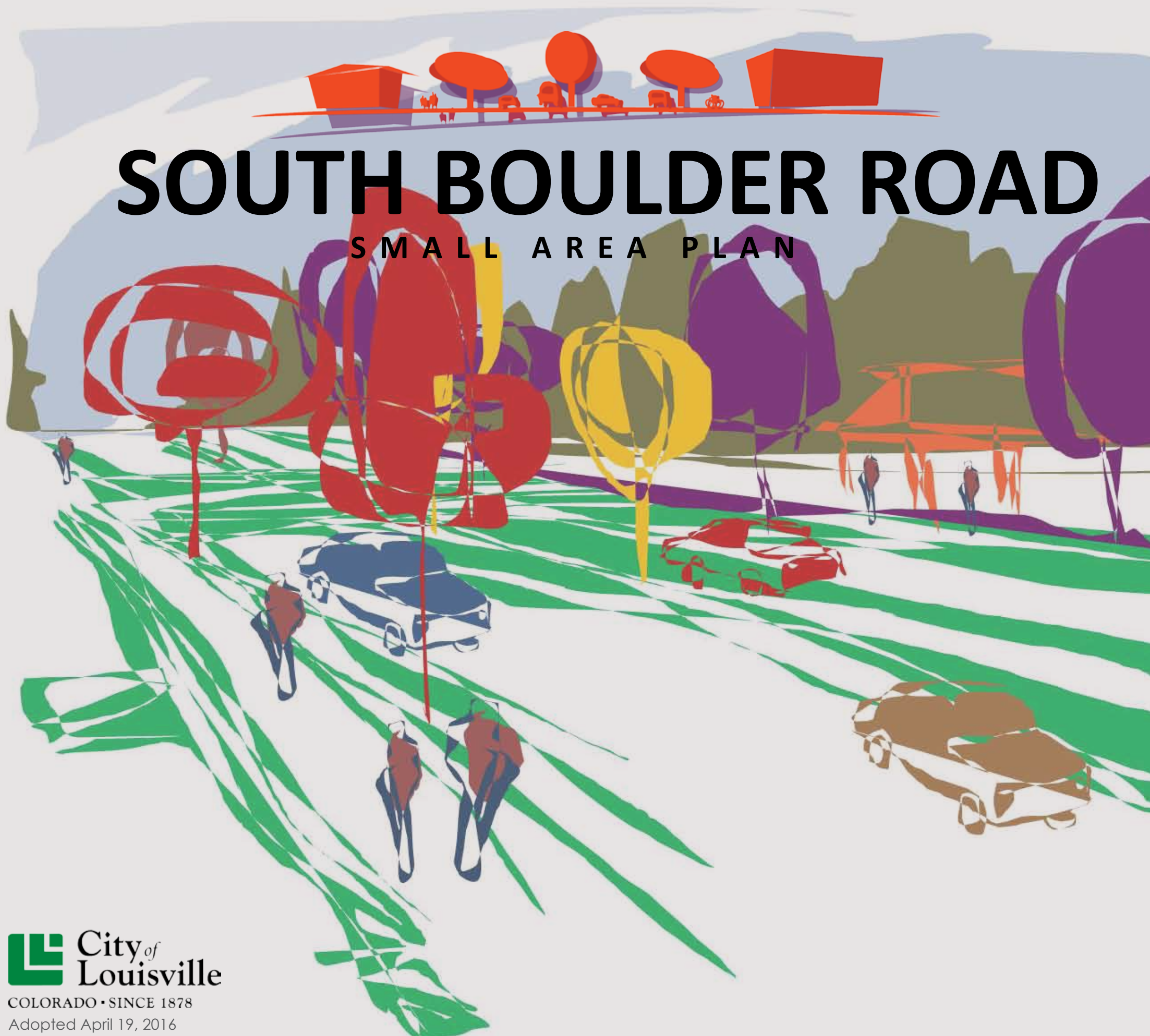


SOUTH BOULDER ROAD

SMALL AREA PLAN





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 Jeff Lipton, Mayor Pro Tem, Ward 2
 Jay Keany, Ward 1
 Chris Leh, Ward 1
 Susan Loo, Ward 2
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Planning & Building Safety Department

Scott Robinson, Project Manager
 Troy Russ, Planning and Building Safety Director
 Sean McCartney, Principal Planner
 Lauren Trice, Planner I
 Monica Garland, Senior Administrative Assistant

City Staff

Malcolm Fleming, City Manager
 Heather Balser, Deputy City Manager
 Aaron DeJong, Economic Development Director
 Kevin Watson, Finance Director
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 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

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



South Boulder Road Walkability Audit

ACKNOWLEDGMENTS i

INTRODUCTION 1

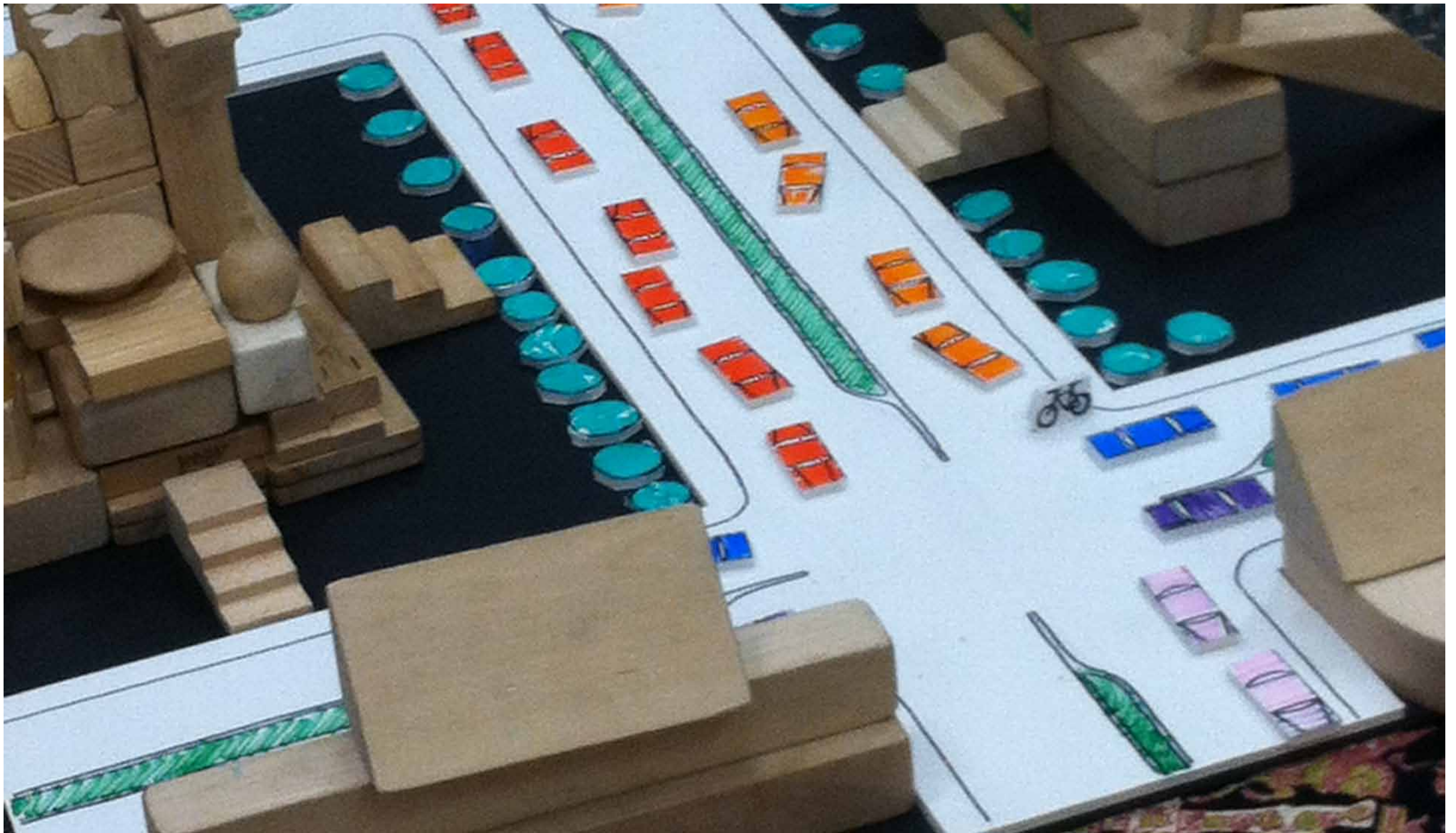
PROCESS 3

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Children's activity at South Boulder Road Kick-off Meeting

The South Boulder Road area of Louisville began being annexed into the City in the late 1970s. Development occurred intermittently and 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 South Boulder Road area should continue to evolve.

Purpose

The South Boulder Road 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 South Boulder Road 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

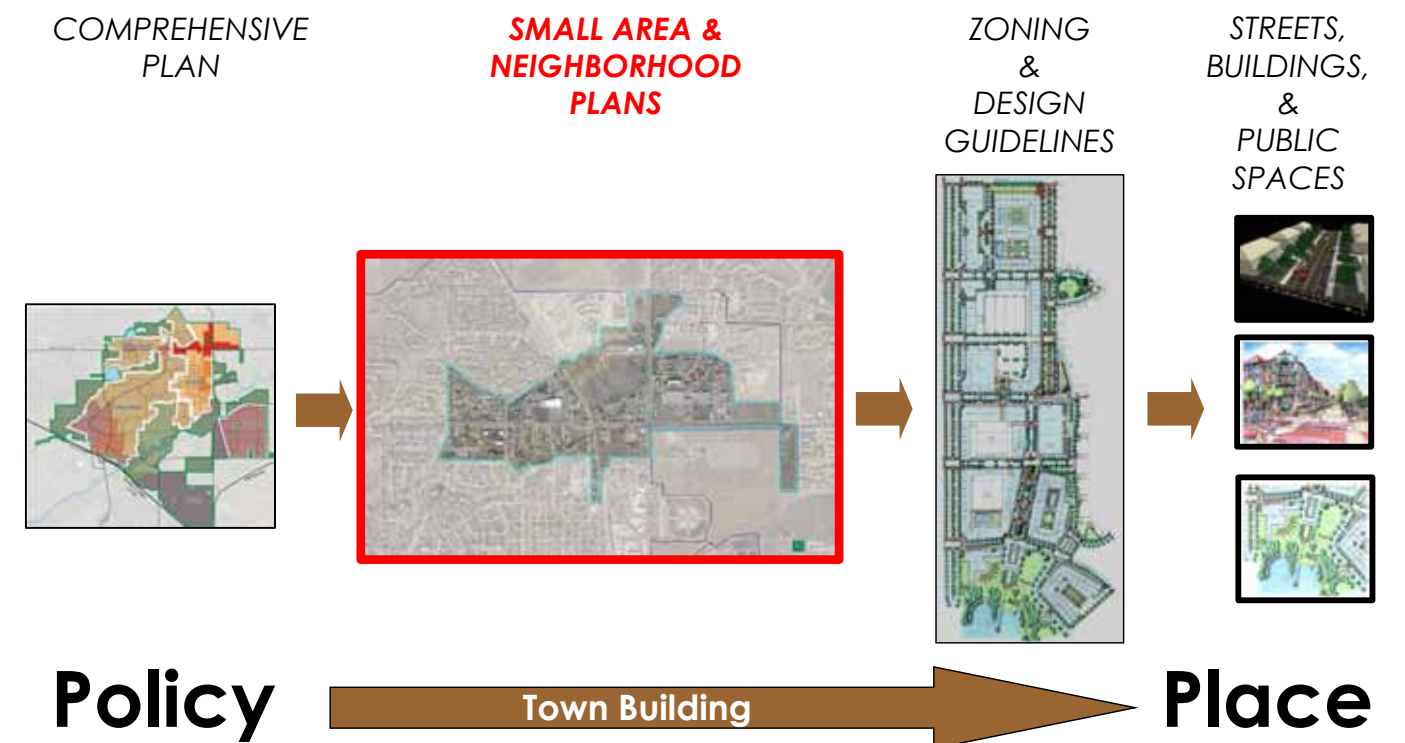
The Comprehensive Plan created a framework to address these purposes through changes in land use, design, and infrastructure. The South Boulder Road small area plan takes that framework a step further by setting guidelines for how design and land use regulations should be changed and identifying what 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 South Boulder Road 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 South Boulder Road 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.





South Boulder Road Kick-off Meeting

The South Boulder Road small area plan was developed through a five-step process and involved extensive input from residents, both 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 stakeholder interviews in December, 2013, with residents, property owners, and business owners in and around the corridor. They discussed their views on the study area and how they would like to see it evolve. Questions were also posted on the City’s discussion website, EnvisionLouisvilleCO.com, allowing anyone in the community to provide early input.

A public Kick-off Meeting was held in October, 2014. Over 120 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 a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis (see page 13) and the Measures of Success, which were endorsed by Planning Commission and City Council.

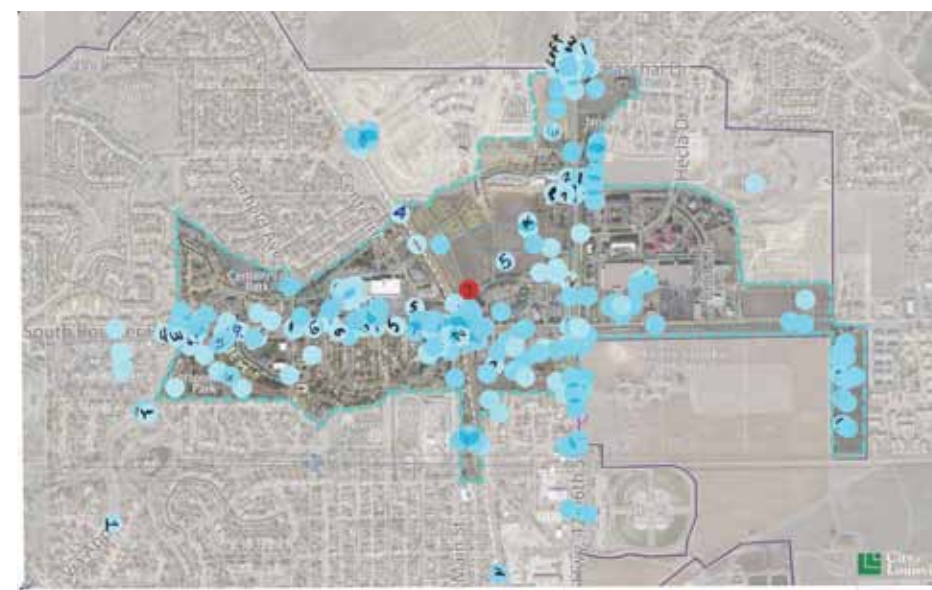
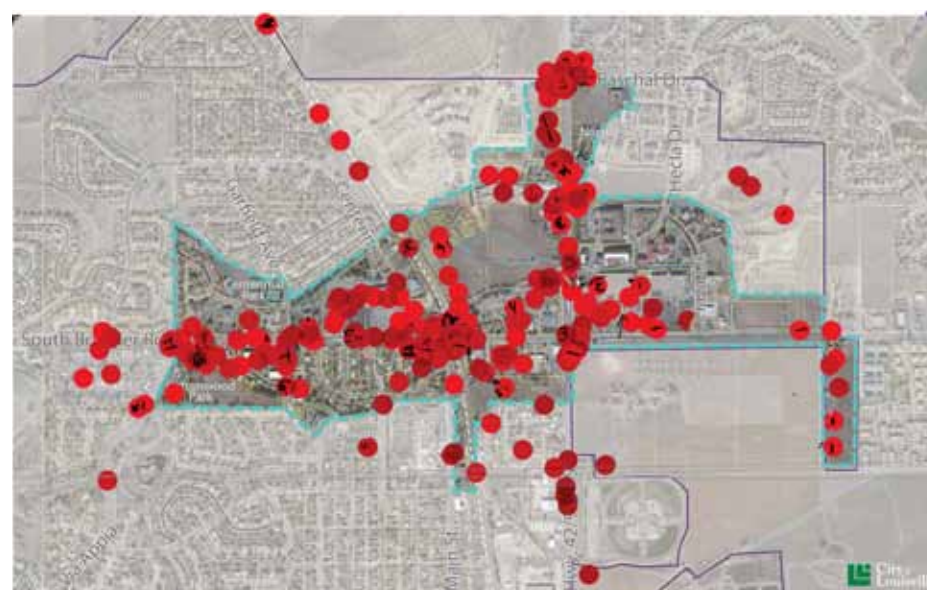
Step 2 – Corridor Analysis

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.

