased height allowances.

Existing Development in Study Area		
Retail	897,781	Square feet
Office	1,769,692	Square feet
Residential	277	Units
Employees	7,993	People
Residents	333	People

Projected 20 Year Increase under proposed scenario		
Retail	470,872	Square feet
Office	1,468,006	Square feet
Residential	0	Units
Employees	5,909	People
Residents	0	People

Fiscal Impact

The table below shows the projected 20 year cumulative fiscal impact based on the projected maximum buildout and the City's 2015 fiscal model. This is the impact from new development, which will be in addition to the areas current positivie fiscal impacts. As required by the 2013 Comprehensive Plan update, the area will have a positive fiscal impact.

20 Year Cumulative Fiscal Impact	
Revenue by Fund	
General Fund	$27,892,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$3,960,000
Lottery Fund	$0
Historic Preservation Fund	$1,458,000
Capital Pojects Fund	$11,822,000
TOTAL REVENUE	$45,132,000
Expenditures by Fund	
General Fund	$15,106,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$31,000
Lottery Fund	$0
Historic Preservation Fund	$0
Capital Projects Fund	$4,970,000
TOTAL EXPENDITURES	$20,107,000
Net Fiscal Result by Fund	
General Fund	$12,786,000
Urban Revitalization District Fund	$0
Open Space & Parks Fund	$3,929,000
Lottery Fund	$0
Historic Preservation Fund	$1,458,000
Capital Projects Fund	$6,853,000
NET FISCAL IMPACT	$25,025,000

Traffic Impact

The table below summarizes traffic impacts by using the amount of time it would take a car to travel the length of the McCaslin Blvd corridor during the morning and evening rush hours. The buildout of the corridor, particularly the substantial amount of potential office development in Centennial Valley, will significantly increase peak-hour traffic. Because the preferred alternative entails less total development than the current regulations allow, the buildout travel times presented below are faster than they would be under a no-change alternative. Most of the additional delay would occur at the Dillon Rd and McCaslin Blvd intersection and are mitigated to some extent by the proposed improvements to that intersection described above.

McCaslin Blvd Corridor		
Average Corridor Travel Time		
	Northbound	Southbound
Existing Network		
AM Peak	2 min 13 sec	2 min 30 sec
PM Peak	2 min 24 sec	2 min 27 sec
Buildout		
AM Peak	3 min 45 sec	6 min 40 sec
PM Peak	5 min 0 sec	5 min 0 sec

Schools Impact

Because there is no additional residential development allowed in the McCaslin Blvd area under this plan, there will be no impact on the schools.

McCaslin Station

Centennial Valley sculpture

The major recommendations of the plan will be implemented through the adoption of new design standards and guidelines for the corridor. The design elements highlighted in the Plan section will serve as the basis for the new guidelines, which will need to be reviewed by Planning Commission and adopted by City Council. The new design standards and guidelines will ensure future private development in the corridor complies with the community's vision and this plan. Funding for this will come from the City's annual operating budget.

Public improvements in the corridor will be implemented either by City funding, contributions from private developers, or a combination. The City's annual capital improvement program budgeting process provides an opportunity for the City to fund and construct infrastructure. The capital improvements listed in the table below are recommended for inclusion in upcoming budgets to help meet the goals of the plan. The timeline is intended to guide requests as funding and opportunity allows.

Some public infrastructure may be built and paid for by private property owners in conjunction with development of their property. The City may require such improvements if the need for them is identified in an adopted plan, such as this one. Some of the capital improvements identified in this plan and listed below can be required from private development projects, and some may be funded or built jointly by the developer and the City.

Infrastructure design, whether built by the City or by private developers, must meet the applicable local, state, and federal construction standards. The construction standards control the design of streets, sidewalks, and public utilities. The standards will need to be updated along with the design standards and guidelines so public infrastructure conforms to the principles of this plan. In addition, most of the infrastructure improvements called for in this plan have not been engineered yet, so they will continue to be evaluated and modified as design work proceeds.

The plan also calls for additional public spaces, including plazas, parks, and open space. The Parcel O public space should be acquired when and if the shopping center redevelops. The Davidson Mesa trailhead should be acquired either through purchase or in conjunction with development.

