City of Louisville
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Planning Commission

Agenda

Thursday, February 26, 2026
Council Chambers
749 Main Street
6:30 PM

Members of the public are welcome to attend and give comments remotely; however, the in-person meeting may continue even if technology issues prevent remote participation.

- You can call in to +1 719 359 4580 or 833 928 4610 (toll free)
  Webinar ID # 899 0108 8931
  Passcode 650368
- You can log in via your computer. Please visit the City's website to link to the meeting.

The Commission will accommodate public comments during the meeting. Anyone may also email comments prior to the meeting.

1. **Call to Order & Roll Call**

2. **Approval of Agenda**

3. **Public Comment on Items Not on the Board Agenda and Items on the Consent Agenda**

   Public comments are limited to 3 minutes per speaker. When several people wish to speak to the same position on a given item, the board requests they select a spokesperson to state that position.

4. **Board Consent Agenda**

   The following items on the Consent Agenda are considered routine, and shall be approved, adopted, accepted, etc. by a motion of the Board unless a board member specifically requests an item be considered under "Regular Business". In such an event, the item shall be removed from the "Consent Agenda" and action taken separately on said item in the order appearing on the agenda. Those items so approved under the heading "Consent Agenda" will appear in the Board Minutes in their proper order.

5. **Regular Business**

   A. Comprehensive Plan Update - Resolution No. 4, Series 2026, recommending that the City Council adopt an amended Louisville Comprehensive Plan in accordance with LMC Sec. 17.64.050

6. **Board Informational Comments**

7. Staff Report

8. Adjourn

Upcoming Agenda Items
March 12, 2026 Meeting

This list is not inclusive; items are subject to change; additional items may be added.

- None at this time

Resident Information

If you wish to speak at the City Council meeting in person, please fill out a sign-up card and present it to the City Clerk at the meeting. If you are attending remotely, please use the “raise hand” icon to show you wish to speak in appropriate public comments section.

Persons planning to attend the meeting who need sign language interpretation, translation services, assisted listening systems, Braille, taped material, or other accommodation should email the City Clerk’s Office or call 303.335.4574

A forty-eight-hour notice is requested.

Si requiere una copia en español de esta publicación o necesita un intérprete durante la reunión del Consejo, por favor llame a la Ciudad al 303.335.4574 o email

ITEM:	LMCA-000586-2026
PLANNER:	Jeff Hirt, Planning Manager Rob Zuccaro, Community Development Director
REQUEST:	Approval of Resolution No. 4, Series 2026, recommending that the City Council adopt an amended Louisville Comprehensive Plan in accordance with LMC Sec. 17.64.050.

SUMMARY:
The purpose of this item is to request that Planning Commission recommend City Council adopt the updated Louisville Comprehensive Plan ("Adoption Draft"). Per LMC Sec. 17.64.050, Planning Commission serves as the recommending body for Comprehensive Plan amendments. The Adoption Draft reflects input from Planning Commission, City Council, and two years of community engagement.

BACKGROUND:
The Comprehensive Plan is a state-required policy document that sets a 20-year vision and guides decisions on topics like land use, housing, transportation, parks, economic vitality, sustainability, and resilience. It is a policy guide - not a regulatory document - and does not establish zoning, budgets, or mandate specific City actions. Instead, it provides a framework for future City decisions. Upon adoption, this Plan will replace the 2013 version and supersede small area plans as the City's primary long-range policy guidance.

Planning Commission Discussion – January 8, 2026
Planning Commission reviewed the 95% Draft on January 8, 2026 (see link to meeting video). Key themes included:

- Clarify housing capacity estimates as planning tools, not growth targets.
- Strengthen infrastructure alignment with potential future growth and development (utilities, energy, water, transportation).
- Emphasize incremental, managed residential growth to maintain quality of life.
- Reinforce affordable housing as a priority.
- Recognize unique conditions in Old Town Overlay residential areas (historic lots, smaller scale).
- Support housing diversity in low-density areas via future code updates.
- Provide framework for balancing efficiency, infrastructure, and community character.

City Council Discussion – January 13
City Council reviewed the 95% Draft on January 13, 2026 (see link to meeting video). Key themes included:

- Prioritize housing affordability throughout the Plan.

- Clarify housing capacity estimates as theoretical, not targets.
- Address evacuation routes and emergency preparedness strategies.
- Note Goodhue Ditch Trail connection as conceptual and subject to future evaluation.
- Support housing diversity, including potential duplex allowance in low-density areas (via future code updates).
- Ensure residential development supports economic vitality and service levels.

The January 8 Planning Commission and January 13 City Council packets provide more background on the Plan including a summary of the process to date and the Comprehensive Plan's relationship to other City adopted plans. Attachment 3 lists all edits made to address input from Planning Commission and City Council.

PROPOSAL

Attachment 1, the Adoption Draft, is the proposed updated Comprehensive Plan. It reflects revisions based on recent feedback from City Council, Planning Commission, and community engagement since the 95% Draft. Table 1 summarizes key changes; Attachment 3 lists all edits.

Table 1: Summary of Key Substantive Edits from the 95% Draft

Issue Raised During 95% Draft Review	How Addressed in Adoption Draft
Strengthen managed residential growth policies	Added: • Clarifying context throughout that the Plan does not prescribe any residential growth goals or targets and that future growth estimates are for planning purposes only. (pp. 34-37) • Strategy LU 1.7 to monitor residential development activity and infrastructure and service capacity to ensure alignment with community expectations. (p. 51) • Strategy LU 1.8 to periodically review the Comprehensive Plan to ensure managed and incremental residential growth. (p. 51) • A "Commitment to Quality of Life" statement that the City will continue taking steps to address quality of life concerns. (p. 34)
Old Town Overlay residential area distinction	Added Development Consideration under R-LD Placetype description and policies recognizing Old Town's historic lot patterns, building forms, and scale. (p. 40)
Building height transitions and impacts on single family neighborhoods	Added more explicit policy language requiring appropriate height transitions adjacent to established single-family neighborhoods to be a maximum of two stories at edges. (pp 41-47)

Issue Raised During 95% Draft Review	How Addressed in Adoption Draft
Onsite affordable housing priority	Added Strategy LU 2.7 to support requiring or incentivizing onsite affordable units in new residential or mixed-use projects. (p. 51)
Leveraging regional events (e.g., Sundance)	Added Strategy CP 2.6 to collaborate with regional arts organizations and film festivals; and Strategy EV 4.3 to partner with regional events for economic vitality benefits. (p. 65)
Energy reliability and coordination with Xcel	Added Strategy RR 1.4 for the City coordinate with Xcel Energy to plan for future power needs, reduce outage risks, and integrate renewable and backup systems. (p. 75)
Evacuation routes and emergency coordination	Added Strategy RR 4.4 to strengthen evacuation planning and interagency coordination for multiple hazard scenarios. (p. 76)
Goodhue Ditch Trail conceptual status	On the Future Priority Transportation Connections Map added a callout clarifying it is conceptual only and subject to further study based on a range of factors. (p. 79)
Inclusionary Housing Ordinance (IHO) update	Clarified in Action Plan that Development Code Update includes updating the IHO. (Action Plan Appendix)
Clarifying the definition of “Value” as used in the Plan	Added glossary definition clarifying its role as a foundational planning principle in the Comprehensive Plan. (p. 93)
Removal of outdated terminology	Removed references to “master” from long-range planning documents throughout.

ANALYSIS

Managed Residential Growth Approach in the Comprehensive Plan

The Plan identifies potential housing opportunity in different areas of the City, with the intent of aligning with the Louisville Housing Plan needs assessment and goals of increasing residential development and expanding access to affordable housing. The Future Land Use Framework indicates that there is capacity to build 4,000 – 5,000 new units, but actual growth will be determined through the adoption of updated land development regulations, zoning, and policy implementation after adoption of the Comprehensive Plan. The Future Land Use Framework is a planning tool - not a growth target - used to evaluate infrastructure and service needs such as water, transportation, parks, and community facilities.

The methodology for estimating the future residential capacity range is summarized in Appendix D of the Comprehensive Plan Adoption Draft.

Factors Likely to Reduce Actual Residential Unit Production
Actual development will likely be below the theoretical range over the next 10 years due to:

- Most capacity (~3,600 units) is on vacant land; other sites are unlikely to redevelop soon.
- Market conditions and infill challenges reduce growth; infill often yields lower densities than assumed.
- Areas planned for multifamily may develop as single-family, and the Plan supports that flexibility.

Public Process and Plan Implementation through Future Development
Staff anticipates that larger developments, such as multifamily projects, will continue to require public review, including public hearings where proposals are evaluated against Comprehensive Plan policies and other City regulations. The Adoption Draft reinforces this connection by introducing two strategies that prioritize managed, incremental growth:

- Strategy LU 1.7 directs the City to monitor residential development activity and ensure alignment with infrastructure capacity and service standards.
- Strategy LU 1.8 establishes a policy commitment to periodically review and update the Comprehensive Plan as new development occurs, ensuring growth remains consistent with Louisville's vision and values.

These strategies provide a clear framework for evaluating future projects and maintaining a proactive, adaptive approach to growth management.

Legal Constraints Related to Residential Growth in the Comprehensive Plan
State law prohibits numerical growth caps in comprehensive plans. Language like "limit to X units per year" or "Y% over 20 years" is not allowed. Instead, the Plan focuses on monitoring, infrastructure alignment, and periodic review.