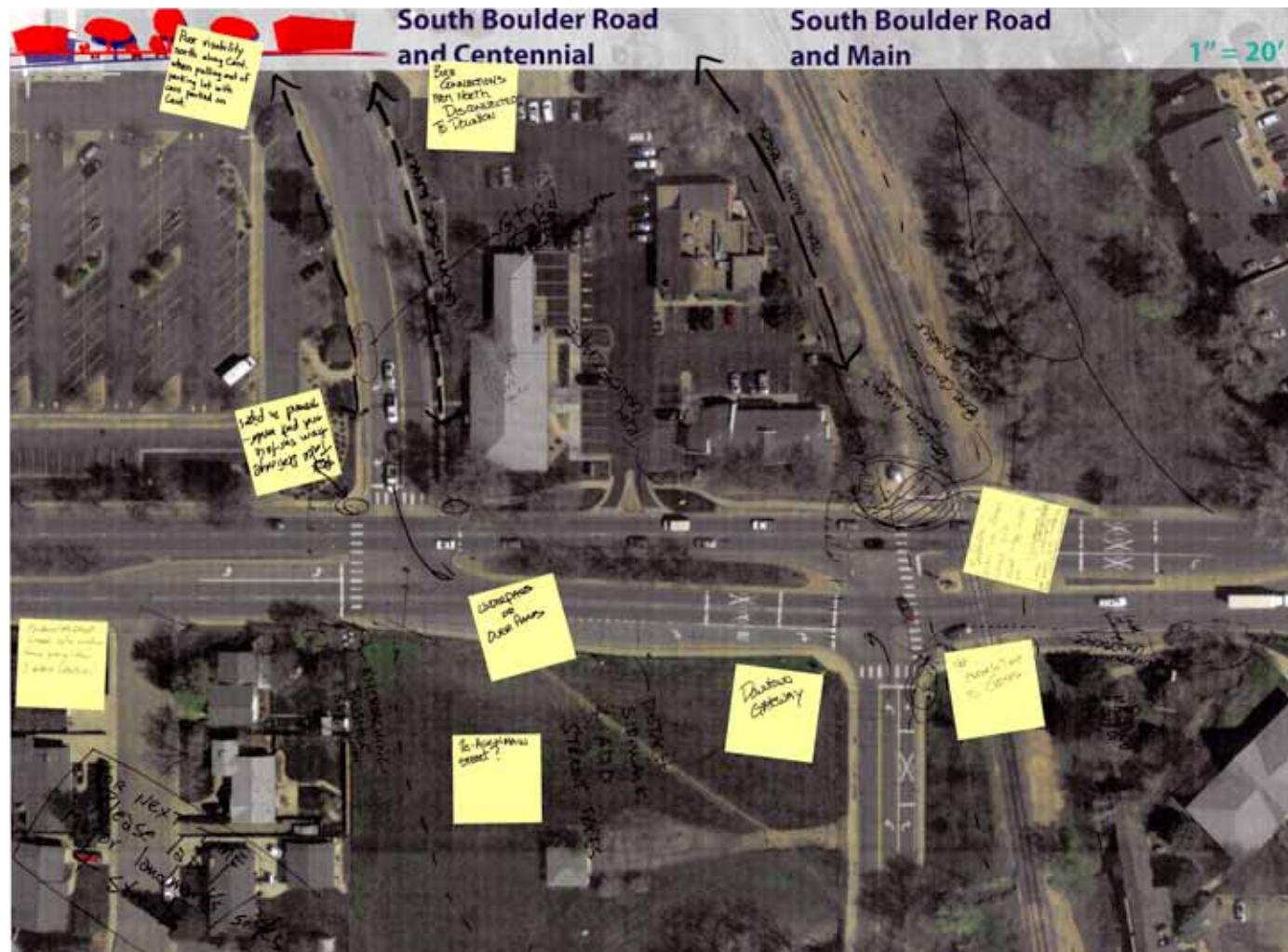


Community members participating in the South Boulder Road Walkability Audit



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

PROCESS



Ideas for improving the Main and Centennial intersections from Placemaking Workshop #1

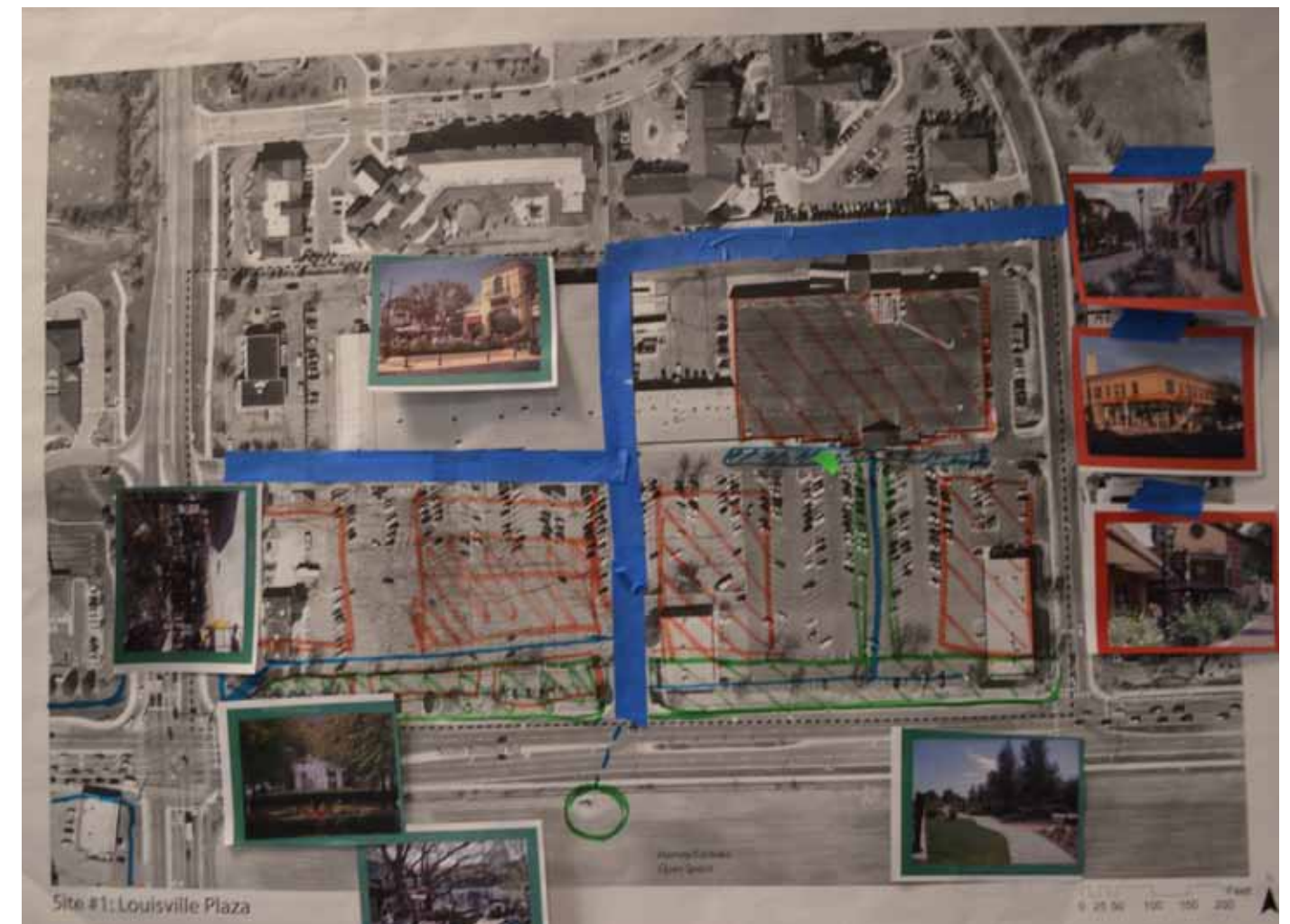
Attendees reviewed the major intersections in the corridor and the corridor as a whole, identifying opportunities where connections could be enhanced. The City also conducted a mail and internet survey of 1,200 randomly selected homes throughout the community to receive input on the desired land uses and physical character for the corridor.

Step 3 – Development of Alternatives

Three alternative development scenarios were created based on the community's desires for the corridor. A second Placemaking

Workshop was held in February, 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. Planning Commission



Proposed development at Louisville Plaza from Placemaking Workshop #2

and City Council reviewed and refined the alternatives before endorsing them.

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 November, 2015, where attendees were asked to identify the character elements, transportation improvements, and buildout scenarios they preferred.

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 public 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

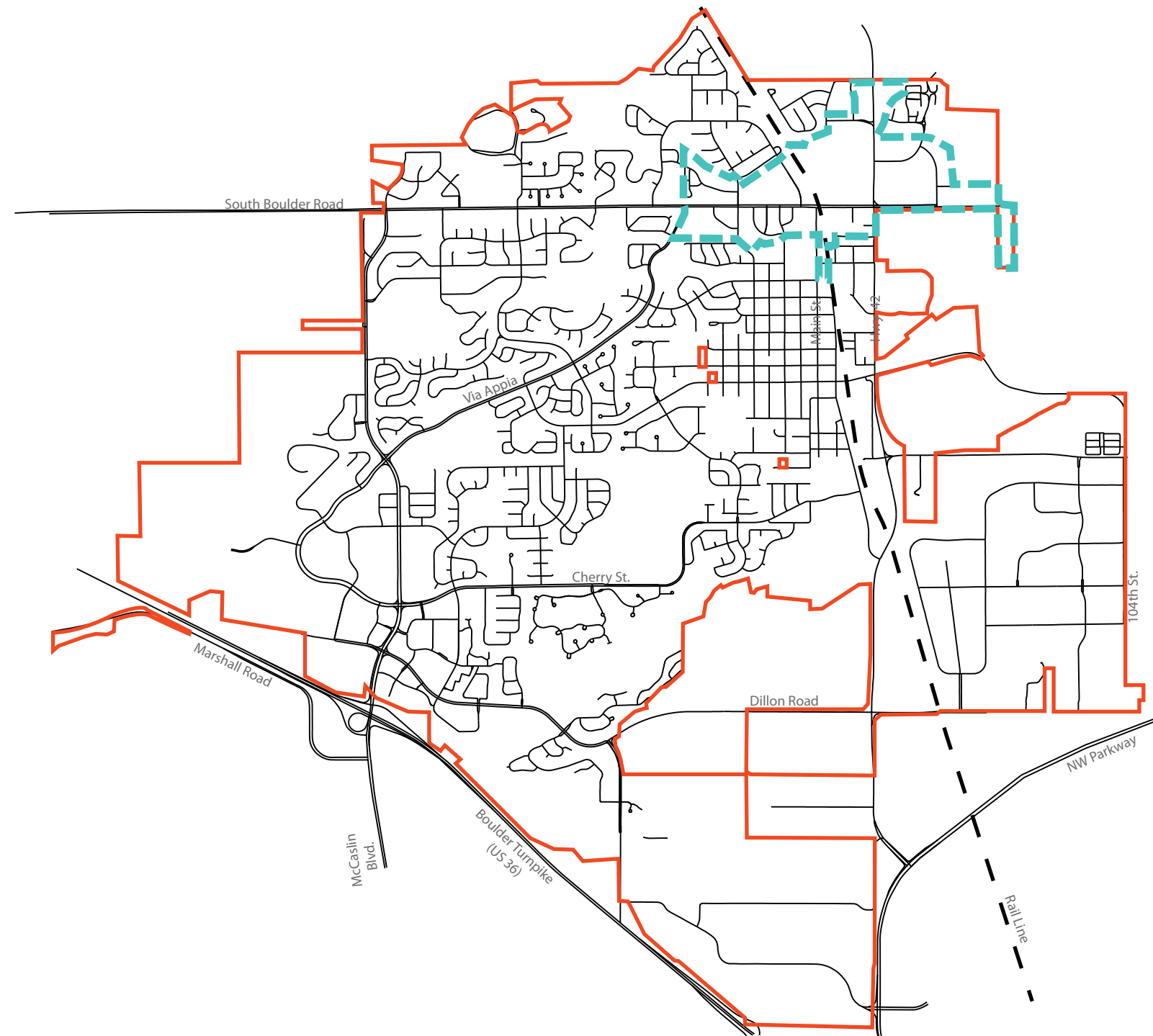
public hearings. The South Boulder Road small area plan was adopted by City Council on April 19, 2016.



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



City-wide Context



The study area for the South Boulder Road small area plan is in the northeast portion of Louisville, stretching along South Boulder Road from Via Appia to the west to the City limit with Lafayette to the east. The study area includes areas on both sides of South Boulder Road, and extends north along Hwy 42/96th Street to the City limit at Paschal Drive.

History

With a modest beginning as a narrow dirt road connecting small mining towns and farms, South Boulder Road follows the township and range system laid out in the early 1860s across Boulder County. South Boulder Road is just outside of the area that Louis Nawatny platted in 1878 for the small mining town of Louisville. The Hecla Mine, north of South Boulder Road, was the setting of the Louisville area's struggle for labor rights during the Long Strike from 1910-1914. Both Louisville and the South Boulder Road area experienced minimal change until after World War II and the closing of the last Louisville area mine in 1955.