Cost Estimates

Cost estimates in the table below use broad ranges because the improvements have not been designed yet and to account for changing construction costs. Estimates are categorized as follows:

$	Less than $100,000
$$	Between $100,000 and $500,000
$$$	Between $500,000 and $1 million
$$$$	More than $1 million

Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
PLANNING (Operating Budget)					
McCaslin Blvd Design Guidelines	New design standards and guidelines for the study area based on this plan	$	•		
Rezonings	Rezone properties in accordance with this plan when they redevelop	$			
DESIGN AND CONSTRUCTION (Capital Budget)					
Parks and Public Spaces					
Davidson Mesa Trailhead	New trailhead off of Centennial Pkwy to access Davidson Mesa	$$$$		•	
Parcel O Public Space	Public plaza and green space in the Parcel O (Sam's Club) development				
Colony Square Improvements	Enhance open space between Colony Square and McCaslin Blvd to create gateway	$$$			•
Pedestrian and Bicycle Connections					
Pedestrian crossing between Century and Cherry	New pedestrian crossing mid-block on McCaslin between Century and Cherry	$$		•	
Connection to Park'n'Ride	Create pedestrian/bike connection from McCaslin/Dillon intersection to bus station	$$		•	
Pedestrian signal on Dillon	New pedestrian crossing connecting Powerline Trail with Coal Creek Trail	$$	•		

IMPLEMENTATION

Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
Trails					
Multi-use path on McCaslin	Convert sidewalks to multi-use paths on both sides of McCaslin from US 36 to Via Appia	$$$			•
Mulit-use path on Centennial Pkwy	Create multi-use path in the median on Centennial Pkwy	$$$			•
Centennial Pkwy to Davidson Mesa	Create trail connection from Centennial Pkwy to new trailhead at Davidson Mesa	$$		•	
Century Dr West	Create multi-use path connection along Century between McCaslin and Centennial Pkwy	$		•	
Century Dr East	Create multi-use path connection along Century between McCaslin and Powerline Trail	$$		•	
Connection from 36 to Dillon	New trail connection from US 36 bikeway to Dillon Rd sidewalk near La Quinta Inn	$		•	
Connection accross Police property	New trail connection from trails on Rec Center property to McCaslin/Via Appia intersection	$		•	
Roadways (Private)					
Connection West of McCaslin	New vehicular access between Key Bank and McCaslin Plaza (Chipotle shopping center)				
Connection from McCaslin to Centennial Pkwy	New driveway connecting McCaslin to Centennial Pkwy north of Centennial Pavilions				
Colony Square Access	New right-in-right-out access from McCaslin to Colony Square				
Internal Street Network - Parcel O	Create internal street and block pattern within the development				
Internal Street Network - Parcel L1	Create internal street and block pattern within the development				
Internal Street Network - Colony Square	Create internal street and block pattern within the development				
Pedestrian Crossings/Traffic Calming					
McCaslin and Via Appia	Add speed table in right turn lanes	$			•
McCaslin and Century Drive	Extend McCaslin medians to create pedestrian refuges	$		•	
McCaslin and Cherry	Add speed table in right turn lanes	$			•
Parcel O/Parcel L1 Accesses	Add speed table in right turn lanes	$			•

Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
Roadway					
Centennial Pkwy	Install curb bump-outs at intersections and reduce to one lane	$$$			•
Intersection Improvements					
Dillon and McCaslin	Add additional northbound through lane	$$$$			•
Cherry and McCaslin	Modify to accommodate reduced width of Centennial	$$$			•
Cherry and Dahlia	Remove acceleration and deceleration lanes	$$$			•
Via Appia and McCaslin	Modify to accommodate reduced width of Centennial	$$$			•
Median Improvements					
Median north of Cherry	Modify center median to allow left turn into Shops at Centennnial Cenennial Valley & Centennial Center (Key Bank/Starbucks shopping center)	$			•
Median north of Centennial Pavilion	Modify center median to allow left turn onto McCaslin from drive north of Centennial Pavilion	$			•
Bike Lanes					
McCaslin Blvd	Enhance bike lanes on McCaslin between US 36 and Via Appia	$			•
Centennial Parkway	Add bike lanes	$	•		

PLANNING AND BUILDING SAFETY
DEPARTMENT
749 Main Street
Lousiville, Colorado 80027

(303) 335-4592

planning@louisvilleco.gov

www.louisvillco.gov

City of Louisville
COLORADO • SINCE 1878