Louisville Housing Plan Implementation
The Comprehensive Plan's Future Land Use Framework is informed by the Louisville Housing Plan, adopted by City Council in May 2024. The Housing Plan includes a needs assessment indicating that if Louisville maintains its current share of Boulder County's population, the City would need approximately 2,500 new housing units over the next 20 years. The Housing Plan establishes three primary goals:

1. Increase Residential Development Opportunities in Louisville
2. Expand and Maintain Access to Affordable Housing
3. Diversify Louisville's Housing Stock

The Comprehensive Plan update follows the Housing Plan to align land use policies with its priorities. The Plan shifts from restrictive City policies that currently allow limited new residential development to a framework supporting residential and mixed-use development in designated "Opportunity Areas." These areas have vacant or underutilized land and infrastructure capacity, making them suitable for housing. About

90% of potential capacity in the Plan is directed here, emphasizing attached and mixed-use housing while respecting scale and neighborhood context.

The January 8 Planning Commission and January 13 City Council packets provide more analysis of the Plan addressing infrastructure, City services, economic vitality, City fiscal health, a summary of the differences between the updated Comprehensive Plan and the 2013 version, and state law considerations.

Comprehensive Plan Amendment Criteria

Louisville Municipal Code (LMC) Section 17.64.070 establishes the criteria for evaluating amendments and updates to the Comprehensive Plan. Before an amendment may be adopted, it must be demonstrated that each of the following criteria has been met or is not applicable:

A. The amendment request is consistent with the goals, policies and intent of the comprehensive plan of the city;
B. The amendment request will not result in adverse impacts to existing or planned services to the citizens of the city;
C. The amendment request demonstrates a need exists for the amendment through either changed conditions or past error which support adjustments to the city's comprehensive plan;
D. The planning commission and/or city council may consider other factors in reviewing an application as they deem appropriate and may request additional information which is necessary for an adequate review and evaluation of the amendment.

Staff finds the Comprehensive Plan update meets the amendment criteria because:

- It establishes new goals and policies based on extensive community engagement;
- It aligns land use with City services and infrastructure to minimize adverse impacts; and
- It fulfills the Louisville Municipal Code’s 10-year update requirement, ensuring relevance as conditions change.

PUBLIC COMMENTS:

The update reflects two years of engagement, summarized in the Comprehensive Plan and Appendix B. This section summarizes public comments received after Planning Commission and City Council reviewed the 95% Draft on January 8 and 13, 2026.

During the January–February 2026 review of the 95% Draft, the City received 136 public comments through official channels—including the January 28 open house and the project webpage—following more than 2,000 comments collected during earlier outreach phases (open houses, workshops, surveys, and board discussions).

Feedback from these official comment forums in this final phase was mixed, with many comments focused on residential growth and its impacts. Key themes included:

- Clarifying growth estimates as planning tools for infrastructure—not goals or mandates.
- Concerns about growth and quality of life, including infrastructure capacity, services, water, transportation, and neighborhood character.
- Support for housing and mixed-use development to meet housing goals, improve affordability, and diversify housing types.

Other topics included parks and open space, sustainability, transportation, affordability, evacuation planning, and implementation priorities. Overall, these comments echoed earlier themes: strong attachment to quality of life, concern about infrastructure and environmental sustainability, and differing views on the pace and scale of future growth.

In addition to comments received through official project channels, the City also received 17 emails sent directly to various City officials during this same period (see Attachment 4). These emails primarily expressed concerns or opposition related to residential growth contemplated in the plan.

STAFF RECOMMENDATION:
Approval of Resolution No. 4, Series 2026, recommending that the City Council adopt an amended Louisville Comprehensive Plan in accordance with Louisville Municipal Code Section 17.64.050.

ATTACHMENTS
1. Comprehensive Plan Adoption Draft, including:
    a. Appendix A Action Plan
    b. Appendix B Community Engagement Summary
    c. Appendix C Existing Conditions Reports
    d. Appendix D Future Residential Growth Estimate Methodology
2. Planning Commission Resolution 4, Series 2026
3. List of All Edits from 95% Draft to Adoption Draft
4. Additional Public Emails Received Outside Official Engagement Channels (January - February 2026)

LOUISVILLE

COMPREHENSIVE PLAN

February 19, 2026

City of Louisville
COLORADO • SINCE 1878

ADOPTION DRAFT

Acknowledgements

City Council

Chris Leh, Mayor

Caleb Dickinson, Mayor Pro Tem, Ward I

Josh Cooperman, Ward I

Deborah Fahey, Ward II

Judi Kern, Ward II

Barbara Hamlington, Ward III

Dietrich Hoefner, Ward III

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Debra Baskett

Steve Brauneis

Cullen Choi

Jennifer Hunt

Jonathan Mihaly

Jeff Moline

Board and Commissions

Cultural Advisory Board

Historic Preservation Commission

Historical Museum Advisory Board

Library Board of Trustees

Open Space Advisory Board

Parks & Public Landscaping Advisory Board

Recreation Advisory Board

Revitalization Commission

Sustainability Advisory Board

Youth Advisory Board

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Hannah Miller, Sustainability Program Manager

Meredyth Muth, City Clerk (former)

Peggy Norris, Librarian Supervisor

Matt Post, Senior Planner

Aileen Profir, GIS Program Manager

Vanessa Zarate, Economic Vitality Manager

Rob Zucarro, Director of Community Development

Bryon Weber, Parks Project Manager

Consultants

Design Workshop

Economic and Planning Systems

Fehr and Peers

Spirit Environmental

Thank you to the community members — residents, business owners, employees, property owners, visitors, and more — who participated in the development of the Comprehensive Plan.

Prepared by

DESIGNWORKSHOP

MAIN ST
MARKETPLACE
City of Louisville
COLORADO EST. 1878

Mayor's Welcome Letter

City of Louisville
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All of us cherish Louisville's rich history, superb quality of life, and commitment to a bright future. They did not happen by chance. They are the result of decades of thoughtful planning, community engagement, preservation of what has make our city special, and evolution to meet new opportunities.

This Comprehensive Plan is a framework that builds on that strong foundation. It lays out a clear, community-driven vision for how Louisville will continue to grow and thrive over the next decade. The Comprehensive Plan will guide City decisions that shape our daily lives—from housing and transportation to economic vitality, environmental sustainability, and recreation. It will help ensure that the choices we make support the long-term vision our community created together.

To create this Comprehensive Plan, thousands of our residents took part in community engagement activities that were far more extensive than those in past Comprehensive Plan processes. As a result, it reflects the hopes and priorities of the people who live, work, and play here. It balances a wide range of perspectives. And it expresses what we value most: our community character, social connectivity, a strong local economy, access to parks and open space, resiliency, and commitment to environmental sustainability.

Thank you to everyone who shared your time, ideas, and feedback throughout this process. This Comprehensive Plan belongs to the community, and together, we can turn vision into reality—continuing to make Louisville an equitable, resilient, sustainable, and vibrant place for generations to come.

Sincerely,

Chris Leh,
Mayor of Louisville

the Empire
Lounge
restaurant

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- C. Comprehensive Plan Existing Conditions Report
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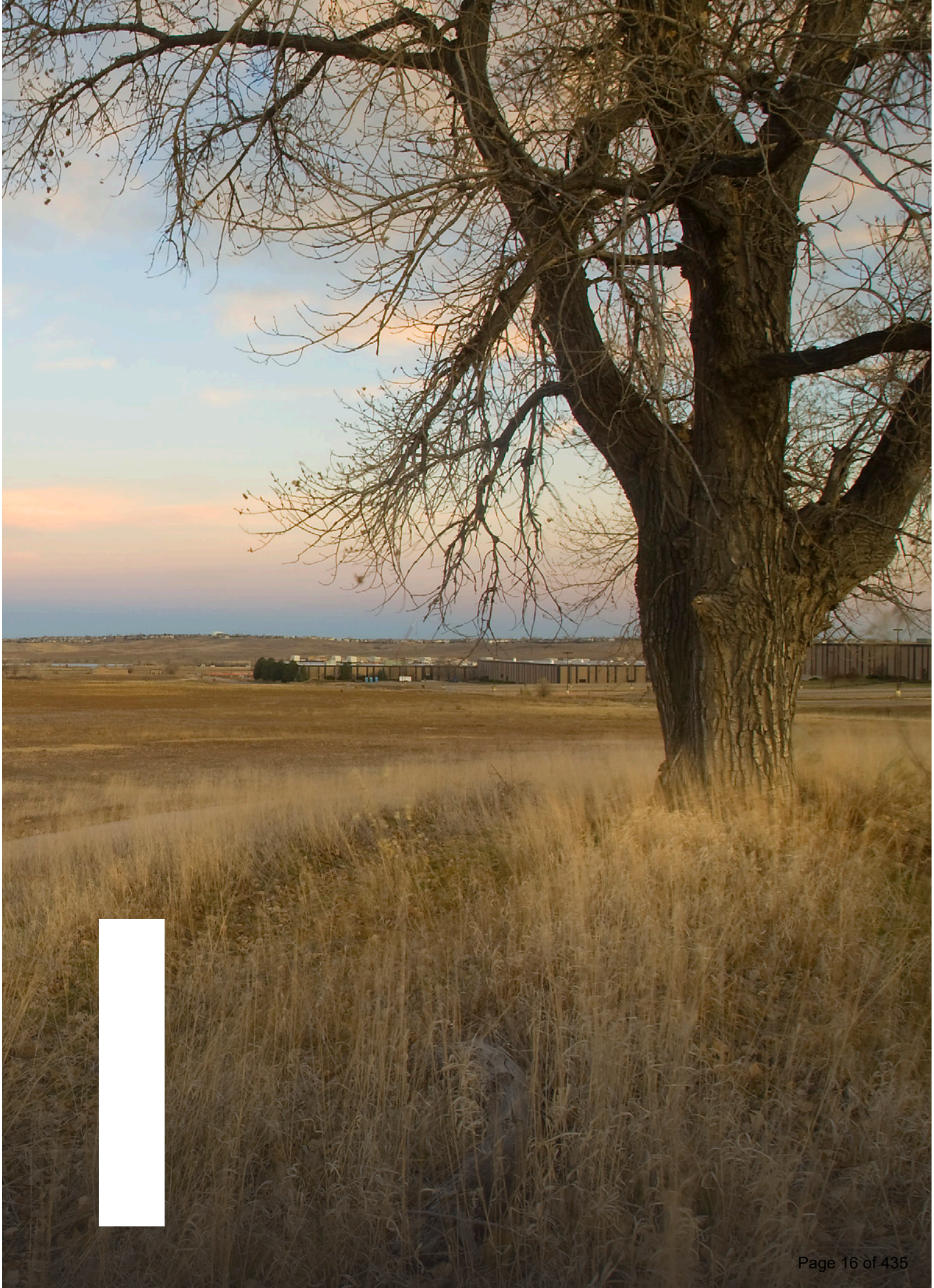
Rocky Mountains
Source: DesignWorkshop