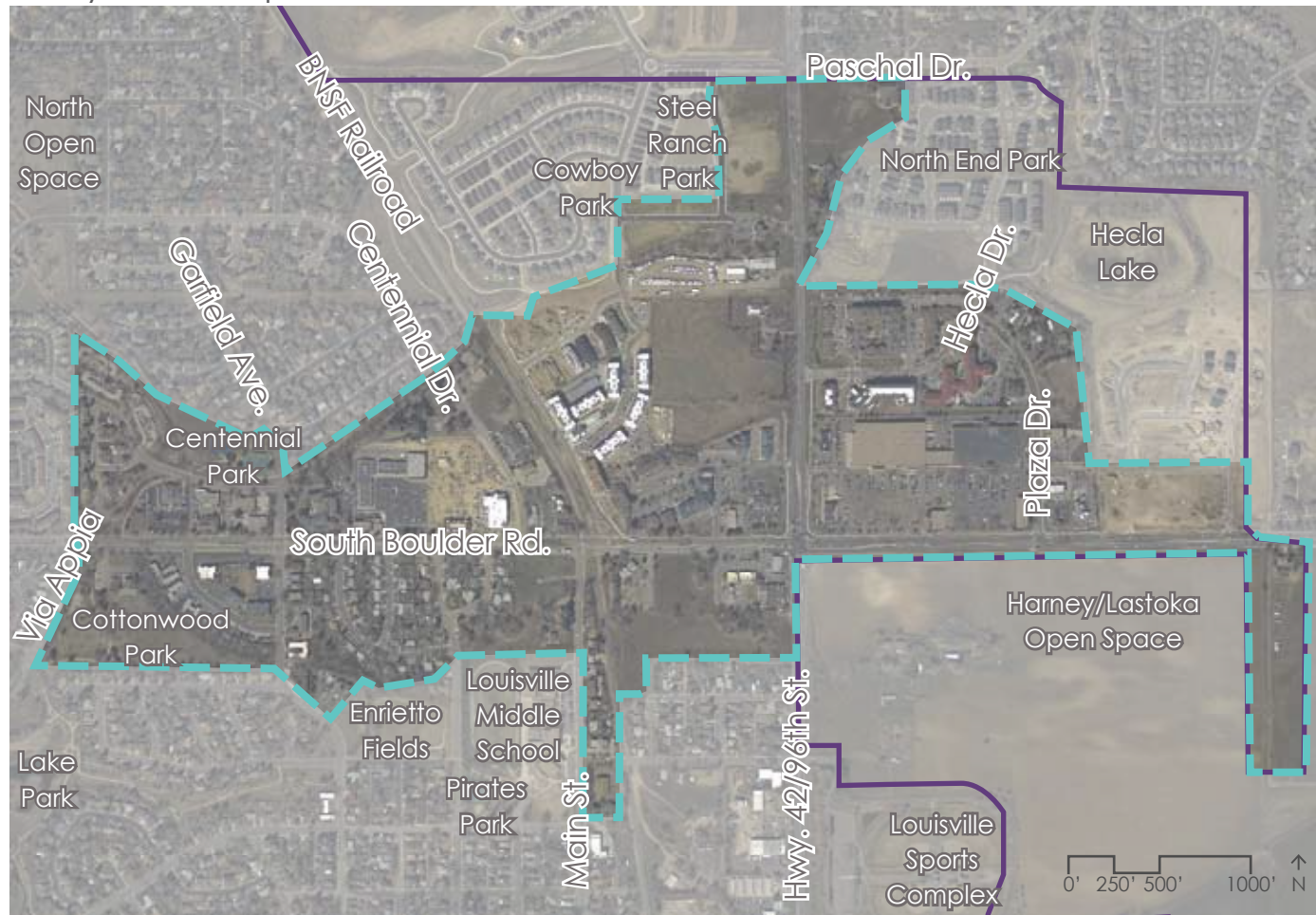
In 1962, Louisville reached a population of 2,500. Increasing ease of commute to new employment opportunities led to the first significant population increases in Louisville since the 1910s. The Scenic Heights neighborhood, the first residential subdivision along South Boulder Road, developed in the 1960s to meet the need for more housing. Residential development along the corridor continued to diversify throughout the latter part of 20th century, including apartment complexes, affordable housing, a mobile home park and senior living. This residential growth continues today in the northern part of the Louisville.

The commercial development along South Boulder Road began with the Wagon Wheel Inn, the building known today as Union Jack's



CONTEXT

Study Area Map



Liquor Store, at the intersection with Hwy 42. From the 1940s until the 1970s, this prominent restaurant brought people throughout the area to Louisville. The Village Square Shopping Center, constructed in the late 1970s, offered shopping to new residents on the north side of the Louisville. Large-scale commercial development continued with Louisville Plaza and Christopher Plaza.

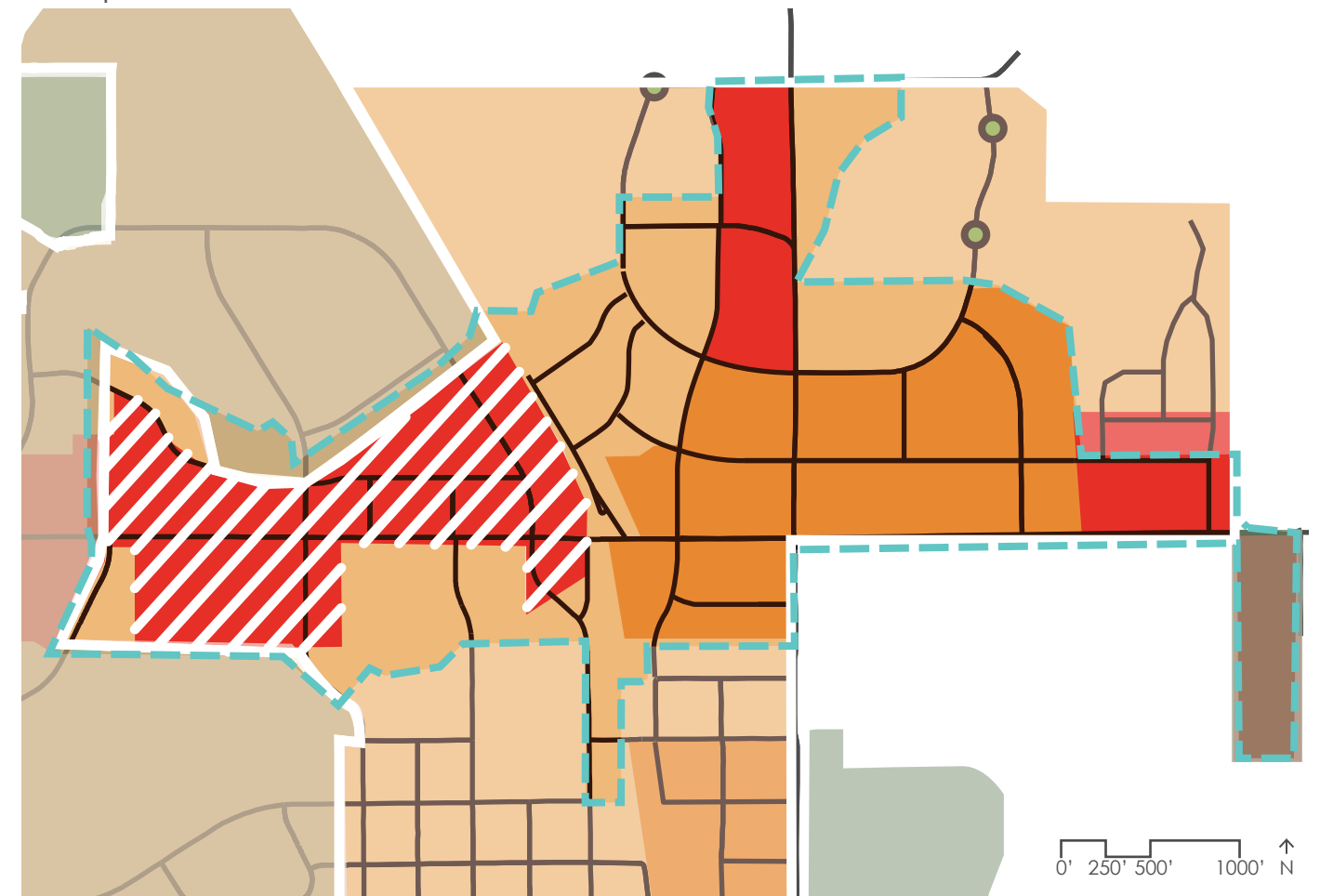
Emphasis on commercial growth along McCaslin Boulevard and South Boulder Road was representative of Louisville's growing economy and contributed to the preservation of historic buildings within the commercial core of Old Town. Both residential and commercial

development throughout the area has thrived as Louisville achieved national recognition for being one of the best places to live.

2013 Comprehensive Plan update

The 2013 Comprehensive Plan update divided the City into three character zones and five development types. Most of the South Boulder Road area is in the Urban character zone, except for the western portion of South Boulder Road, which was left undetermined between Urban and Suburban. The final designation was to be decided by this small area plan process. The Urban character zone calls for smaller blocks, more connected streets, and

Comprehensive Plan Framework



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 South Boulder Road and Hwy 42/96th Street was designated a Center development type, with the Corridor development type to the east, west, and north, and the Neighborhood type further off the major roads. Centers are intended for a mix of uses and more activity, while Corridors are for more specialized uses along major roads, and Neighborhoods are for residential development.

	Urban	Suburban	Rural
Centers			
Neighborhoods			
Corridors			
Districts			
Parks & Open Spaces			

Character Photos



Existing Conditions

Character

South Boulder Road provides a good cross section of development in Louisville since it was primarily developed in the late 1970s and early 1980s. The corridor contains a mix of land uses: single family residential, multi-family residential, office, neighborhood commercial and big box retail. Building setbacks range from 20 feet to 120 feet from the street with a “sea of parking” located between the building and the road. Because of these large setbacks most

businesses have large monument signs, leading to the auto-centric focus of the corridor.

Architecture in this corridor ranges from 1960s ranch (residential), to 1980s stucco and masonry (commercial), to 1990s brick and glass block. 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

Building Footprints

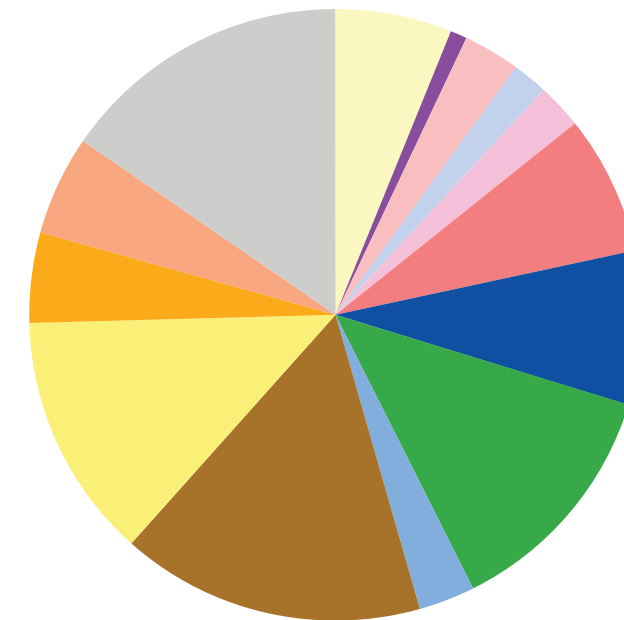
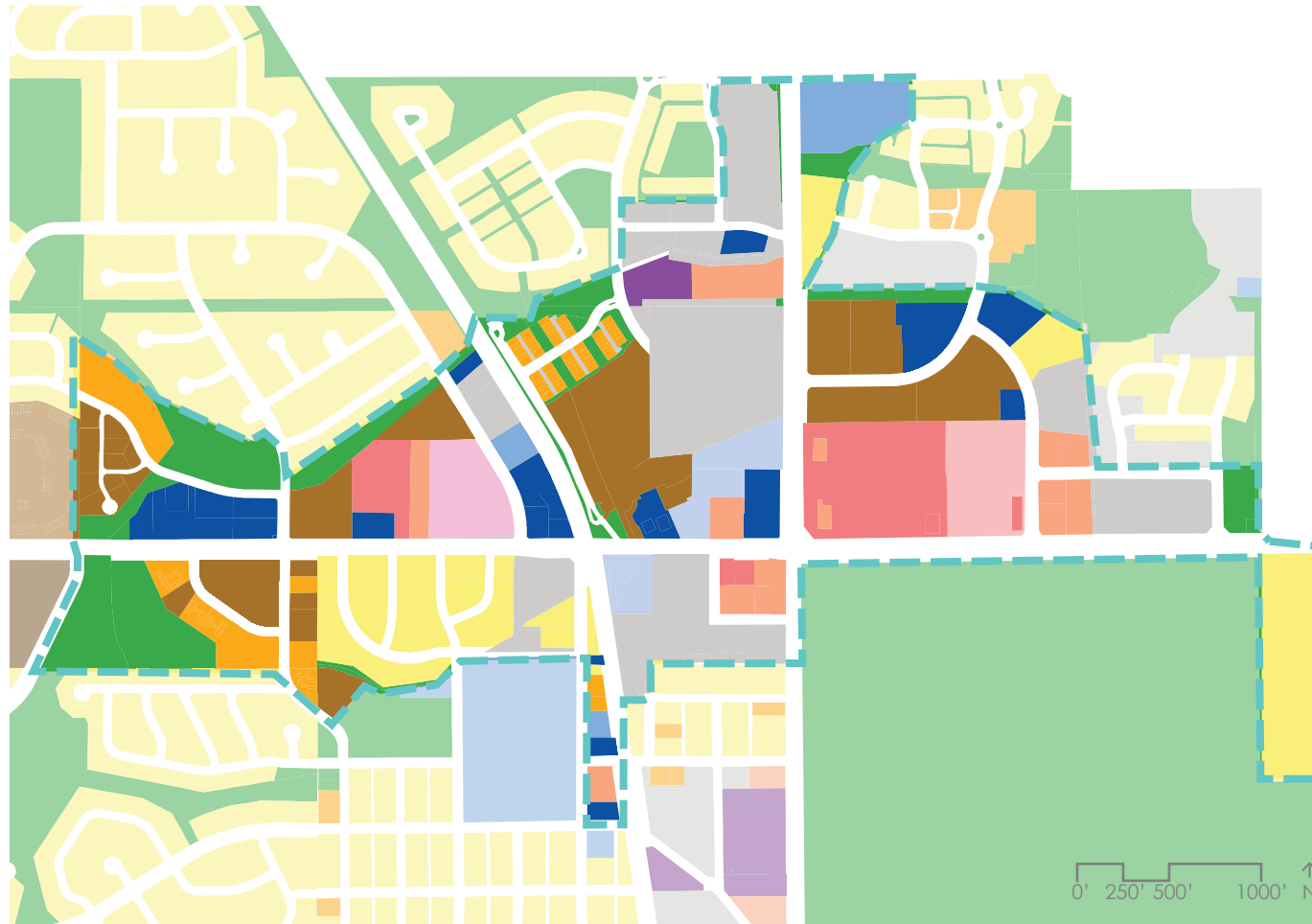


Development Design Standards and Guidelines, adopted by the City in 1997.

Pedestrian movement in the corridor is on attached and detached sidewalks that vary from 4 to 6 feet in width. Tree lawns are placed sporadically through the corridor and bicycle movement is in the right-of-way with designated bike lanes.