INTRODUCTION

> “A highly sought after place to live with a strong sense of community and amenities that make the quality of life, wellness, health and safety a way of life here.”
>
> COMMUNITY MEMBER

PURPOSE OF THE COMPREHENSIVE PLAN

The City of Louisville Comprehensive Plan is one of the City's most important policy documents, providing a community-driven vision to guide future change in alignment with Louisville's shared vision and values. This update offers an opportunity for the community to assess current conditions, articulate priorities, and shape a long-term vision for an equitable, resilient, sustainable, and vibrant Louisville. Rather than establishing growth quotas or mandates, this Plan provides a framework to ensure that as the community evolves over time, Louisville can maintain its high standards for services, sustainability, and community character.

Grounded in extensive community engagement, the Plan integrates key elements such as land use, housing, transportation, economic vitality, sustainability, and community character. It serves as a guiding tool for decision-makers—helping the City balance growth with preserving the qualities that residents value most.

The City's Municipal Code calls for updating the Comprehensive Plan every ten years, and the last full update was completed in 2013. Although the community's recovery efforts following the 2021 Marshall Fire necessarily delayed the start of this planning process, the event underscored the importance of revisiting and strengthening Louisville's long-term vision. This update maintains the City's practice of looking ahead with a 20-year planning horizon, providing a framework to guide policy, land use, and public investment decisions well into the future.

What is a Comprehensive Plan?

A comprehensive plan is...

- A strategic guidebook for City policy decisions and priorities;
- A reflection of the community's vision and values; and
- Required by Colorado law.

A comprehensive plan is NOT...

- Zoning or regulations.
- A budget document; or
- A prescriptive list of all the City's policies and action items to undertake over the next ten years.

Longs Peak and Mount Meeker, part of Rocky Mountain National Park
Source: DesignWorkshop

Ten Big Things to Get Right Over the Next Ten Years

Louisville's future depends on making smart choices today. These ten priorities represent the most important areas where the City and community should focus their energy and resources over the next decade to advance the Comprehensive Plan's Vision Statement and Core Values. Together, they reflect what residents care about most, as demonstrated through the extensive community input summarized in this Plan.

- **Guide Growth Thoughtfully –** Manage growth and change to enhance community character, maintain social connections, and maintain high-quality City services.
- **Expand Housing Opportunities –** Provide a wider range of housing options to improve affordability and meet the needs of residents and the local workforce.
- **Support a Thriving Economy –** Foster a business-friendly environment that supports existing businesses while attracting new ones.
- **Promote Vibrant Mixed-Use Areas –** Encourage high-quality mixed-use development in key opportunity areas like Centennial Valley, South Boulder Road, Redtail Ridge, and Downtown.
- **Preserve Downtown Character –** Maintain Downtown Louisville as the heart of the community and protect its unique sense of place and historic character.
- **Enhance Resilience and Preparedness –** Prioritize the city's readiness to prepare for, respond to, and recover from emergencies and disasters.
- **Deliver Exceptional Parks, Recreation, and Cultural Opportunities –** Maintain state-of-the-art facilities, strong senior services, diverse programs, and inclusive events that strengthen community connections.
- **Protect, Preserve, Restore, and Strategically Acquire Open Space –** Prioritize open space and access to nature as essential community assets while preserving and promoting native plants, wildlife, and their habitats.
- **Advance Environmental Sustainability –** Take meaningful action to address the City's renewable energy goals and reduce carbon emissions.
- **Promote Equity, Diversity, and Inclusion –** Provide all residents with meaningful opportunities to participate in City decision-making and apply an equity-focused lens to City policies and actions.

Upon adoption, this Comprehensive Plan replaces and supersedes the 2013 Louisville Comprehensive Plan as the City's official long-range policy document

HOW TO USE THIS PLAN

The City of Louisville Comprehensive Plan (the Plan) is one of the City's most important policy documents. This Comprehensive Plan update provides an opportunity for the community, including residents, business owners, workers, elected and appointed officials, and City staff, to assess current conditions and envision a future that aligns the City's overall Vision, Values, and policies. The Plan is a guiding document for future growth and development.

Purpose

The Louisville Comprehensive Plan is a community-driven plan that sets the stage for Louisville's future. It serves a critical role in capturing a shared Vision of what is most important to the people of Louisville today and how the City and its residents promote these Values into the future.

The last Comprehensive Plan update was in 2013, and Louisville has changed dramatically since that time. While change is inevitable, it is important to recognize what is collectively valued and strike a balance between growth, preservation of open space, small-town character, resiliency, sense of community, and history.

The Comprehensive Plan integrates multiple Plan Elements, such as economic development, land use, transportation and sustainability. The Plan's Vision and Core Values guide policy and decision-making over the next 10 years. Rooted in data and shaped by robust community engagement, the planning process considers land use patterns, population, economic drivers, environmental factors and transportation to craft a plan that is uniquely Louisville.

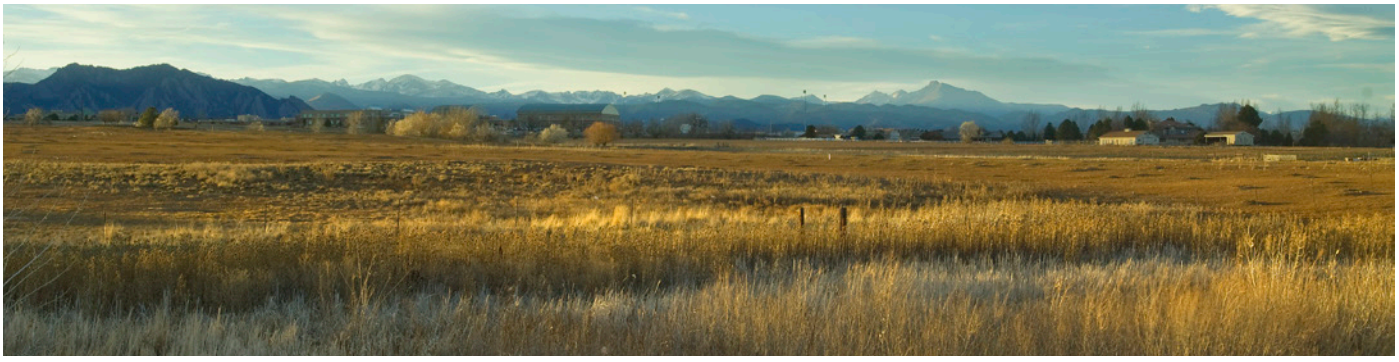


Figure 1: Plan Framework

Open field of tall, dry grasses facing towards the Rocky Mountains
Source: DesignWorkshop

Using the Comprehensive Plan

The Comprehensive Plan guides future decisions about growth, development, and investment to align projects and policies with Louisville's long-term Vision and Core Values. It is a living document, updated every ten years and built around a 20-year planning horizon. The accompanying Action Plan should be refreshed every five years to keep implementation priorities current as the community evolves and needs change.

Who Uses This Plan

- **Residents & Community Members –** to understand Louisville's long-term direction and how decisions are made.
- **Property Owners & Developers –** to determine desired land uses, policies, and design expectations for specific sites.
- **City Staff & Decision-Makers –** to inform development review, budgeting, capital projects, and updates to regulations.
- **City Council, Boards & Commissions –** to evaluate proposals for consistency with adopted policies.
- **Partner Organizations – t**o align their work with Louisville's goals and collaborate effectively.