CONTEXT

Land Use



Land Use

Agricultural	6.15%
Entertainment	0%
Hotel	0%
Industrial	0.88%
Large Format Retail	2.98%
Mixed Use Commercial	1.87%
Mixed Use Residential	2.37%
Mobile Home	0%
Multi-Tenant Retail	7.37%
Office	8.14%
Open Space/ Park	12.84%
Public Service/ Institutional	2.98%
Residential High Density	16.01%
Residential Low Density	12.98%
Residential Medium Density	4.77%
Single Tenant Retail	5.27%
Stand Alone Restaurant	0%
Vacant	15.39%

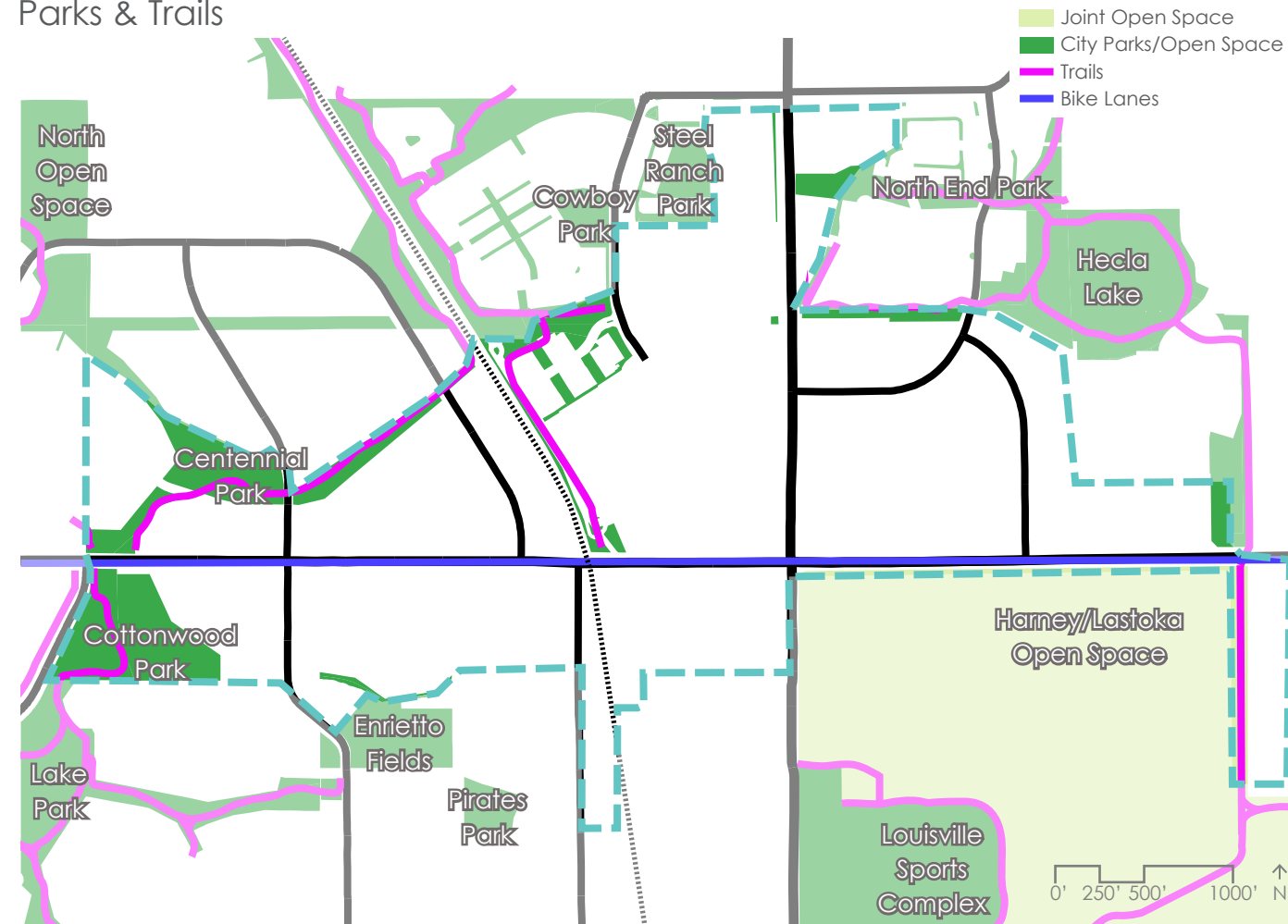
Development

There is a broad mix of uses in the South Boulder Road study area, including a variety of commercial and residential types of use. Taking all types together, commercial and residential uses each make up about 30 percent of the land in the corridor. Most of the land immediately outside the study area is residential development, providing support for the businesses in the corridor. Much of the vacant land in the corridor has development planned or under construction at the time of the small area plan's adoption.

City Utilities

The City provides water, sanitary sewer, and storm sewer in the study area. According to the Public Works Department, the utility infrastructure has the capacity to serve future growth in the area. The sanitary sewer along South Boulder Road and several storm sewer pipes crossing under South Boulder Road are in need of rehabilitation or replacement.

Parks & Trails



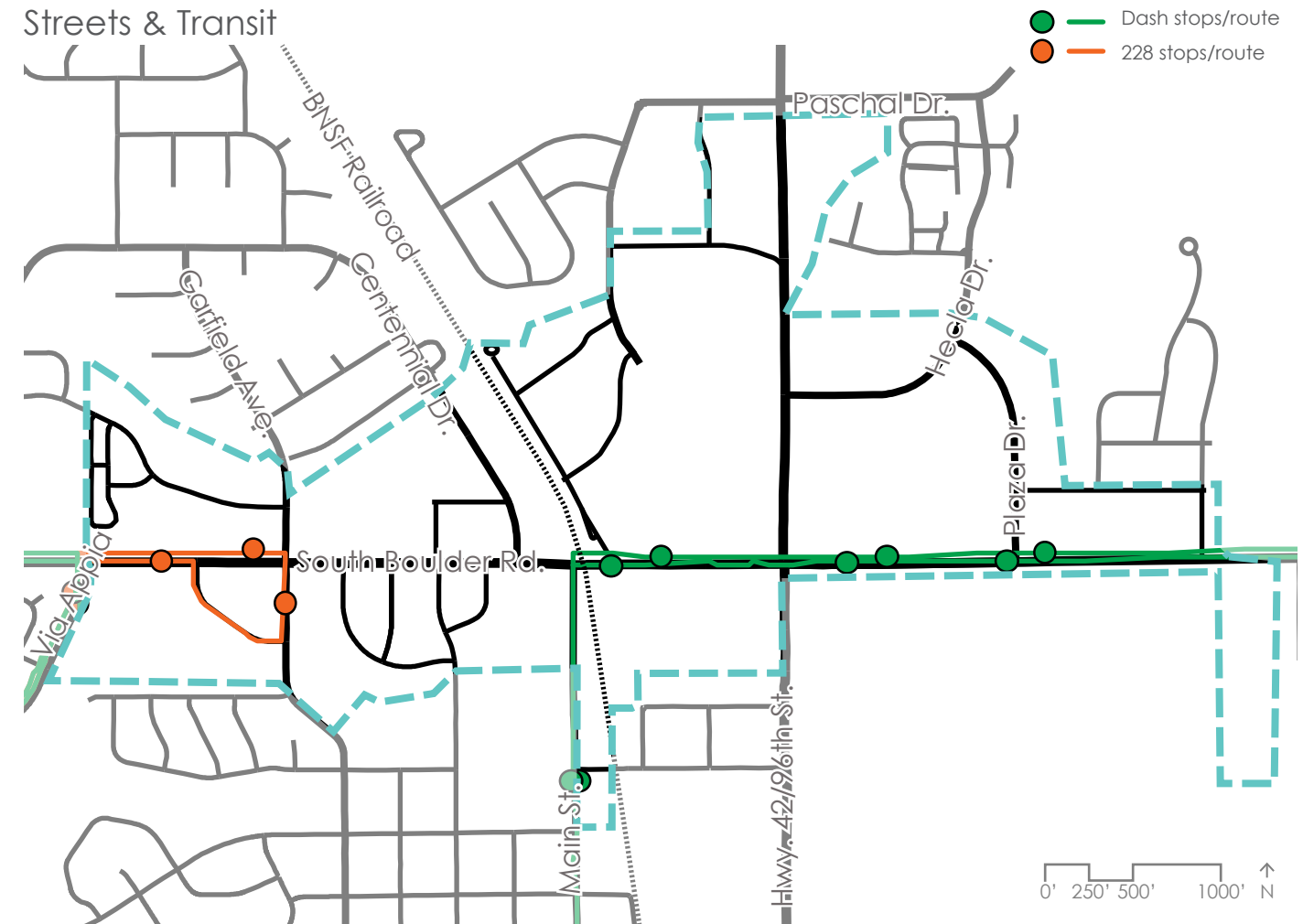
Parks and Open Space

The study area is fairly well served by parks and open space around the periphery of the corridor, but lacks significant public green space in the core of the area. The nearby amenities range from protected agriculture and open fields to playgrounds and sports facilities, but there is not a central civic gathering space. The recent acquisition of additional land adjacent to Cottonwood Park provides an opportunity to further enhance the park offerings in the corridor.

Pedestrian and Bike Facilities

There are several trails leading into the study area, but few of them connect through the area. The planned underpasses at the BNSF railroad and Hwy 42/96th Street north of South Boulder Road will improve connectivity, but crossing South Boulder Road itself remains difficult. The bike lanes along South Boulder Road have made bike travel easier, but many of the sidewalks in the area are narrow and close to the street, creating an unpleasant walking environment. Connections from sidewalks and trails to destinations in the corridor are often inadequate.

Streets & Transit



Streets

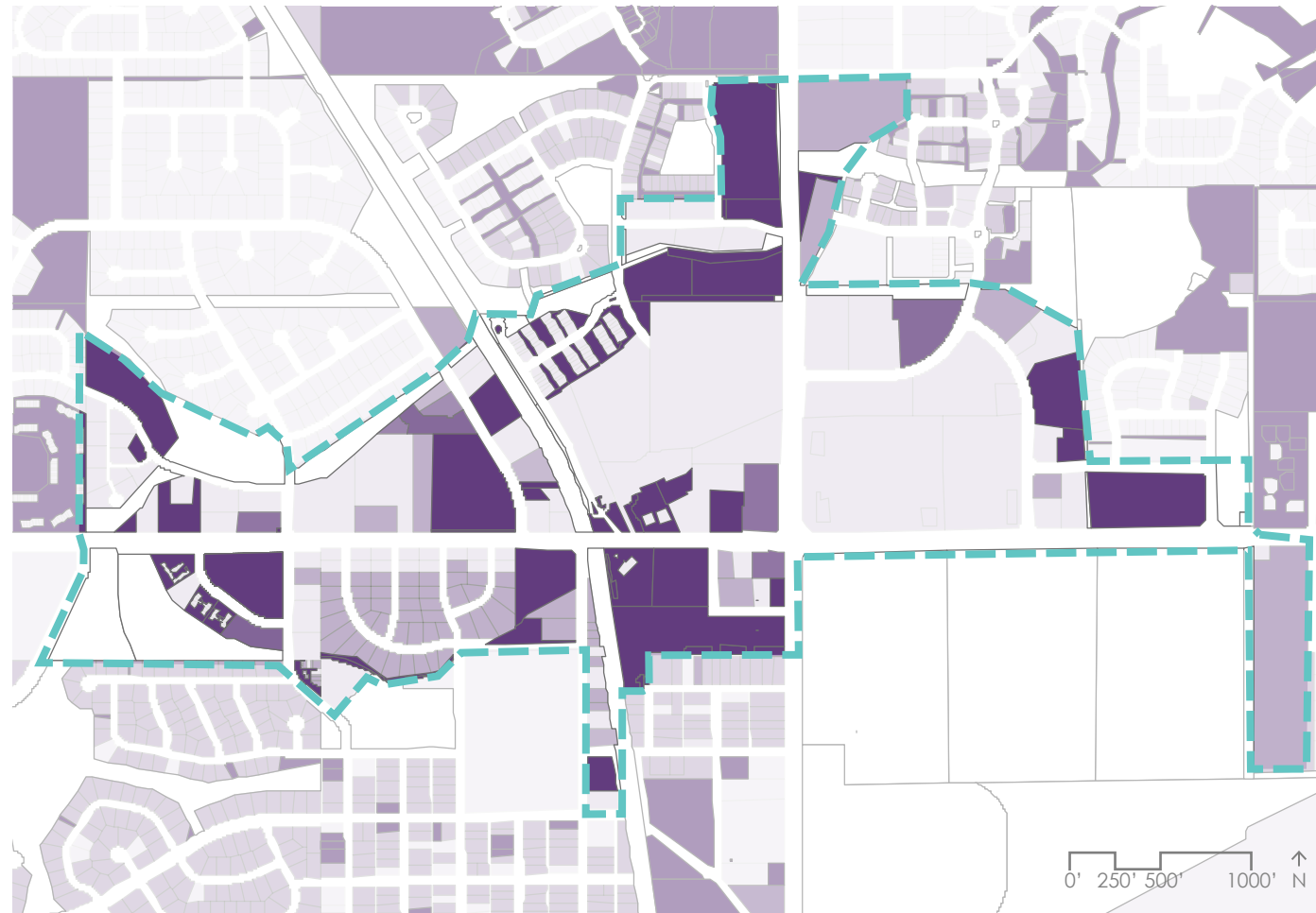
South Boulder Road and Hwy 42/96th Street are the major roads in the study area, each carrying on average 20,000 to 25,000 cars per day. The street network in the area is not fully connected, but the planned extensions of Hecla Drive, Kaylix Drive, and Front Street (see page 22) will improve connectivity. The Highway 42 Gateway plan, adopted in 2013, includes several modifications to the street to improve operations and safety, which will be completed as funding allows.

Transit

The study area is served by two RTD bus routes: the 228 and the Dash. The 228 serves the west end of the study area, connecting to McCaslin Blvd, Flatirons Crossing mall, and the Broomfield Park-n-Ride, with 30 minute intervals during peak hours, and 60 minute intervals off-peak. The Dash serves the length of the corridor along South Boulder Road, connecting to Downtown Louisville, Lafayette, and Boulder, with 15 minute intervals during peak hours and 30 minute intervals off-peak.

CONTEXT

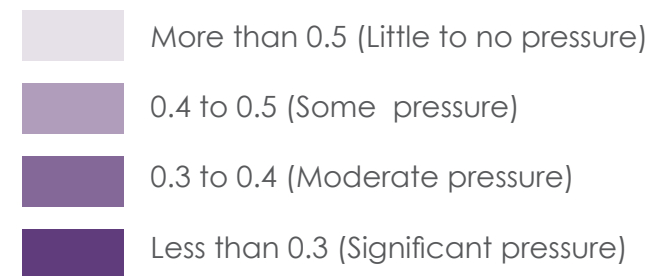
Redevelopment Pressure



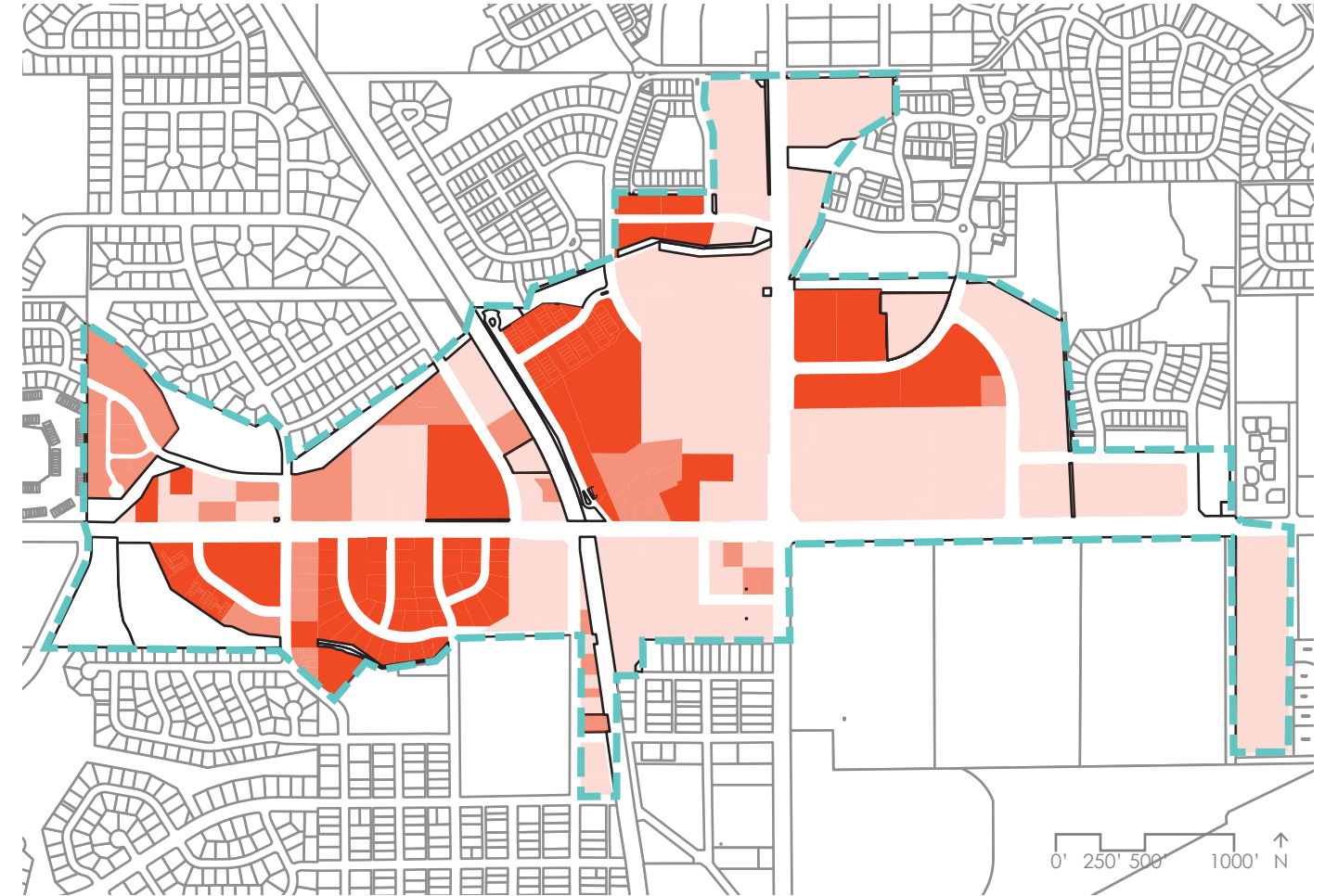
Property Values

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 are potential candidates for redevelopment.

Ratio of structure value to total property value



Development Potential



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. Several commercial properties in the center of the study area could see additional development under the existing zoning, while many of the residential properties are near their maximum allowed buildout.

Ratio of existing development to maximum potential buildout



Remaining potential development in the corridor:

- Residential: 645 units
- Office: 1,254,406 square feet
- Retail: 145,382 square feet

SWOT Analysis

	Positive	Negative
Internal	<p>Strengths</p> <ul style="list-style-type: none"> • Parks and open space near corridor • Physical form of the corridor (parcel sizes and rights-of-way) • Proximity to existing neighborhoods 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Pedestrian and bike connections are lacking, uninviting, and perceived as unsafe • Conformity to community values • Aesthetic appearance of corridor • Connections to adjacent neighborhoods
External	<p>Opportunities</p> <ul style="list-style-type: none"> • Corridor as transportation link • Shops, businesses, and services on corridor • Valuable mix of uses on corridor 	<p>Threats</p> <ul style="list-style-type: none"> • Impact of the market and regional competition on existing and desired land uses • Traffic • Train noise and impacts • Lack of community consensus on purpose of corridor • Upkeep of existing buildings

SWOT Analysis

A strengths, weaknesses, opportunities, and threats (SWOT) analysis categorizes characteristics of the study area based on their value and the amount of control the City has over them. Strengths and weaknesses are positives and negatives of the area that are under the direct control of the City. Opportunities and threats are positives and negatives that may be influenced by the City, but are outside the City's direct control.

The above SWOT analysis was compiled based on comments from the public collected at

stakeholder interviews, 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.

Survey Preferences



Community Survey

The City mailed out a community survey in November, 2014, the results of which were returned in February, 2015. The survey was mailed to 1,200 randomly selected residents, of whom 380 returned the completed survey. The survey included questions about how respondents currently use the corridor and how they would like to use it in the future, as well as which land uses they felt were lacking or over-represented. 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.

The survey respondents indicated a preference for more senior and affordable housing, but not much residential development otherwise. Respondents also wanted more restaurants and community shops, public gathering spaces, and shared work spaces in mixed-use environments. Pedestrian-friendly buildings of one to three stories were the most desired in the visual preference questions. The most preferred photos are shown above.



Project Principles and Measures of Success

The overall goal of the South Boulder Road 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 four values in which the South Boulder Road area is deficient and most needs improvement are as follows:

- Integrated open space and trail networks
- Our livable small town feel
- A sense of community
- A balanced transportation system

To address these deficiencies, the following six Project Principles were adopted 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** - Provide for safer and more convenient connections across South Boulder Road and Hwy 42 for bikes and pedestrians.
- 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

- iv) Are existing deficiencies addressed?
- b) Design solutions that the City can realistically maintain over time
- c) Promote regional trail connectivity within the study area

- Principle 2** - Utilize policy and design to encourage desired uses to locate in the corridor.
- a) Do allowed uses serve community needs as defined in the survey and elsewhere?
 - b) Are allowed uses supported by the market?
 - i) To what extent are incentives needed to induce identified uses to locate in the study area?
 - c) Does the land use mix demonstrate positive fiscal benefits?
 - d) Is the process for approving desired uses and desired character simpler and more predictable?

- Principle 3** - 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 community survey and elsewhere
 - b) Allow flexibility to respond to changes in market requirements, design trends, and creativity in design

- Principle 4** - Mitigate impacts of trains and improve safety of railroad crossings.
- a) Address train noise
 - b) Address traffic impacts from train

- Principle 5** - Balance the regional traffic needs of South Boulder Road and Hwy 42 with the community's desire for safety and accessibility.
- a) Accommodate future regional

transportation plans and maintain the area as a regional corridor

- i) How does the corridor alternative adequately address future transportation needs?
- ii) How does the corridor alternative accommodate adopted regional transit plans?
- 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) Provide safe and efficient access and visibility in strategic locations for proposed land uses

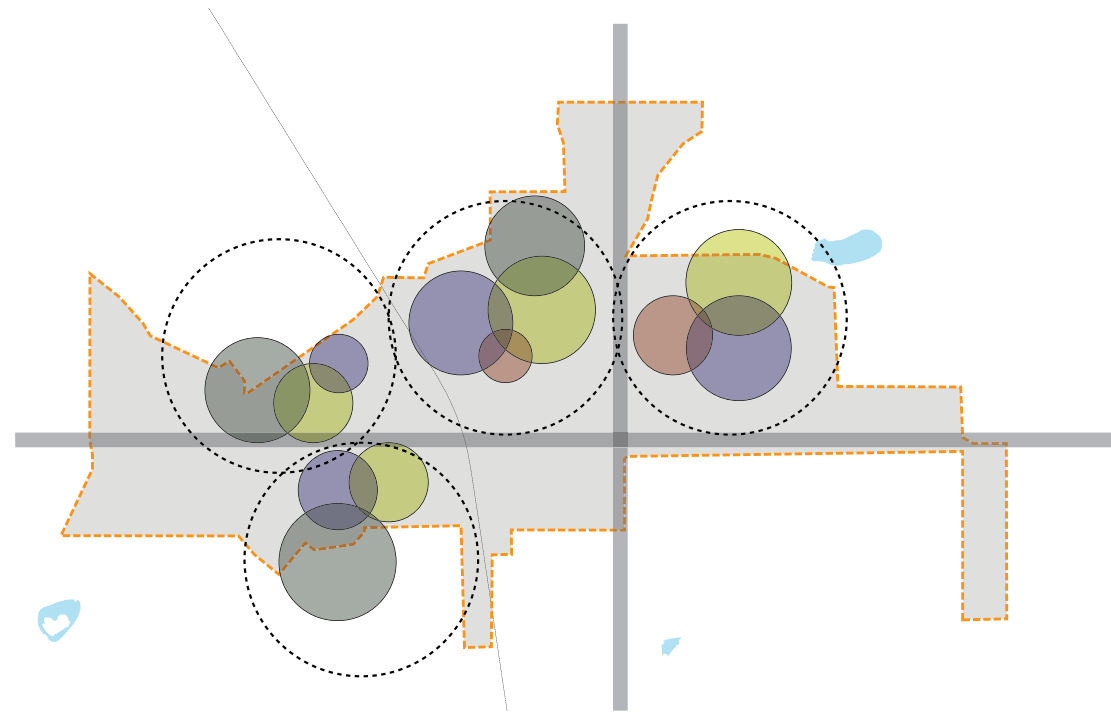
- Principle 6** - Provide for community gathering spaces and public infrastructure to encourage visitors to spend time in the corridor.
- a) Provide for community amenities identified in survey and elsewhere
 - b) Provide programming to activate public spaces

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 and placemaking concepts described on the following pages. While the previous section directed the outcome of the plan, the following section provides general guidelines for development in the corridor. The community design principles provide general goals for public and private investment in the corridor, while the placemaking concepts call for more specific items to be included in new development. Both the principles and concepts will be incorporated into new design standards and guidelines to be developed after adoption of this plan.

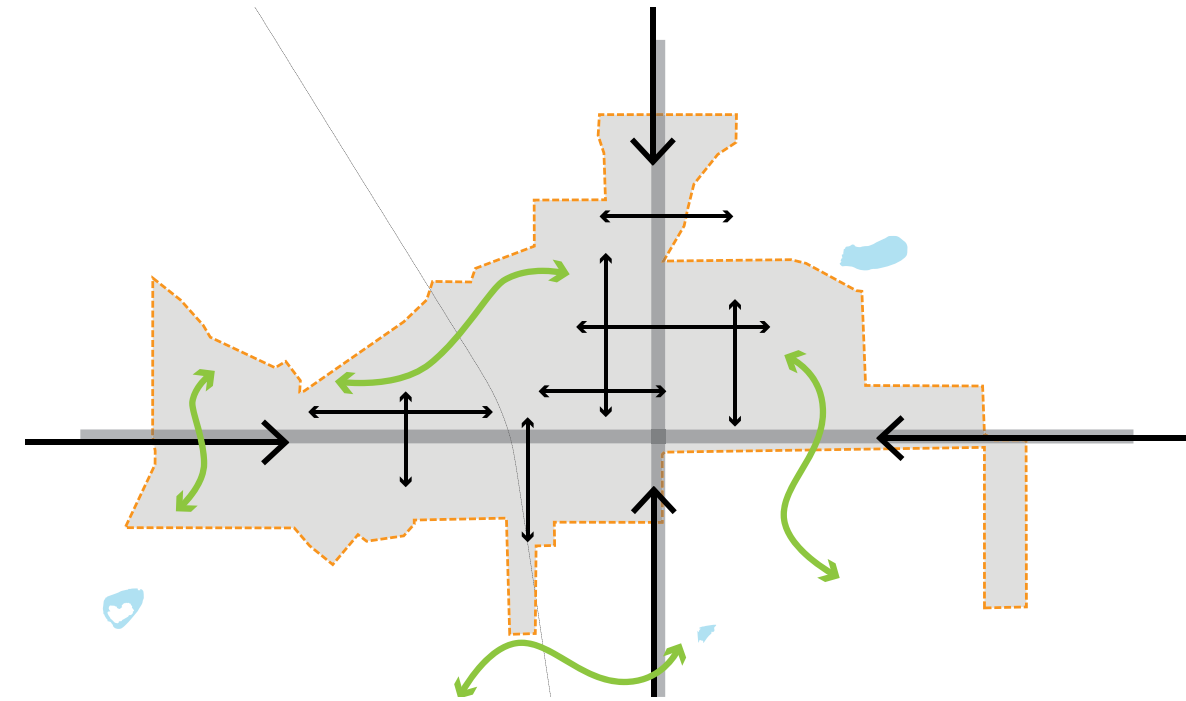
PRINCIPLES

Community Design Principles



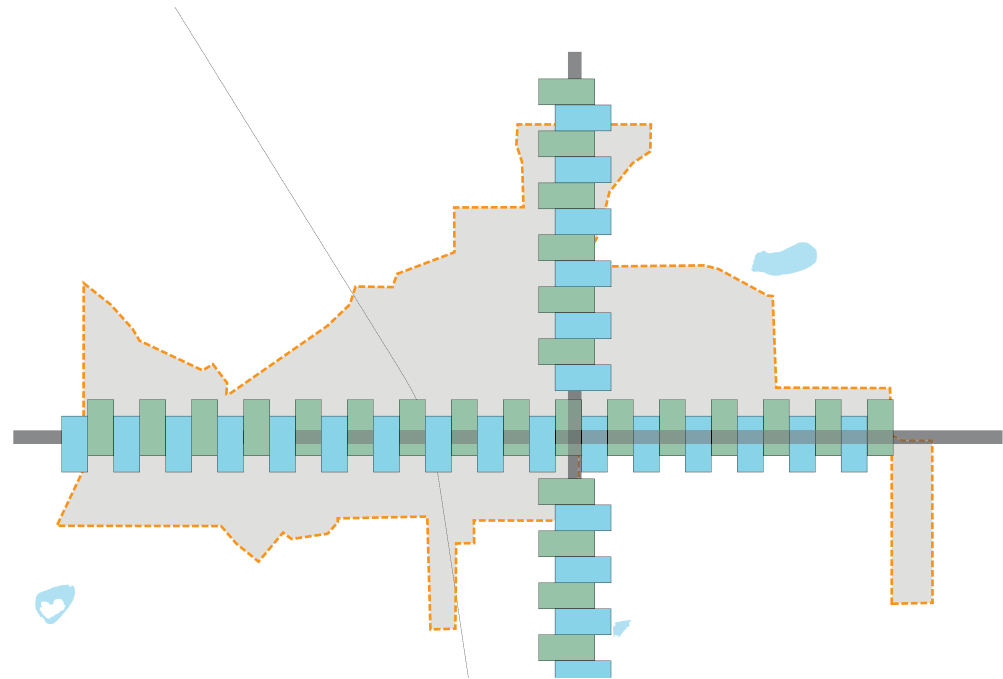
Places to go and places to stay

- Public spaces that encourage gathering and interaction
- A range of retail and entertainment uses that encourage longer visits
- Small parks and plazas that increase the appeal and experience of daily activities