Use This Plan When You Are:

- Reviewing or proposing a development project
- Prioritizing public investments and capital improvements
- Updating zoning, design standards, or other City rules
- Preparing departmental work plans, advisory board priorities, or budgets
- Weighing trade-offs between competing community priorities
- Considering long-term impacts of policy or land use decisions

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COMMUNITY PROFILE

> “I hope Louisville remains true to it’s values of Safety, Quality of Life, Community. This is what makes Louisville great!”
>
> COMMUNITY MEMBER

COMMUNITY CONTEXT

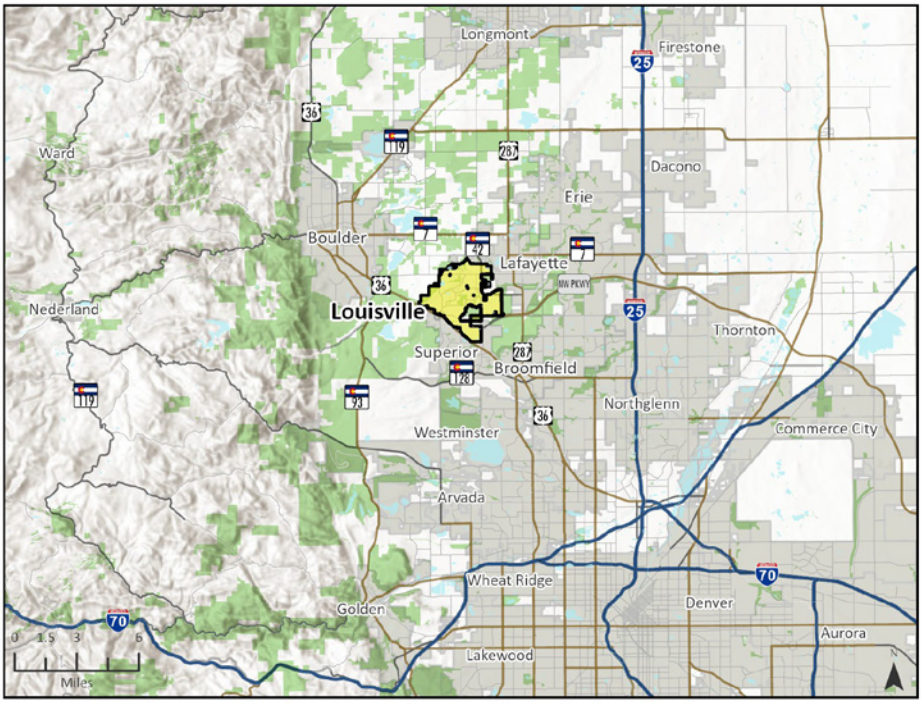
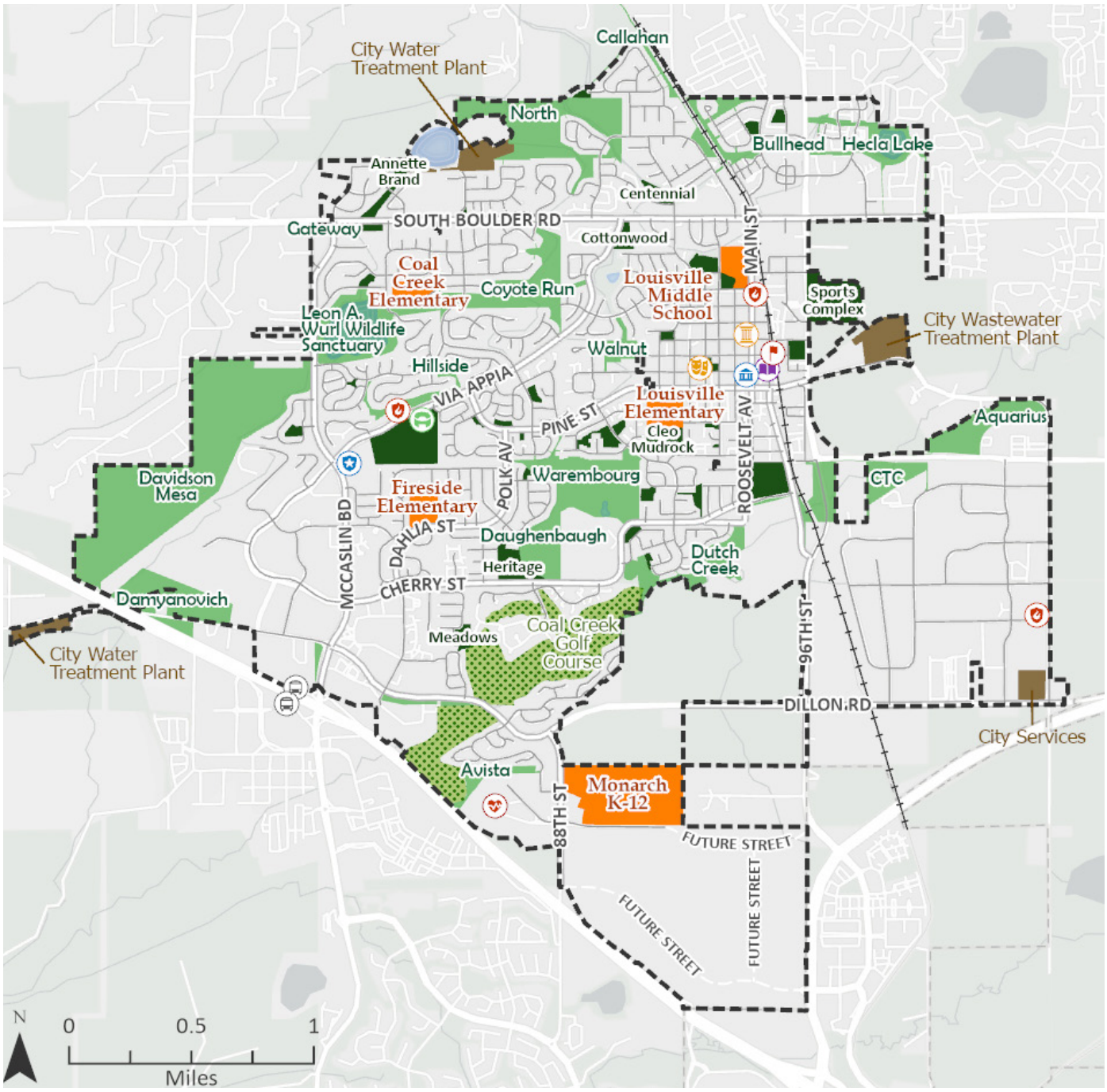


Figure 2: Regional Context Map
Source: City of Louisville

Louisville, Colorado is a vibrant city of about seven square miles located in southeastern Boulder County, midway between Boulder and Denver along the U.S. 36 corridor. Its location on the northern Front Range provides convenient regional access to major employment centers while maintaining the character of a close-knit, historic community surrounded by open space and mountain views.

Louisville is supported by a network of public facilities and community destinations that shape daily life—from schools and parks to civic buildings, businesses and employment hubs, transit stops, and the city's regional hospital. These places provide essential services, anchor neighborhoods, and help define the community's identity. The map on the following page highlights Louisville's major public facilities and community assets, offering an overview of how these resources are distributed across the city.



LEGEND

- Railroad
- Schools
- Public Facilities
- Coal Creek Golf Course
- Parks
- Open Space
- City Limits

Community Places

- Avista Hospital
- City Hall
- Fire Station
- Library
- Museum
- Police Station
- Recreation and Senior Center
- Transit Station
- Center for the Arts
- Steinbaugh Pavilion

Figure 3: Community Places and Public Facilities Map (Existing)

Source: City of Louisville

UNDERSTANDING OUR COMMUNITY

Louisville's story is one of evolution—from its beginnings as a coal mining town to a highly desirable community known for strong neighborhoods, high-quality schools, access to open space, and regional jobs. As the city has matured, demographic and economic trends are shifting in ways that will shape its future. After steady growth earlier in the decade, Louisville's population declined between 2018 and 2022, the community is aging faster than the rest of Boulder County, household sizes are shrinking, and housing costs continue to rise more quickly than incomes. These changes affect who can live in Louisville today and who may be left out in the future. Understanding these trends allows the Comprehensive Plan responds to current needs and supports an equitable, resilient, and vibrant community in the decades ahead .

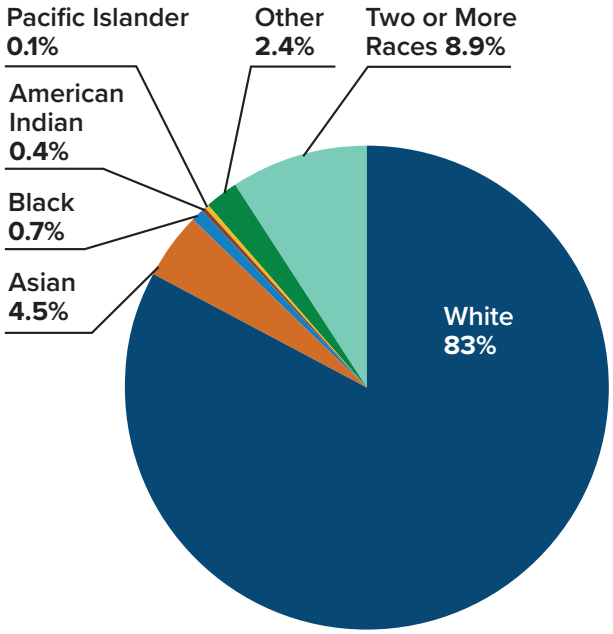
As of 2024
Louisville's total population was
19,889
Source: Colorado Dept. of Local Affairs

Louisville experienced....

15.5%
population growth
356 Residents per year
From 2010-2018

-8.7%
population decline
-465 Residents per year
From 2018-2022

Population by Race:



Louisville has an aging population.

Median Age
43.6 years
Highest median age among communities in Boulder and Broomfield counties.

55%
of residents are over **40**

Number of Housing Units:
8,826

Average Household Size: **2.29**
Median Home Value: **$831,000**
Median Income: **$124,459**
Sources: Colorado Dept. of Local Affairs

Multifamily Housing increased from **18%** of the inventory in 2011 to **22%** in 2021.

67%
Single Family Detached

9%
1-4 Unit Structure

22%
Multifamily
(5 or more units)

Figure 4: Community Statistics Breakdown
Source: City of Louisville, Louisville Housing Assessment, 2020 US Census, 2023 ESRI Business Analyst

GROWTH & DEVELOPMENT IN LOUISVILLE

Managing growth thoughtfully is essential to preserving Louisville's quality of life while supporting a thriving community and economy. Growth must consider impacts to infrastructure, natural resources, and public services, underscoring the need for coordinated planning. Well-designed development and redevelopment can strengthen neighborhoods, improve transportation choices, reduce environmental impacts, and help sustain community amenities and economic vitality. Future growth should follow principles that supports new development positively contributing to Louisville's character, sustainability, and long-term well-being.

Changing Population

Louisville's population has shifted notably over the past decade. The city grew 15.5% between 2010 and 2018—about 356 new residents per year—before declining 8.7% from 2018 to 2022, reaching 19,394 residents. At the same time, Louisville is aging faster than nearby communities: its median age of 43.6 is the highest in Boulder County. These patterns reflect smaller household sizes, fewer school-aged children, and increasingly high housing costs that outpace income growth.

While the Colorado Department of Local Affairs (DOLA) does not produce future population forecasts for individual cities, the Louisville Housing Plan provided an estimate of potential new housing units using Boulder County's official DOLA forecast. If Louisville maintains its current share of the County population (6.3%), the city will grow by approximately 20% between 2023 and 2047—slightly faster than the County overall. This estimate provides a useful planning baseline, though it should be interpreted with caution given recent population decline and Louisville's currently limited development capacity. Together, these trends highlight the importance of planning for a community that can support residents across all ages and income levels.

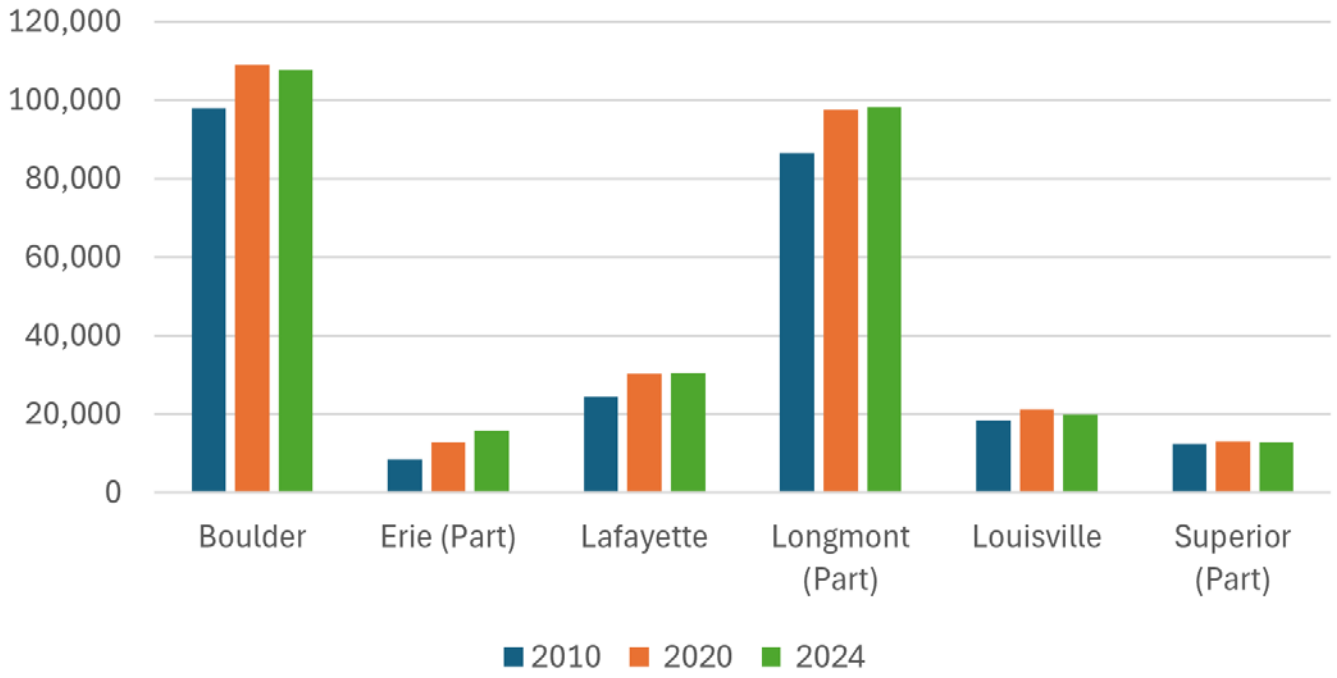


Figure 5: Boulder County Growth 2010, 2020, 2024
Source: City of Louisville

COMMUNITY HISTORY

Louisville began as a modest coal mining town in 1878 and continues to honor its history by preserving the buildings, stories, and landscapes that connect its past to the present. Coal discoveries in the late 1870s drew workers and investors to the area, and although founders Charles Welch and Louis Nawatny soon moved on, waves of immigrants from Europe helped the town grow into a key part of the Northern Coal Field. Mining shaped Louisville's early identity, creating a resilient, close-knit community despite difficult working conditions, seasonal shutdowns, and frequent labor strikes.

After the last mines closed in the mid-1950s, Louisville transitioned toward a more diversified economy and suburban neighborhoods began to emerge. The City remained small through 1970, when the population was only about 2,400. Growth accelerated in the following decades: Louisville expanded significantly in the 1980s and 1990s, growing from 5,593 residents in 1980 to 18,937 by 2000, aided in part by regional employment centers such as StorageTek and the city's location between Boulder and Denver. Louisville became a home rule city in 2001 and earned national recognition throughout the 2000s as one of the country's best places to live.

In 2021, the Marshall Fire—Colorado's most destructive wildfire—destroyed over 500 homes in Louisville, marking a defining moment in the city's modern history. Today, as the community rebuilds, Louisville remains characterized by its strong sense of neighborliness, resilience, and commitment to shaping a vibrant and connected future.

Figure 6: Workers at the Gorham Mine
Source: Louisville Historical Museum

Figure 7: Spruce Street, 1881
Source: Louisville Historical Museum

1878 — The town of Louisville is formed by Louis Nawatny, who bought 40 acres of land from the US government.

1882 — Louisville became an incorporated area with its first elected mayor, John H. Simpson.

1900 — Rocky Mountain Power Company supplies electricity for nineteen street lamps and a handful of residential homes.

1910 — The Long Strike begins when Louisville coal miners go on strike until 1914 for better pay, better safety, and shorter working days.

1917 — Louisville coal miners contributed to peak coal production in Boulder County of 1,045,277 tons of coal.

1924 — The newly chartered Chinook Campfire Girls and their leader began collecting books donated by Louisville residents to form the heart of the Louisville Public Library.

1933 — Louisville holds its first Labor Day Fall Festival and Parade.

1952 — The Boulder/ Denver Turnpike (US 36) opens.

1955 — The Crown Mine is the last mine to close in Louisville.

1958 — Louisville gains reputation for Italian food and as a restaurant destination.

1970 — StorageTek moves to Louisville, ushering in the transition from coal to the tech industry.

LOUISVILLE'S UNIQUE HISTORIC PRESERVATION PROGRAM

Louisville's historic preservation program is the first in the nation to be funded through a dedicated community-approved sales tax, reflecting strong public support for protecting the city's heritage. The program is unique in that it is entirely voluntary and incentives-based, encouraging property owners to participate without imposing requirements.

Louisville currently has 68 landmarked buildings, each representing an important part of the community's cultural and architectural history. The City offers a robust set of preservation tools—including grants, low-interest loans, and technical support—that have helped maintain and restore historic homes, commercial buildings, and community landmarks.

By approving an ongoing funding source for historic preservation, Louisville residents have affirmed the importance of honoring and protecting the city's heritage, ensuring that these historic places continue to shape community identity for generations to come.

FIRST STEWARDS OF THIS LAND

Before Louisville was founded, this area was home to Indigenous peoples who lived on, traveled through, and cared for the land for thousands of years. The Arapaho, Cheyenne, and Ute Nations, among others, maintained deep cultural, spiritual, and economic connections to this region long before modern settlement. Louisville honors these early stewards and recognizes that its community history is rooted in a much older and enduring story of Indigenous presence on the Colorado Front Range.

1978 Louisville celebrates its 100th anniversary with a year of festivities and a parade.

1990 Louisville's Recreation & Senior Center and Coal Creek Golf Course are built.

2005 Ranked as one of the five small towns to live in by Money Magazine.

2013 100 Year Flood occurs, affecting Boulder County and destroying areas in Louisville.

2021 Marshall Fire, Colorado's most destructive, destroys over 500 homes in Louisville.

2025 Louisville surpasses a major Marshall Fire recovery milestone as more than 300 homes are rebuilt, reflecting the community's resilience and commitment to rebuilding.