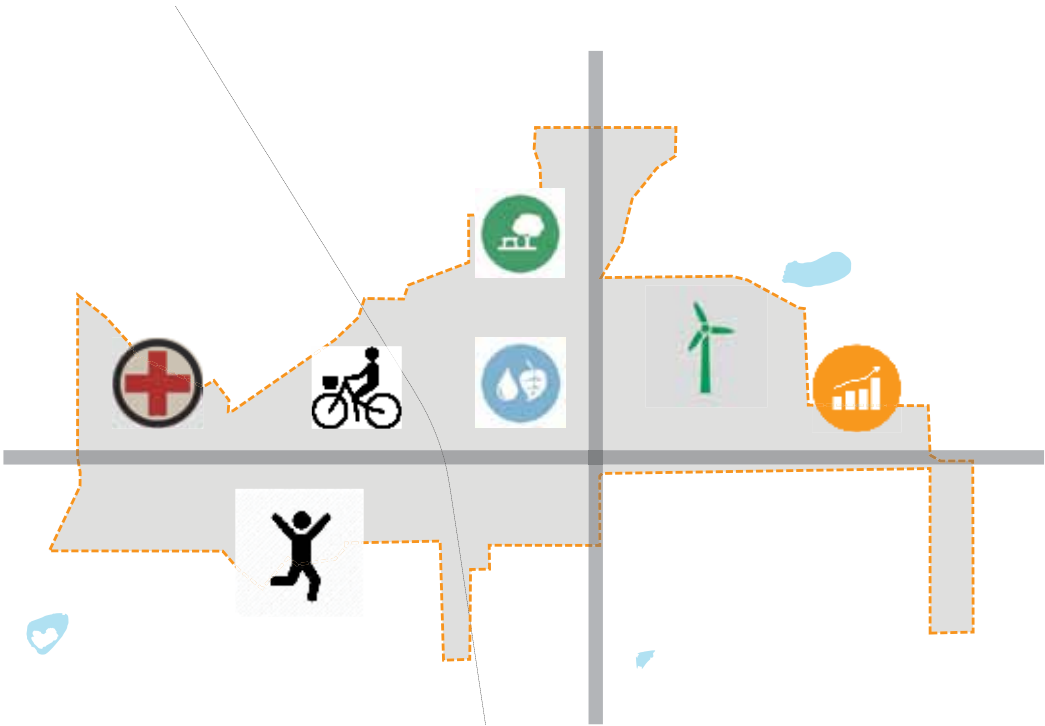
Easy to get to, easy to get around

- Safe trail connections to all quadrants
- Properties connected with driveways and walks
- A street network that offers balanced choices to move around
- Opportunities to “park once and walk”



Knitting the community together

- Sidewalks and plazas facing onto South Boulder Road
- Safe intersections for people to cross South Boulder Road and Hwy 42/96th Street
- Traffic flow and speed that is not detrimental to businesses or people along the corridor
- A continuous and connected high quality pedestrian experience

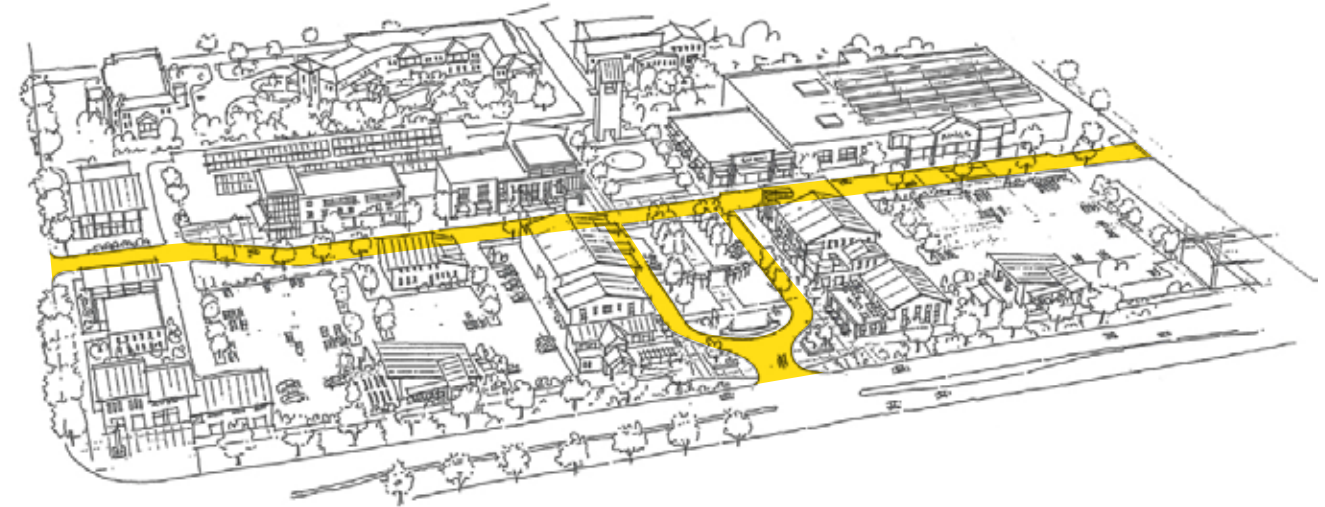


Development that contributes

- Uses that provide services for the community and are fiscally positive
- Building designs that add to the character of the corridor
- Greenspaces, trails, and semi-public gathering spaces

PRINCIPLES

Placemaking Concepts



Parking rooms – smaller, comfortable, high-performing places to park your car once and walk from place to place

Transitional streets – streets that fill the gap between busy and quiet



Pedestrian refuges – small, comfortable places along the corridor enhance the pedestrian experience

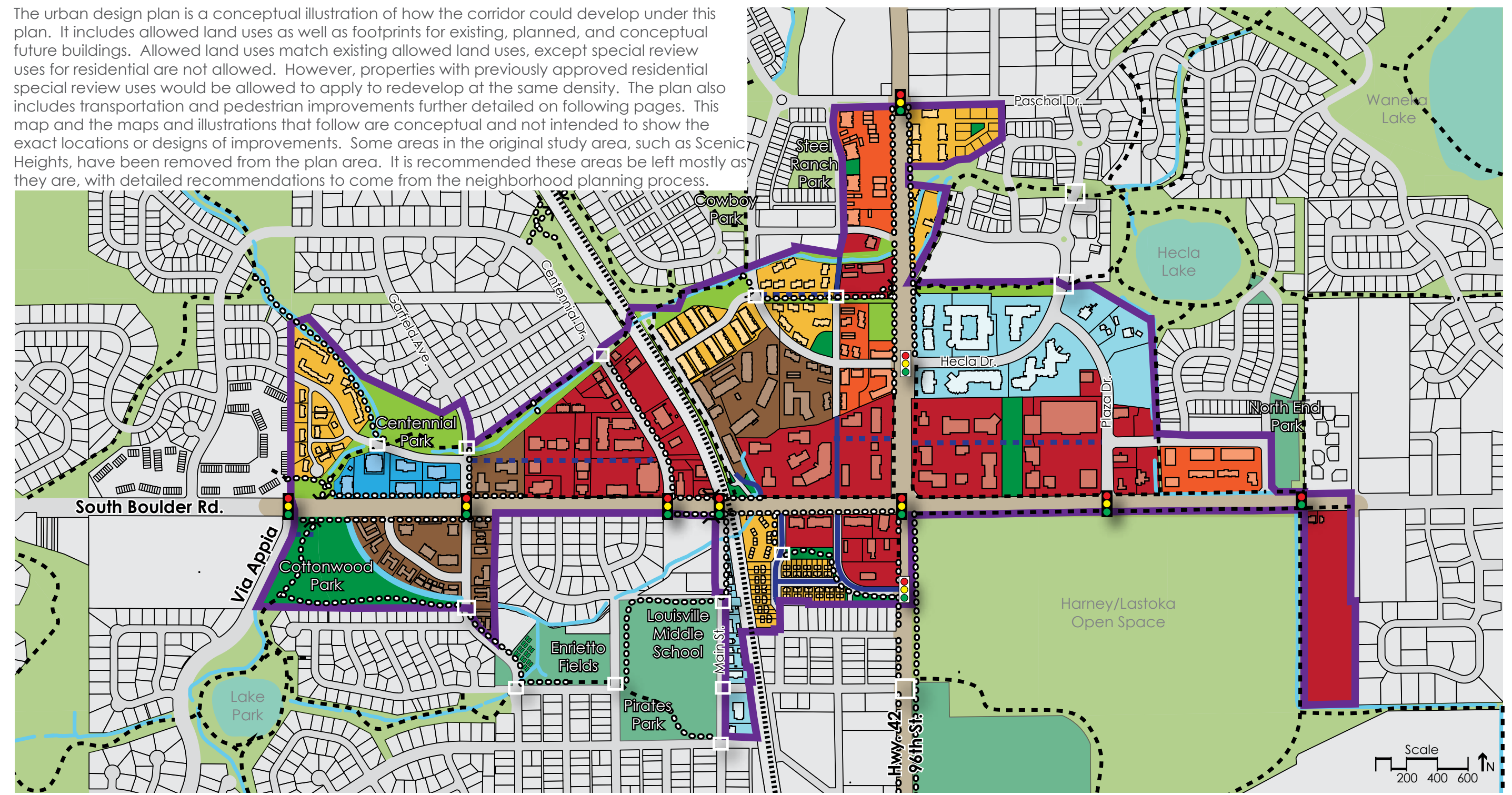


Views into the community – perpendicular streets and spaces that showcase the community



Louisville Plaza Concept Illustrative

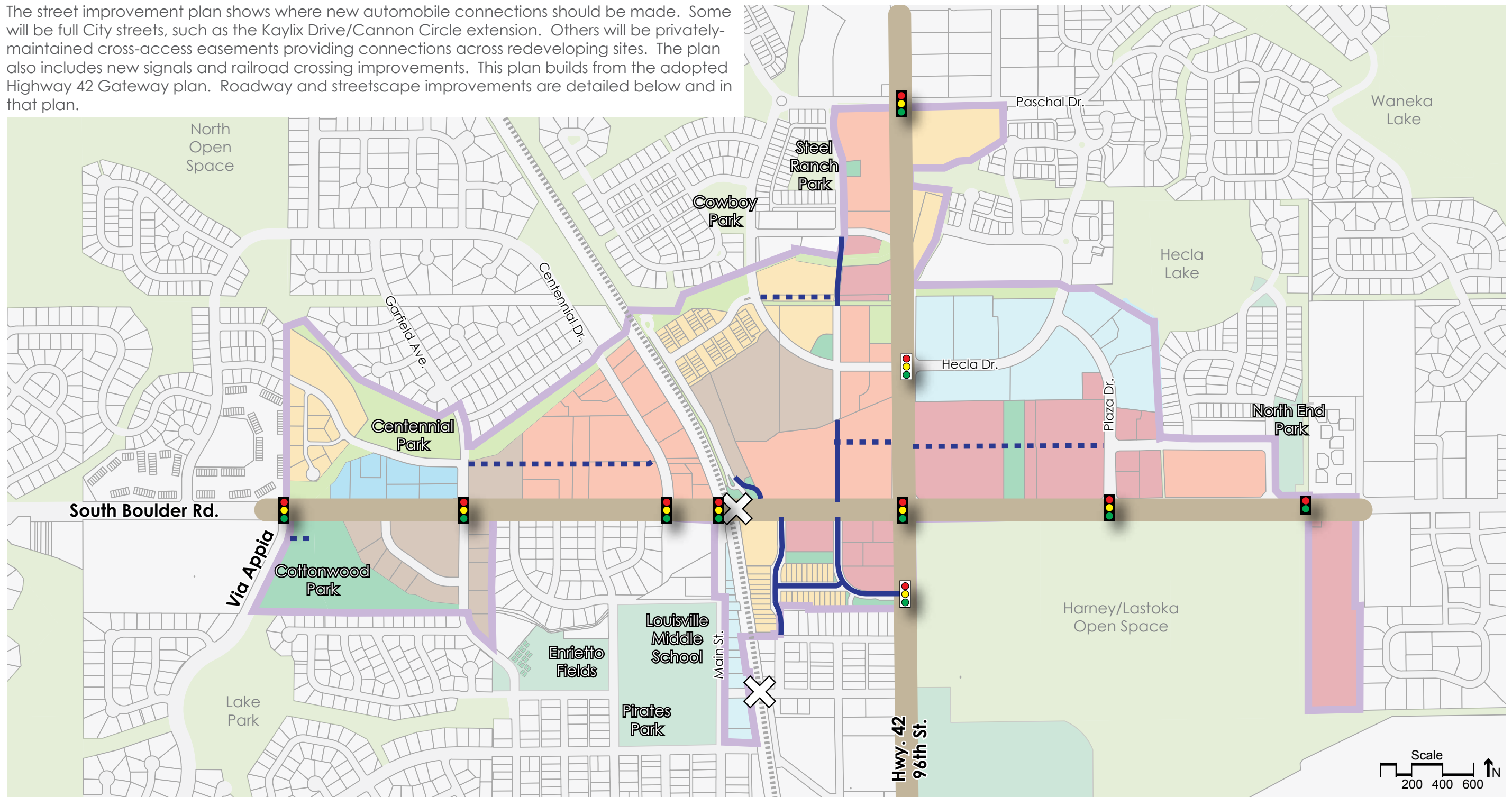
The urban design plan is a conceptual illustration of how the corridor could develop under this plan. It includes allowed land uses as well as footprints for existing, planned, and conceptual future buildings. Allowed land uses match existing allowed land uses, except special review uses for residential are not allowed. However, properties with previously approved residential special review uses would be allowed to apply to redevelop at the same density. 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. Some areas in the original study area, such as Scenic Heights, have been removed from the plan area. It is recommended these areas be left mostly as they are, with detailed recommendations to come from the neighborhood planning process.



Urban Design Plan

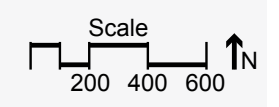
THE PLAN

The street improvement plan shows where new automobile connections should be made. Some will be full City streets, such as the Kaylix Drive/Cannon Circle extension. Others will be privately-maintained cross-access easements providing connections across redeveloping sites. The plan also includes new signals and railroad crossing improvements. This plan builds from the adopted Highway 42 Gateway plan. Roadway and streetscape improvements are detailed below and in that plan.