SUMMARY OF KEY EXISTING PLANS & STUDIES

Louisville's Comprehensive Plan is the City's broadest guiding document, establishing an overall vision and policy framework for how the community grows and evolves. The plans and studies summarized below provide more detailed guidance for specific systems, topics, and places—offering deeper analysis than a citywide plan can provide. Together, they address key components of the built environment and community well-being. This Comprehensive Plan is intended to align with and build on these documents, identify where updates or replacements are needed, and provide a unifying foundation that future plans and technical studies will refine and implement.

Parks, Recreation, Open Space, and Trails Long-Range Plans *(update beginning 2026)*

This adopted plan guides the long-term vision for Louisville's parks, open space, recreation facilities, programs, and trail system. The City is planning an update to align with this Comprehensive Plan in the near term.

Utility System Plan *(planned 2026)*

The City has prepared a Utility System Plan for Council adoption in 2026 to address long-term water, wastewater, and utility infrastructure needs and system reliability and capacity. This will be a new integrated plan and will continue to have future periodic updates.

Downtown Vision Plan *(2024)*

Adopted in 2024, this plan provides a renewed long-term vision for Downtown Louisville focused on placemaking, economic vitality, cultural identity, and urban design.

Louisville Housing Plan *(2024)*

Approved in 2024, this plan provides a housing needs assessment and responsive framework for addressing housing affordability, preservation, development opportunities, and regulatory reforms.

Wildfire Hazard and Risk Assessment of Louisville Public Lands *(2023)*

This assessment evaluates wildfire risk across Louisville's public lands and identifies mitigation, vegetation management, and resilience strategies. It will inform future resilience planning and may be updated as conditions and best practices evolve.

Downtown Louisville Framework Plan *(updated 2024)*

Originally adopted in 1999 and updated in 2024, this plan provides direction for reinvestment and improvement in Downtown Louisville, identifying key challenges, opportunities, and implementation actions.

Future 42 Study *(2022)*

Completed in 2022, this study establishes a community-supported vision for the CO 42 corridor focused on safety, mobility, redevelopment, and long-term multimodal improvements.

Drought Management Plan *(2021)*

Approved in 2013 and updated in 2021, this plan establishes protocols for drought monitoring, response measures, and water use restrictions.

Louisville Sustainability Action Plan *(2020)*

Adopted in 2020, this plan sets the City's sustainability goals across seven topic areas including climate, energy, transportation, water, waste, ecological health, and local food systems. Planned for an update in 2026.

South Boulder Road Connectivity Plan *(2019)*

The Louisville South Boulder Road Connectivity Plan summarizes analysis and recommendations for improving the safety, comfort, and convenience of people walking, rolling, or bicycling across a one-mile segment of South Boulder Road in Louisville.

Transportation Plan *(2019)*

The 2019 Transportation Plan established the City's first comprehensive, citywide multimodal transportation strategy, consolidating previous corridor-specific studies.

McCaslin Boulevard Small Area Plan *(2017)*

Approved in 2017, this plan addresses land use and design along the McCaslin Boulevard corridor and includes a recommendation to develop corridor-specific design guidelines.

Upon adoption of this Comprehensive Plan, the McCaslin Boulevard Small Area Plan is repealed and its guidance consolidated into this citywide framework.

Cultural Arts Plan *(2017)*

This plan outlines goals for expanding and strengthening Louisville's cultural offerings, supporting artists, enhancing cultural destinations, and integrating arts into community development.

Louisville Historical Museum Campus Plan *(2017)*

This plan outlines a long-range vision for the Louisville Historical Museum campus, focusing on preserving historic structures, expanding exhibit and program space, and enhancing outdoor areas to support education, community events, and interpretation of Louisville's heritage.

South Boulder Road Small Area Plan *(2016)*

Adopted in 2016 as a follow-up to the 2013 Comprehensive Plan, this small area plan provides land use, design, and transportation strategies for the South Boulder Road corridor.

Upon adoption of this Comprehensive Plan, the South Boulder Road Small Area Plan is repealed and its guidance consolidated into this citywide framework.

Stormwater Quality Plan *(2015)*

Adopted in 2015, this plan evaluates existing stormwater infrastructure, water quality, and regulatory compliance needs. It is planned for an update as the Stormwater Drainage Plan in 2026.

Preservation Plan *(2015)*

Approved in 2015, this plan outlines the goals and vision for Louisville's historic preservation program, guiding policy, designation, and stewardship of historic resources.

Northwest Area Mobility Study *(2014)*

This regional study provides transportation and mobility recommendations for northern communities along US 36, including future transit improvements, managed lanes, and bicycle and pedestrian connections.

Louisville Comprehensive Plan *(2013)*

Adopted in 2013, this 20-year plan established the community's vision, core values, and a framework for land use through defined development types. It serves as the predecessor to the current Comprehensive Plan update. No further updates to this version are planned because it is being replaced.

Hwy 42 Urban Renewal Plan *(2006)*

The City and Louisville Revitalization Commission, the City's urban renewal authority, established the Highway 42 Urban Renewal Plan in 2008 and will expire in 2033. The purpose of the plan is to assist with redevelopment and reinvestment in the 230 acre plan area by investing in public improvements and providing assistance to projects that eliminate blight within the plan area.

STATE MERCANTILE
WATERLOO

VISION STATEMENT & CORE VALUES

> “To keep the small-town feel but allow for well balanced and effective development; higher density redevelopment of vacant stores/businesses/ properties which ‘activate’ the community.”
>
> COMMUNITY MEMBER

VISION AND VALUES

In this Plan, "Values" refer to the foundational principles that guide Louisville's vision, priorities, and decision-making. They provide a reference point for shaping strategies, goals, and policies throughout the Comprehensive Plan.

The Vision Statement and Core Values represent the shared voice of Louisville, shaped by input from over 2,000 community members. Together, they capture what residents value most about their city and what they aspire for Louisville's future to be.

These guiding statements form the foundation of this Comprehensive Plan. They express the community's collective direction and serve as a lens for decision-making across all aspects of City policy and planning. The Vision Statement provides the overarching aspiration, while the Core Values describe the principles that define how Louisville will pursue that vision.

The Goals and Strategies in later chapters are designed to carry out the intent of the Vision and Core Values, offering guidance for decisions about budgeting, programming, staffing, capital investments, and rulemaking. These actions should be considered within the framework of the values and viewed as tools for achieving the community's vision—not as a prescriptive checklist of every step the City must take.

Figure 8: Core Values
Source: DesignWorkshop

Comprehensive Plan Vision Statement

*The City of Louisville is committed to being an **equitable, resilient, and sustainable** community where everyone has the opportunity to thrive—now and for future generations. We strive for a **vibrant** future where Louisville will evolve and adapt to change in ways that respect our past and supports our high quality of life.*

Comprehensive Plan Core Values

Community Character

We value a balanced approach to change that embraces and enhances our community character.

Community Connectivity

We value knowing our neighbors through a community network that is inclusive and inter-connected.

Environmental Sustainability

We value climate action, environmental resilience, and adaptation to promote environmental sustainability for the enduring vitality of our community.

Economic Vibrancy

We value thriving and dynamic businesses that support and engage the community.

Community Places

We value community places that bring people together and support healthy living including parks, open spaces, and other public places.

Civic Leadership

We value transparent, collaborative, and fiscally responsible local government.

Steinbaugh Pavilion outdoor venue in Downtown Louisville
Source: City of Louisville

PLAN ELEMENTS - TRANSPORTATION
Station 3
Instructions: Use Sticker Dots to indicate which of the following topics related to TRANSPORTATION AND MOBILITY the City should focus on over the next 10 years (Select up to 3).
Other Ide
LOUISVILLE
COMMUNITY OPEN HOUSE
PLAN ELEMENTS - PUBLIC LANDS
Station 3
Instructions: Use Sticker Dots to indicate which of the foll
NATURAL RESOURCES the City should focus on over th
Acquiring and/or dedicating more land as open space
Maintenance of public land amenities
Preservation of cultural sites and resources
Preservation of habitat and active restoration work
LOUISVILLE
COMPREHENSIVE PLAN
EN HOUSE

IV

PLAN PROCESS

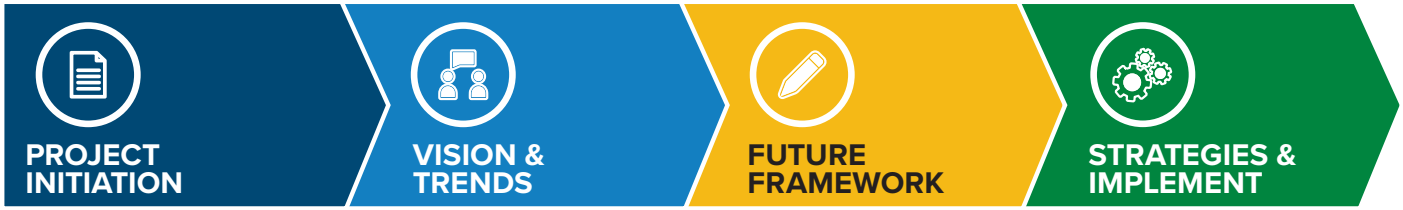
> “I want my kids to be able to live and work here, if they want. I do not want Louisville to be out of reach for the next generation.”
>
> COMMUNITY MEMBER

COMMUNITY ENGAGEMENT

The Louisville Comprehensive Plan Update is a community-guided effort shaped by the voices and priorities of the people who live and work here. From the outset, the process emphasized broad and meaningful engagement to ensure the plan reflects what residents value most and how the city should grow over the next 20 years.