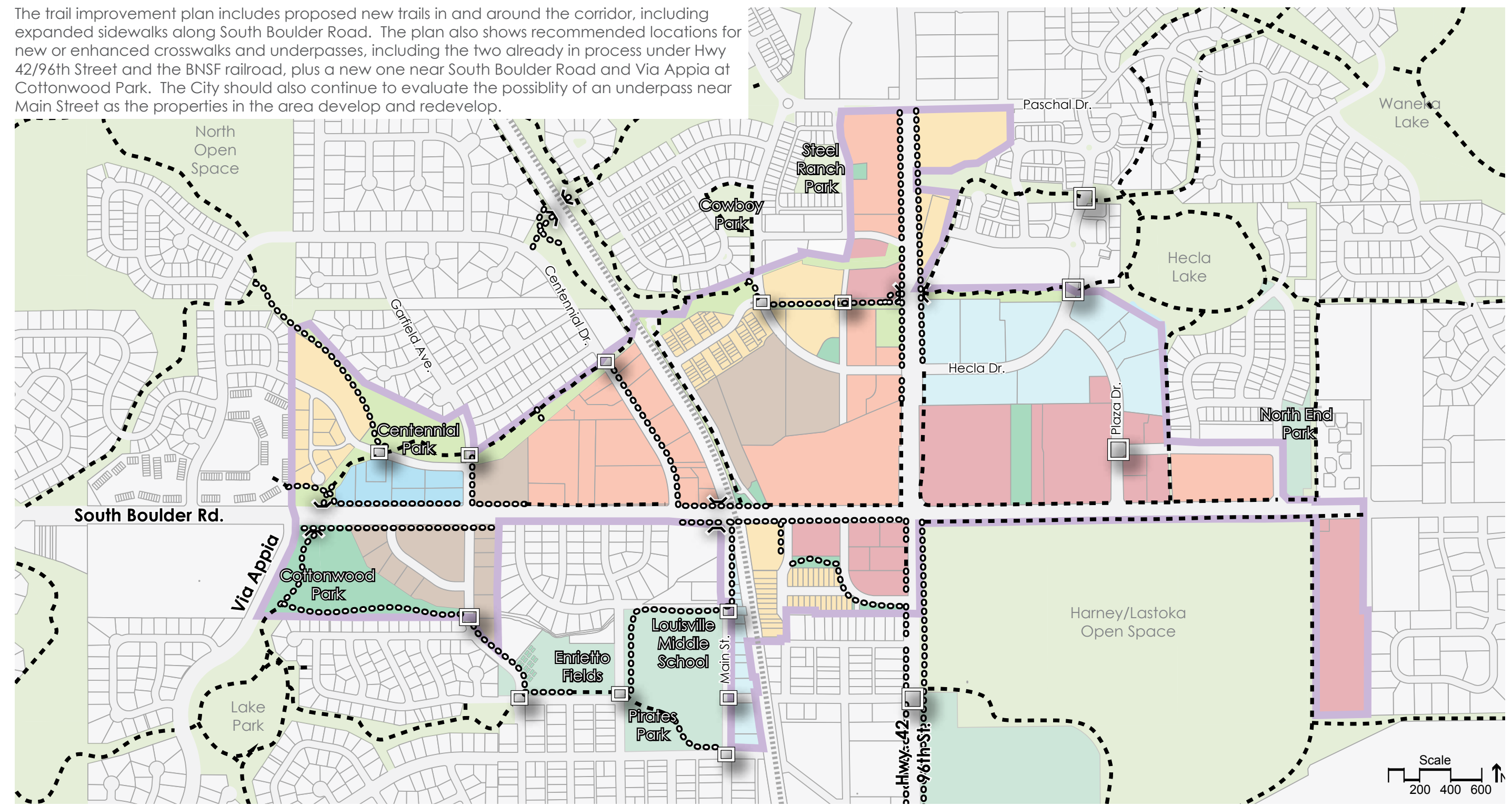


- New Street
- New Cross-access Easement
- Roadway/Streetscape Improvements
- Existing Signal
- New Signal
- Existing HAWK Signal
- Railroad Quiet Crossing

Street Improvement Plan



The trail improvement plan includes proposed new trails in and around the corridor, including expanded sidewalks along South Boulder Road. The plan also shows recommended locations for new or enhanced crosswalks and underpasses, including the two already in process under Hwy 42/96th Street and the BNSF railroad, plus a new one near South Boulder Road and Via Appia at Cottonwood Park. The City should also continue to evaluate the possibility of an underpass near Main Street as the properties in the area develop and redevelop.



Existing Trail
 New Trail
 New Underpass
 New Crosswalk

Trails Improvement Plan

Roadway Improvements

The roadway improvements map provides an illustration of the transportation and trail improvements. More specifically, this plan calls for modifications to South Boulder Road 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.

Hwy 42/96th Street should be modified in accordance with the adopted Highway 42 Gateway plan. 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, two transit improvements are desired. First is the 96th Street bus route described in the Hwy 42 Gateway plan. Second is the extension of the 228 bus route, from its current turnaround at Cottonwood, further east toward Highway 42/96th Street. The Dash route, which already serves most of the South Boulder Road corridor, should be periodically evaluated to ensure it is providing adequate service as development occurs. The City should continue to work with RTD to implement these enhancements.

South Boulder Road Traffic Improvements by Intersection	
Via Appia	Build underpass under South Boulder Road and eliminate north-south crosswalk. Adjust signal timing to eliminate walk phase. Move Cottonwood Park entrance 150 feet east, extend westbound left-turn storage 150 feet east.
Cottonwood Drive	Close median in South Boulder Road.
Garfield Avenue	Introduce protected left-turn signal. Eliminate eastbound acceleration and deceleration lanes. Shift roadway to accommodate offset left-turn lanes.
Longs Peak Drive	Convert to 3/4 movement, eliminating lefts onto South Boulder Road.
Jefferson Avenue	Close north-south through movement. Allow left turns onto Jefferson from South Boulder Road.
Centennial Drive	Remove on-street parking on Centennial Drive to extend right-turn queue.
Main Street	Add pedestrian island at eastbound right-turn lane on South Boulder Road and improve geometrics of northbound Main Street right turn. Modify westbound South Boulder Road left-turn lane to create offset configuration and provide pedestrian refuge. When possible, install an underpass somewhere in the vicinity of Main St.
Steel Street	Combine the access for Christopher Village and Steel Street when Christopher Village redevelops and allow right-in-right-out.
Front Street	Convert to 3/4 movement, eliminating lefts onto South Boulder Road. Remove right-turn lane.
Cannon Circle/Kaylix Drive	Close westbound left-turn movement from South Boulder Road.
Hwy 42/96th Street	Extend eastbound and westbound left-turn lane storage on South Boulder Road.
Louisville Plaza Entrance	Reduce eastbound left-turn lane storage on South Boulder Road. Remove continuous acceleration/deceleration lane on westbound South Boulder Road.
Plaza Drive	Introduce protected left-turn signal on South Boulder Road. Remove continuous acceleration/deceleration lane on westbound South Boulder Road.
Blue Star Lane	Allow un-signalized full movement. Remove continuous acceleration/deceleration lane on westbound South Boulder Road.

Parks and Open Space

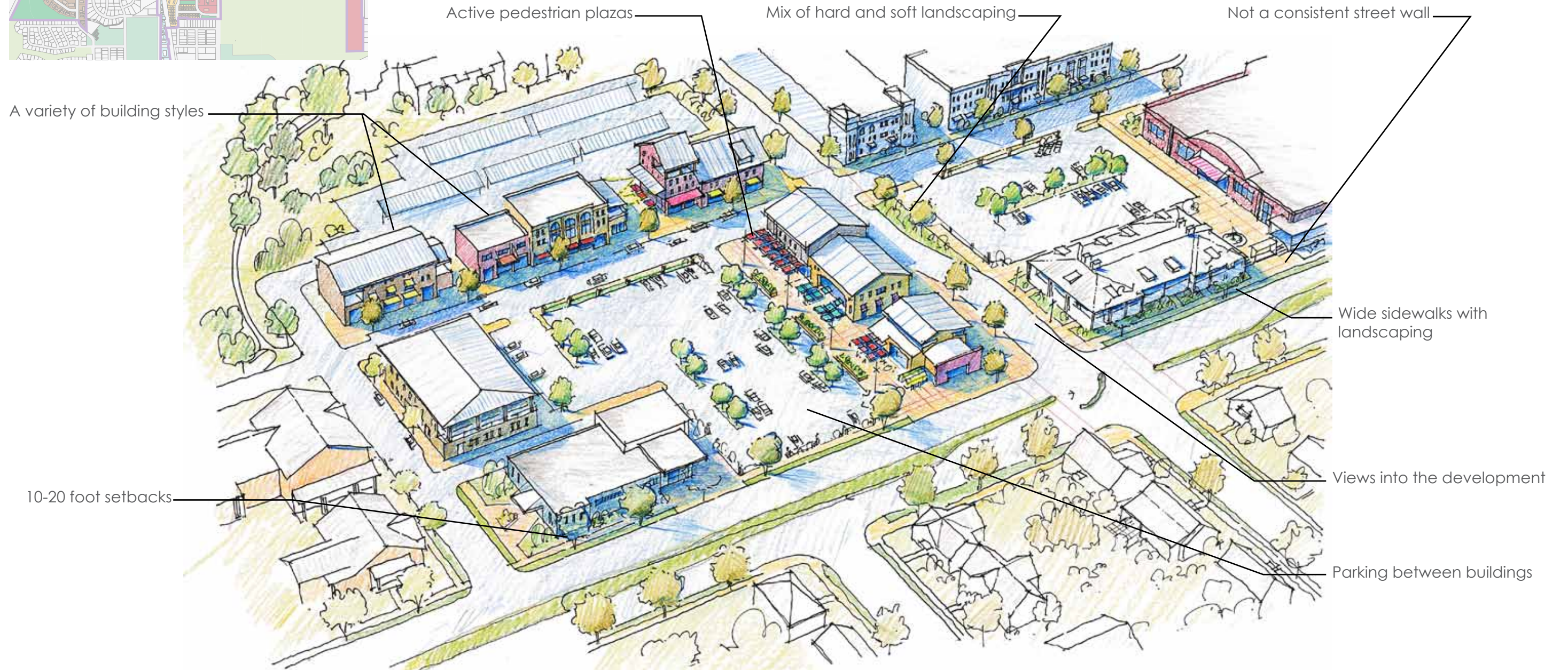
The expansion of Cottonwood Park is an opportunity to provide a significant benefit to the surrounding area. The City should use a robust public process to identify what the community would like to see in the park as it is redesigned. This plan recommends the existing driveway entrance to the park be moved east to improve operations on South Boulder Road. A new driveway from Via Appia should also be investigated. This plan also recommends improved trail connections to the east to the Enrietto Ballfields and to the north, via an underpass under South Boulder Road.

The plan also recommends a new green space and public plaza on the Louisville Plaza site. The space can be acquired either through dedication or easement if and when the shopping center redevelops. The public space should provide connections to South Boulder Road and the Balfour development to the north.

Finally, the City should evaluate the purchase of the Santilli property, at the southeast corner of the study area, and the Seventh Day Adventist property, at the southeast corner of Hwy 42 and Paschal Drive, for public land when the properties becomes available.

THE PLAN

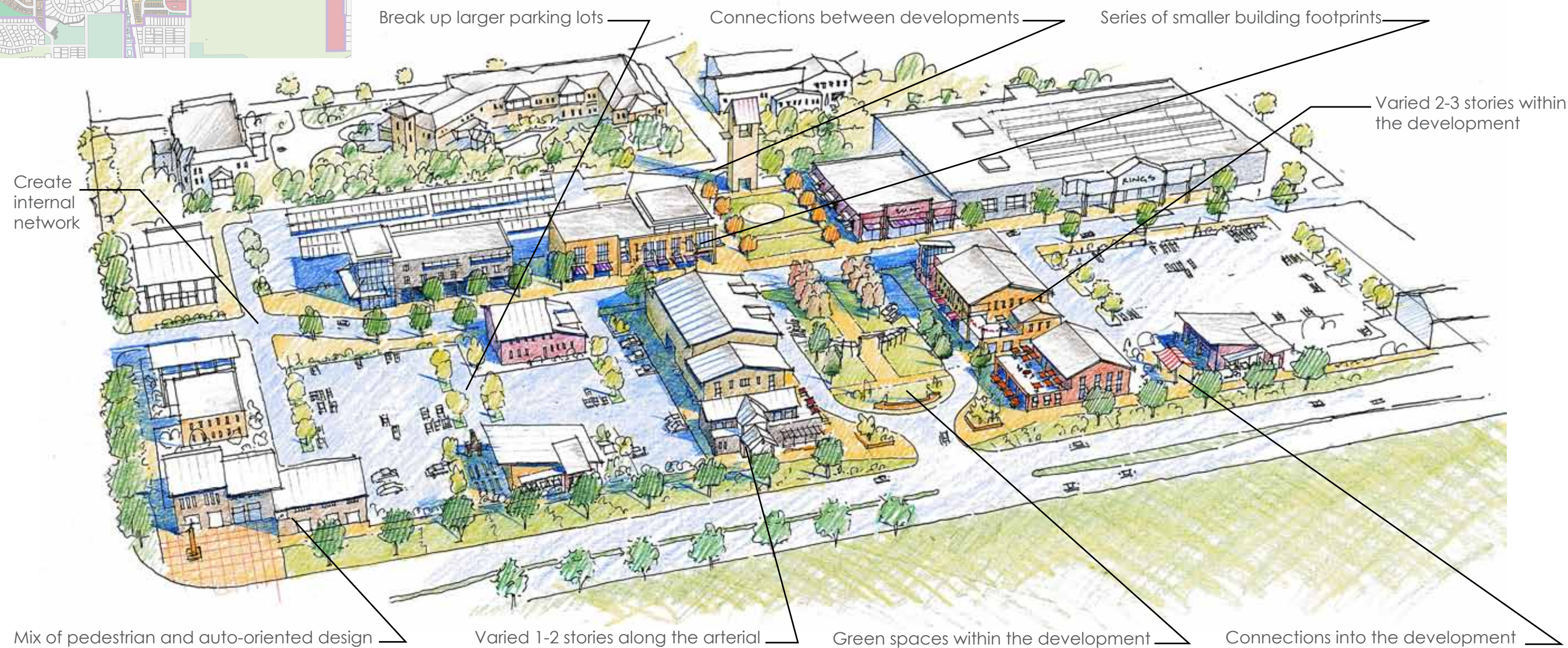
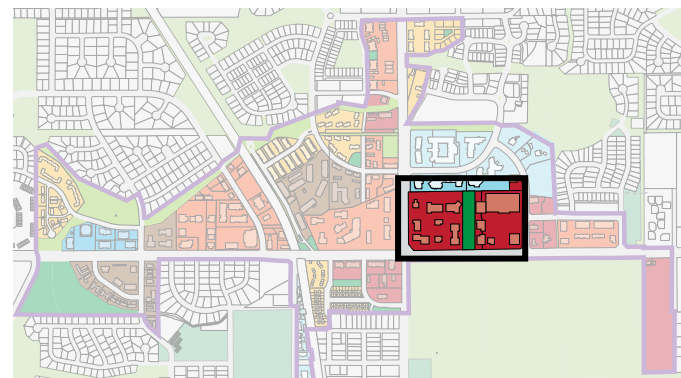
Village Square Concept Illustrative



Urban Design Elements

THE PLAN

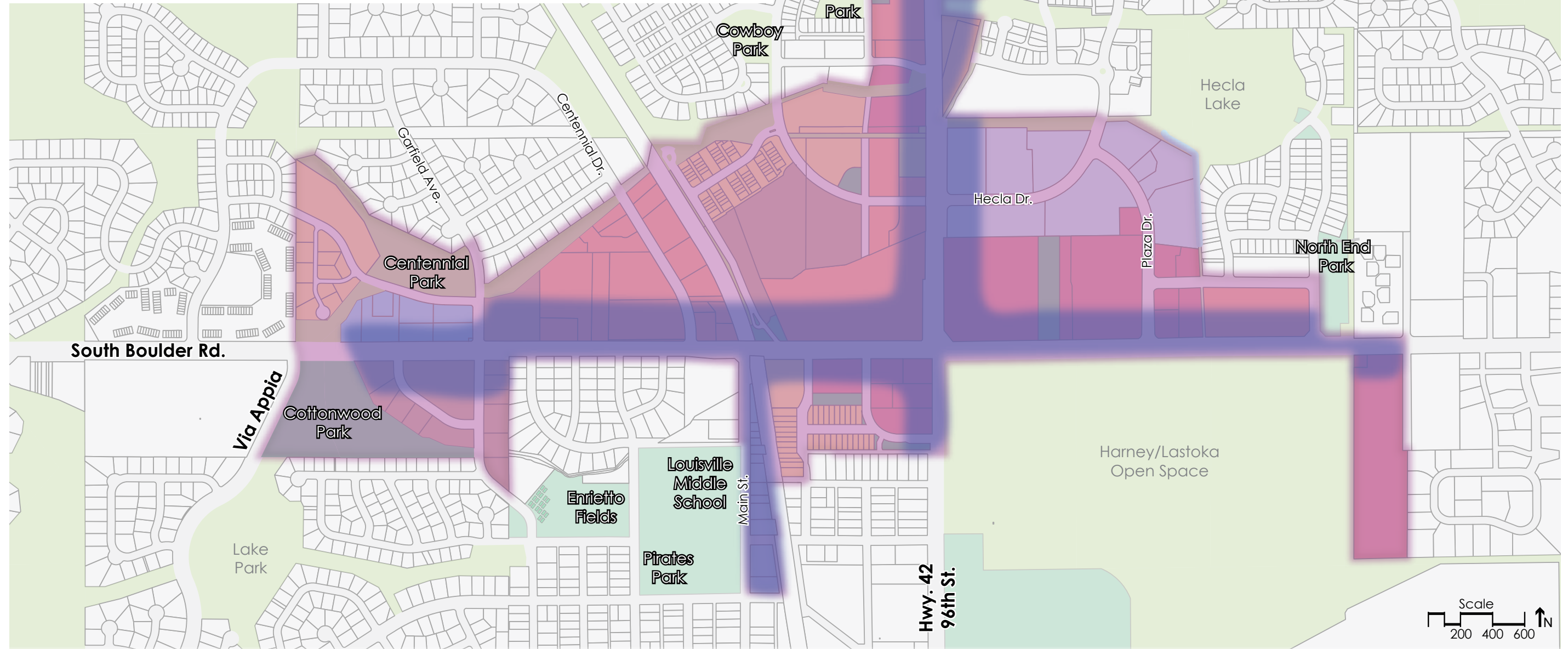
Louisville Plaza Concept Illustrative



Urban Design Elements

THE PLAN

The building height plan shows where different heights are allowed in the corridor. Buildings along South Boulder Road and Hwy 42/96th Street should primarily be one story, with a second story allowed under specific conditions. Further back from the corridor, buildings should primarily be a maximum of two stories, with a third story allowed conditionally. The conditions for an additional story should include overall design of the development, increased improvements to the public realm, and limited impacts on view sheds or shadows cast on surrounding properties. In addition, residential protection standards should be developed to ensure existing residential neighborhoods are not adversely impacted by the height of new development. These conditions and standards are to be further defined in the new design standards and guidelines for the corridor.