More than 2,000 residents—about 10% of Louisville's population—participated in surveys, workshops, open houses, and focus groups, with additional insight gathered through conversations with partner organizations, local businesses, and community institutions like the school district. Their input informed every stage of the plan, from identifying what makes Louisville unique to shaping policies on land use, housing, transportation, sustainability, and more.

The engagement process followed a clear, phased structure, with each stage building on what the community shared in the one before it.



Spring 2024

- City Council + Planning Commission Discussions
- Focus Groups

Summer - Fall 2024

- Community Engagement Windows 1 - 2
- Existing Conditions

Winter 2025 - Fall 2025

- Community Engagement Window 3
- Policy Framework Development

Winter 2026

- Community Engagement Window 4
- Draft Plan and Adoption Hearings

Moxie Bread Co.
Source: DesignWorkshop

The Comprehensive Plan was shaped through a broad and intentional community engagement process designed to give every Louisville resident and stakeholder the opportunity to participate. Engagement took place across four phases, beginning with understanding what the community values most, then exploring future growth scenarios and draft goals and strategies, and finally gathering feedback on the full draft plan. Appendix A contains a complete record of this process—including survey questions, open house materials, dot-map results, summary tables, and written comments—while this section highlights each engagement phase and the key themes that emerged from community input.

Engagement by the Numbers

1,998 Total Survey Responses

300+ Event Participants

32 Focus Groups

11 Community Events

- **5** Neighborhood and Event Popups
- **3** Workshops
- **3** Community Open Houses

36 City Council, Boards, or Commissions Discussions

Community Open House
Source: Design Workshop

Bike Intercept Photo
Source: City of Louisville

COMMUNITY ENGAGEMENT WINDOWS

Engagement Window #1 – "Understanding Louisville" (Spring 2024)

The City kicked off the project with a community open house, workshops, focus groups, and an online survey that reached nearly 2,000 participants. Residents shared what they value most about living in Louisville and what issues the Comprehensive Plan should address. Input was also gathered from ten advisory boards and commissions, where civic volunteers and subject-matter experts shared their perspectives on key issues.

Engagement Window #2 – "Shaping Our Vision and Values" (Summer 2024)

During this phase, residents helped refine the plan's Vision Statement and Core Values by responding to targeted questions about what key concepts and community priorities mean to them. Pop-up events in neighborhood parks, at the Louisville Street Faire, and on Bike to Work Day brought engagement directly into the community, making participation easy, informal, and accessible

Engagement Window #3 – "Putting Our Values into Action" (Fall 2024–Early 2025)

The third round focused on turning community values into goals and strategies. At an open house and workshops, participants reviewed future growth scenarios and weighed tradeoffs—for example, how limited housing growth could affect affordability and inclusivity. Input on housing, land use, transportation, and economic development directly shaped the plan's policy framework.

Engagement Window #4 – "Reviewing the Draft Plan" (Winter 2025-Early 2026, forthcoming)

The final engagement phase focused on sharing the Public Review Draft of the Comprehensive Plan and gathering community input on refinements before adoption. This window included a well-attended open house and parallel online engagement opportunities, where residents reviewed the draft policies and provided feedback on proposed adjustments. Community input during this stage helped shape final revisions to ensure the plan reflects Louisville's priorities and values.

Top: Youth engagement; Bottom: Scenario Planning Open House
Source: DesignWorkshop

WHAT WE HEARD FROM "SHAPING VISION AND VALUES" ENGAGAEMENT WINDOW

What does a "safe, welcoming, inclusive, and supportive community" mean to you?

Family Friendly Spaces

Community centers, libraries, and other spaces where people from different backgrounds can gather.

Safe Streets

Roads, street crossings, sidewalks, and bike lanes that are accessible, connected, and easy to navigate for walking, biking, and driving.

Cultural Events

Festivals, parades, and events celebrating different cultures, traditions, and holidays from around the world.

What does "supports vibrant commercial areas" mean to you?

Public Events

Street fairs, farmers' markets, concerts and festivals in commercial areas.

Public Spaces and Amenities

Public spaces like parks, plazas, parklets, and seating areas where people can gather.

Downtown Louisville

A distinct character and identity with a unified design and scale with marketing and promotions to support local businesses.

What does "development that maintains or enhances our unique quality of life" mean to you?

Open Space

Preservation, restoration, and conservation of open space.

Quality Public Spaces

Well-lit, well-maintained streets, sidewalks, and trails to enhance safety, accessibility, and neighborhood beauty.

Community Character

Qualities, traditions, and values that define and distinguish a community.

WHAT WE HEARD

Across four engagement windows, a diverse range of Louisville residents helped shape the foundation of this Comprehensive Plan. Through surveys, open houses, workshops, pop-up events, focus groups, and conversations with advisory boards, the Planning Commission, and City Council, community members shared what they value most about Louisville and how the city should plan for the future. Their input informed the draft Vision Statement, Core Values, and the overall direction of the plan.

Through this early engagement, residents emphasized the importance of balancing thoughtful growth with environmental stewardship, preserving Louisville's unique character, improving mobility, and supporting places that keep the community connected. Key themes include:

Balance Community Character and Future Development

Maintain Louisville's sense of community, safety, and family-friendly atmosphere while accommodating change thoughtfully.

Expand Housing Choices and Affordability

Provide more diverse and attainable housing options for people of all ages and income levels, especially young families and older adults wishing to stay in the community.

Downtown is the Heart of the Community

Strengthen Downtown Louisville with infill housing, and continued vibrant retail, active public spaces, and a welcoming, inclusive environment.

Enhance Mobility and Safety

Improve connections for walking, biking, and transit by adding safer crossings, better lighting, continuous sidewalks and bike lanes, and more in-town transit options.

Foster Economic Vitality

Support businesses, reinvest in underutilized commercial areas, and encourage mixed-use development that keeps retail active and resilient.

Build Community and Gathering Spaces

Expand parks, trails, plazas, arts and cultural spaces, and other places that bring people together.

Advance Environmental Sustainability and Resilience

Promote green building, climate action, and land use practices that protect natural resources and reduce risks from natural hazards.

Each phase of the Comprehensive Plan Update has built on this feedback—layering values, ideas, and priorities into a shared vision for Louisville's future. As the city moves toward plan adoption, community input will continue to guide refinements, ensuring this remains a living, community-driven document that reflects the spirit and aspirations of Louisville.

2024 LOUISVILLE COMMUNITY SURVEY

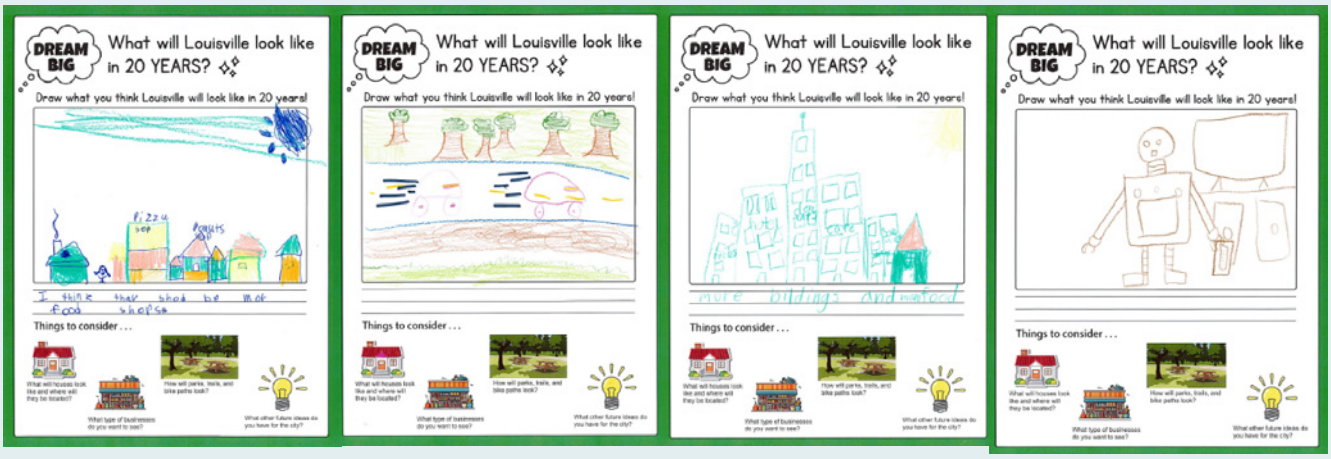
Every four years, the City of Louisville conducts a statistically valid community survey to better understand residents' priorities and satisfaction with City services. The 2024 results show that residents continue to value Louisville's open space, parks, trails, and overall quality of life, while also emphasizing the importance of managing growth and maintaining community character. The full survey results are provided in Appendix D.

One of the strongest takeaways was broad support for thoughtful redevelopment. Residents rated the redevelopment of vacant or underused commercial sites as the top priority for supporting a vibrant local economy, and 79% of respondents supported redeveloping these areas into mixed-use places with housing and businesses.