1 story - 2nd story allowed by special review
 2 stories - 3rd story allowed by special review

Building Height Plan

Development Impact

This plan does not change allowed land uses in the corridor, but it does affect 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. This is 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	352,729	Square feet
Office	178,608	Square feet
Residential	407	Units
Employees	1,682	People
Residents	569	People

Projected 20 year Increase over Existing		
Retail	26,931	Square feet
Office	374,298	Square feet
Residential	546	Units
Employees	1,658	People
Residents	724	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. As required by the 2013 Comprehensive Plan update, the area will have a positive fiscal impact.

20 Year Cumulative Fiscal Impact	
<i>Revenue by Fund</i>	
General Fund	\$34,171,000
Urban Revitalization District Fund	\$4,461,000
Open Space & Parks Fund	\$6,117,000
Lottery Fund	\$0
Historic Preservation Fund	\$2,166,000
Capital Projects Fund	\$20,081,000
TOTAL REVENUE	\$66,966,000
<i>Expenditures by Fund</i>	
General Fund	\$28,303,000
Urban Revitalization District Fund	\$0
Open Space & Parks Fund	\$923,000
Lottery Fund	\$0
Historic Preservation Fund	\$0
Capital Projects Fund	\$25,033,000
TOTAL EXPENDITURES	\$54,259,000
<i>Net Fiscal Result by Fund</i>	
General Fund	\$5,868,000
Urban Revitalization District Fund	\$4,461,000
Open Space & Parks Fund	\$5,193,000
Lottery Fund	\$0
Historic Preservation Fund	\$2,166,000
Capital Projects Fund	(\$4,952,000)
NET FISCAL IMPACT	\$12,736,000

Schools Impact

The South Boulder Road corridor includes portions of the attendance areas of two elementary schools, one middle school, and one high school. The table below shows the projected peak enrollment for each of the schools as provided by Boulder Valley School District. This plan does not increase the amount of residential allowed in the study area, so increases in enrollment come from previously approved or entitled residential development under the existing zoning.

BVSD Schools		
	Peak Projected Enrollment	Percent of Capacity Filled
Coal Creek Elementary	438	78%
Louisville Elementary	655	101%
Louisville Middle	676	98%
Monarch High	1,832	100%

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 South Boulder Road corridor during the morning and evening rush hours. By optimizing signal timing, current travel times can be reduced and much of the impact from buildout and regional traffic increases can be mitigated.

South Boulder Road Corridor		
Average Corridor Travel Time		
	Eastbound	Westbound
Existing Network		
AM Peak	3 min 17 sec	3 min 0 sec
PM Peak	3 min 38 sec	3 min 0 sec
Existing Optimized		
AM Peak	2 min 53 sec	2 min 33 sec
PM Peak	3 min 8 sec	3 min 0 sec
Buildout		
AM Peak	3 min 27 sec	3 min 38 sec
PM Peak	3 min 50 sec	3 min 50 sec



South Boulder Road Placemaking Workshop #2

The South Boulder Road small area plan does not call for any rezoning or changes in allowed uses in the study area. 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 adopted by Planning Commission and 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, is governed by the Public Works Department's 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 expanded Cottonwood Park will require a future public process to determine the community's desires for the park, then funded through the capital budgeting process.

The Louisville Plaza public space should be acquired when and if the shopping center redevelops. The Santilli and Seventh Day Adventist properties should be evaluated by the Open Space Advisory Board and purchased if determined appropriate when they become available.

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

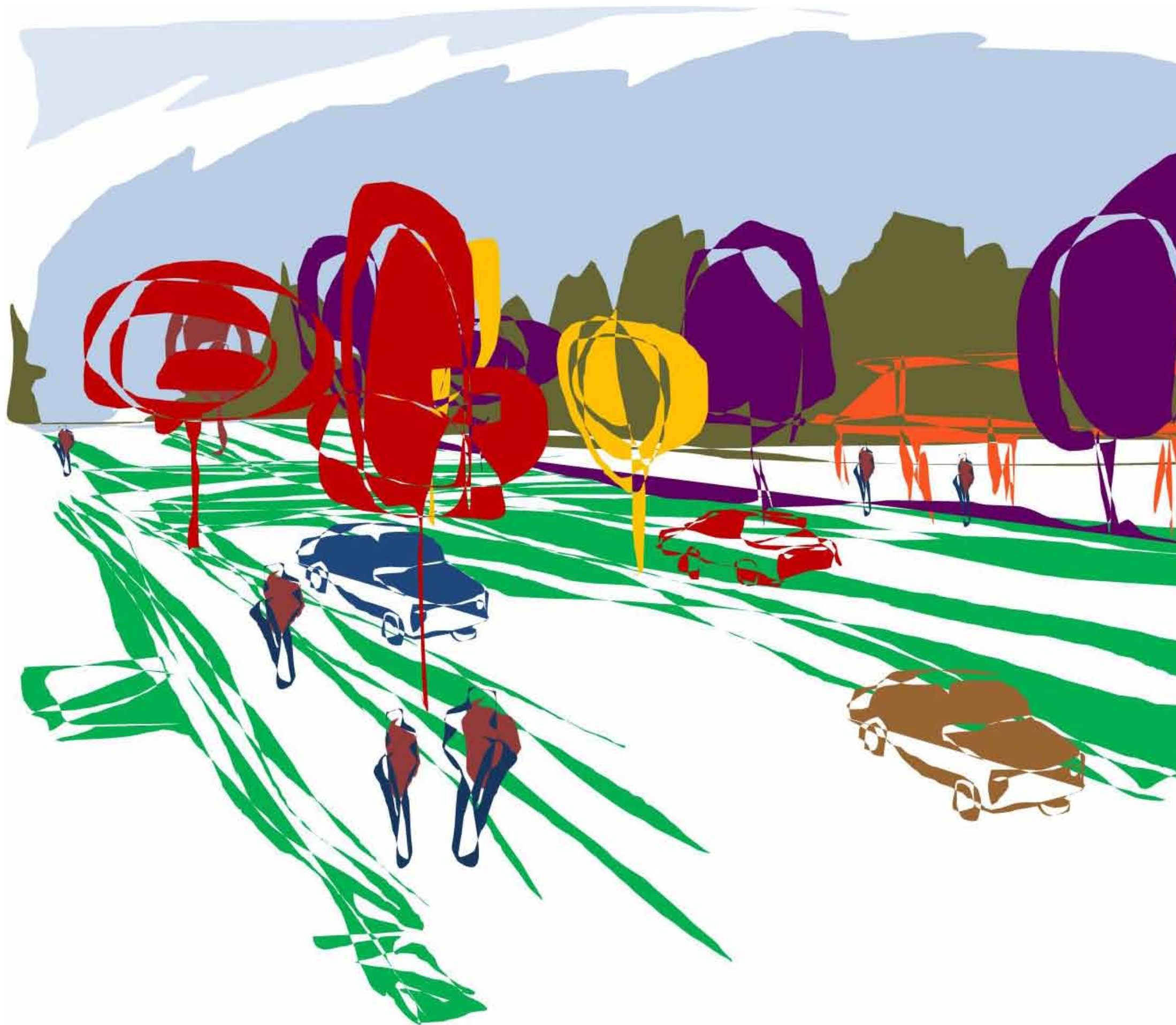
Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
PLANNING (Operating Budget)					
South Boulder Road Design Guidelines	New design standards and guidelines for the study area based on this plan	\$	•		
LMC Title 17 Modification	Amend the zoning code to remove the allowance for residential special review uses	\$	•		
Cottonwood Park Master Plan	Public process to determine the future of the expanded Cottonwood Park	\$		•	
DESIGN AND CONSTRUCTION (Capital Budget)					
Parks and Public Spaces					
Cottonwood Park	Improvements to Cottonwood Park based on Master Plan	\$\$\$\$		•	
Louisville Plaza Public Space	Public plaza and green space in the Louisville Plaza development				•
Santilli Property	Possible purchase of Santilli property for public land	\$\$\$\$			•
Seventh Day Adventist Property	Possible purchase of Seventh Day Adventist property for public land	\$\$\$\$			•
Pedestrian and Bicycle Underpasses					
Hwy 42/96th Street	Underpass connecting North End and Kestrel between Hecla Drive and Summit View	\$\$\$\$	•		
BNSF/Bullhead Gulch	Underpass connecting North Louisville and Steel Ranch	\$\$\$\$	•		
South Boulder Road/Cottonwood Park	Underpass connecting Cottonwood Park and Centennial Park	\$\$\$\$			•
Main Street	Underpass under South Boulder Road near Main Street	\$\$\$\$		•	

IMPLEMENTATION

Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
Trails					
Kestrel	Trail between Steel Ranch and Hwy 42/96th Street underpass	\$	•		
Centennial Park to North Open Space	Trail along Goodhue Ditch	\$\$		•	
Enrietto Fields and LMS Connections	Connect Enrietto Ballfields and Louisville Middle School to existing and future trails	\$		•	
LMS and Main Street North	Trail from LMS to South Boulder Road along Main Street	\$		•	
LMS South	Trail from LMS and Pirate Park to Main Street	\$			•
Hwy 42/96th Street Northeast	Trail along east side of Hwy 42/96th Street north of South Boulder Road	\$\$		•	
Hwy 42/96th Street Northwest	Trail along west side of Hwy 42/96th Street north of South Boulder Road	\$\$	•		
Hwy 42/96th Street Southeast	Trail along east side of Hwy 42/96th Street south of South Boulder Road	\$\$		•	
Hwy 42/96th Street Southwest	Trail along west side of Hwy 42/96th Street south of South Boulder Road	\$\$		•	
South Boulder Road North-Central	Trail along north side of South Boulder Road between Centennial Drive and Steel Street	\$		•	
South Boulder Road South-Central	Trail along south side of South Boulder Road between Centennial Drive and BNSF railroad	\$\$		•	
South Boulder Road Northwest	Trail along north side of South Boulder Road between Via Appia and Village Square	\$\$		•	
South Boulder Road Southwest	Trail along south side of South Boulder Road between Via Appia and Garfield	\$\$		•	
Coal Creek Station	Trails along and through Coal Creek Station development	\$	•		
Centennial Drive	Trail along Centennial Drive from South Boulder Road to existing trail to the north	\$\$			•
Village Square	Connection into Village Square from existing trail to the north	\$			•
Roadways (Public)					
Kaylix Drive North	Extension between Kestrel development and Summit View Drive	\$\$		•	
Kaylix Drive South	Extension between Kestrel development and South Boulder Road	\$\$		•	
Steel Street	Conversion to two-way traffic and realignment with Christopher Village access	\$\$			•
Cottonwood Park Access Drive	New access drive off of Via Appia	\$		•	
Pedestrian Crossings/Traffic Calming					
Davidson Trail	Crossings at Regal, Garfield, and Centennial	\$		•	
Kestrel and North End Trail	Crossings at West Hecla and Kaylix	\$	•		
Plaza Drive and Hecla Way	Crosswalks and intersection improvements	\$			•
Cottonwood Trail	Crossing at Garfield	\$			•
Coyote Run Trail	Crossings at Lincoln, Jefferson, Main Street	\$		•	
LMS Trail	Crossing at Main Street	\$			•
Louisville Middle School	Crosswalks at Main Street and Griffith Street	\$		•	
Hwy 42/96th Street	Crosswalks at Griffith Street	\$		•	

IMPLEMENTATION

Recommended Public Improvements					
Project	Description	Opinion of Probable Cost	Schedule		
			1-5 Years	6-10 Years	11-20 Years
Hwy 42 Plan					
<i>New Signals</i>					
Cannon Circle	As part of Coal Creek Station development when warranted	\$\$	•		
<i>Roadway</i>					
Hwy 42/96th Street North of S Boulder Rd	Improvements described in Highway 42 Gateway plan	\$\$\$\$	•	•	•
Hwy 42/96th Street South of S Boulder Rd	Improvements described in Highway 42 Gateway plan	\$\$\$\$	•	•	•
South Boulder Road Plan					
<i>New Signals</i>					
Kaylix Drive/Cannon Circle	Optional new signal	\$\$			•
<i>Intersection Improvements</i>					
Via Appia and South Boulder Road	With underpass, remove crosswalk and extend left-turn storage	\$			•
Garfield and South Boulder Road	Remove acceleration and deceleration lanes, install offset left	\$\$\$			•
Jefferson and South Boulder Road	Close north-south through movement	\$			•
Main Street and South Boulder Road	Add pedestrian island in eastbound right turn lane, create offset left, tighten geometrics	\$\$		•	
Kaylix Drive/Cannon Circle	Close westbound left movement	\$			•
Plaza and South Boulder Road	Introduce protected left phase	\$		•	
Blue Star and South Boulder Road	Allow un-signalized full movement	\$		•	
<i>Median Improvements</i>					
Cottonwood Park	Move access east, extend median	\$			•
Cottonwood Drive	Close median	\$\$			•
Longs Peak Drive	Make 3/4 movement, allow left in	\$\$		•	
Front Street	Make 3/4 movement, allow left in	\$\$		•	
<i>Curb Adjustments and Landscaping</i>					
Westbound South Boulder Road	Remove continuous acceleration/deceleration lane along westbound South Boulder Road	\$\$\$		•	



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

(303) 335-4592

planning@louisvilleco.gov

www.louisvilleco.gov