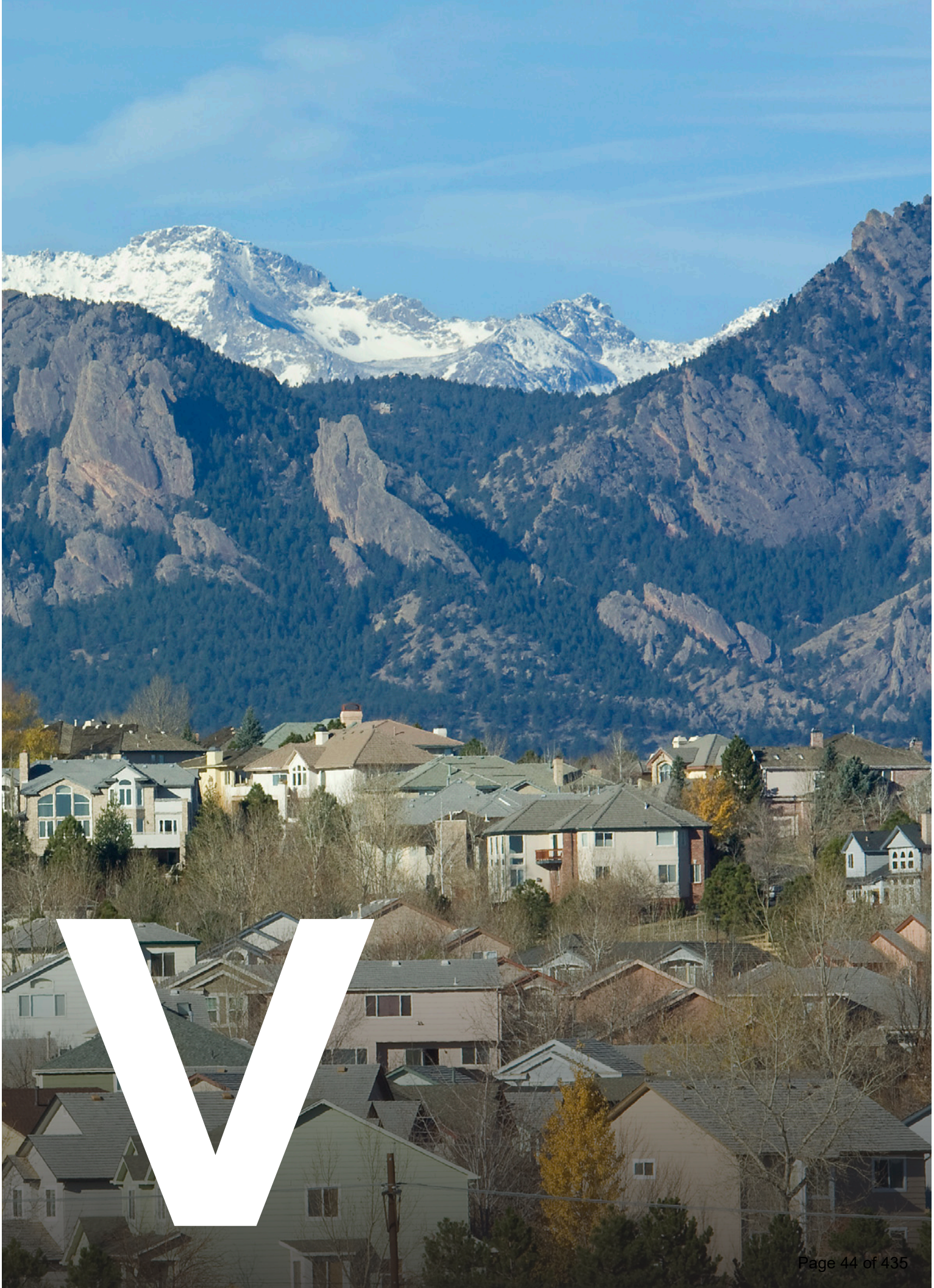
Community engagement events *Source: DesignWorkshop*

Youth Engagement

Louisville's young people also played an important role in shaping this plan. Members of the Youth Advisory Board shared their hopes and concerns—questioning whether they and their families will be able to afford to stay in Louisville and emphasizing the importance of preserving a community where neighbors know one another and where welcoming places to gather are easy to find. About 40 local kids and teens also contributed drawings of "What Louisville will look like in 20 years," imagining a future filled with trees, neighborhood shops, and creative ideas for the community.



Youth responses to "What will Louisville look like in 20 Years?" *Source: City of Louisville*



V

PLAN ELEMENTS

> “Louisville would be a more vibrant and diverse town. And we would play a positive role in addressing population growth in a sustainable way.”
>
> COMMUNITY MEMBER

PLAN ELEMENTS SUMMARY

The Comprehensive Plan is organized into topic areas that shape Louisville's future. Each section addresses these topics with corresponding goals and strategies that help put the community's Vision and Core Values into action.

Plan Element Core Values it Implements	**Goals**
Land Use and Land Development (LU)	LU 1. Increase Residential Development Opportunities
	LU 2. Expand and Maintain Access to Affordable Housing
	LU 3. Diversify Louisville's Housing Stock
	LU 4. Enhance Neighborhood Livability
	LU 5. Protect and Celebrate Louisville's History & Culture
	LU 6. Promote Exceptional Building and Site Design
	LU 7. Downtown Opportunity Area Goal
	LU 8. South Boulder Road Opportunity Area Goal
	LU 9. Centennial Valley Opportunity Area Goal
	LU 10. Redtail Ridge Opportunity Area Goal
Open Space (OS)	OS 1. Protect and Restore the Ecological Integrity of Louisville's Natural Areas
	OS 2. Support Healthy Ecosystems
	OS 3. Increase Open Space and Trails Public Awareness and Involvement
	OS 4. Maintain and Enhance the City's Inventory of Open Space
Community Places (CP)	CP 1. Maintain and Enhance Vital Recreation Assets
	CP 2. Encourage Social Connections Through Community Places and Events
	CP 3. Strengthen Trail Connectivity for Recreation and Transportation
	CP 4. Make Public Spaces Welcoming for Everyone
	CP 5. Foster Louisville as a City of Readers
	CP 6. Enhance Local Arts, History, and Culture for a Vibrant Community Experience
Economic Vitality (EV)	EV 1. Strengthen and Sustain Small and Local Businesses
	EV 2. Attract and Retain Employers to Grow Jobs and Diversify Louisville's Economic Base
	EV 3. Enhance Commercial Areas to Boost Economic Activity
	EV 4. Encourage Innovation and Entrepreneurship to Support Startups and Creative Industries

The plan is a guide—not a checklist—for City policy makers, City officials, community members, and partners to understand how decisions and proposals support Louisville's long-term direction. The strategies offer a range of tools the City may use over time, depending on priorities and available resources, ensuring the plan remains flexible and responsive as the community grows and changes.

Plan Element Core Values it Implements	**Goals**
Environmental Sustainability (ES)	ES 1. Reduce Greenhouse Gas Emissions and Advance Carbon Neutrality
	ES 2. Promote Energy Efficiency and Renewable Energy in Buildings
	ES 3. Engage and Educate the Community on Environmental Sustainability
	ES 4. Promote Water Conservation and Efficiency
	ES 5. Reduce Waste and Support a Circular Economy
	ES 6. Grow and Maintain a Healthy Urban Forest
Recovery and Resilience (RR)	RR 1. Modernize Critical Infrastructure to be More Resilient
	RR 2. Collaborate Regionally on Resilience
	RR 3. Build Strong and Connected Communities to Support Resilience
	RR 4. Enhance Emergency Preparedness
	RR 5. Support a Resilient and Diverse Economy
	RR 6. Support Equitable Access to Recovery and Resilience Resources
	RR 7. Strengthen Wildfire Preparedness and Mitigation
Transportation (TR)	TR 1. Support Safe, Efficient, and Reliable Travel
	TR 2. Build a Connected Multimodal Network
	TR 3. Strengthen Regional Transportation Connections
	TR 4. Use Technology to Improve Transportation Systems
	TR 5. Advance Equity and Accessibility in Transportation
	TR 6. Design Streets That Reflect Louisville's Character
	TR 7. Support a Transportation System That Strengthens the Local Economy
	TR 8. Align Transportation with Sustainability and Climate Goals
City Core Services (CS)	CS 1. Practice Transparent and Accountable City Government
	CS 2. Continue Providing Effective Public Safety and Emergency Services
	CS 3. Promote Meaningful and Inclusive Community Engagement
	CS 4. Ensure Fiscal Health for High Quality City Services
	CS 5. Protect and Effectively Manage Water Resources
	CS 6. Make the Development Review Process Clear, Efficient, and Aligned with Community Goals

LAND USE AND DEVELOPMENT

Louisville's unique character—its historic feel, sense of safety, and strong community connections—is deeply valued by residents. As the city continues to grow and evolve, future development should balance new opportunities with the preservation of the qualities people cherish most. Growth decisions should reflect community priorities and strengthen the sense of belonging that makes Louisville a vibrant and welcoming place for all.

At the same time, rising housing costs, a declining population, and fewer young families present real challenges for the city's future. Louisville must plan proactively to guide new development that supports a strong local economy, provides diverse and attainable housing options, and fosters an inclusive, connected community for generations to come.

Existing Land Use

Louisville's existing land use pattern reflects a mostly residential and open space community, with low-density residential areas making up the largest share of land at 27%. Open space accounts for a similarly significant portion at 26%, underscoring the community's strong commitment to preserving natural areas and buffers. Vacant land represents 13% of total acreage, offering key opportunities for future infill and redevelopment. Louisville also includes a substantial industrial and office/R&D sector—covering 12% of land—which supports the city's strong employment base. Public uses, including civic facilities and schools, make up 8%, while commercial, office, and mid-density residential areas each comprise about 3% of total acreage.

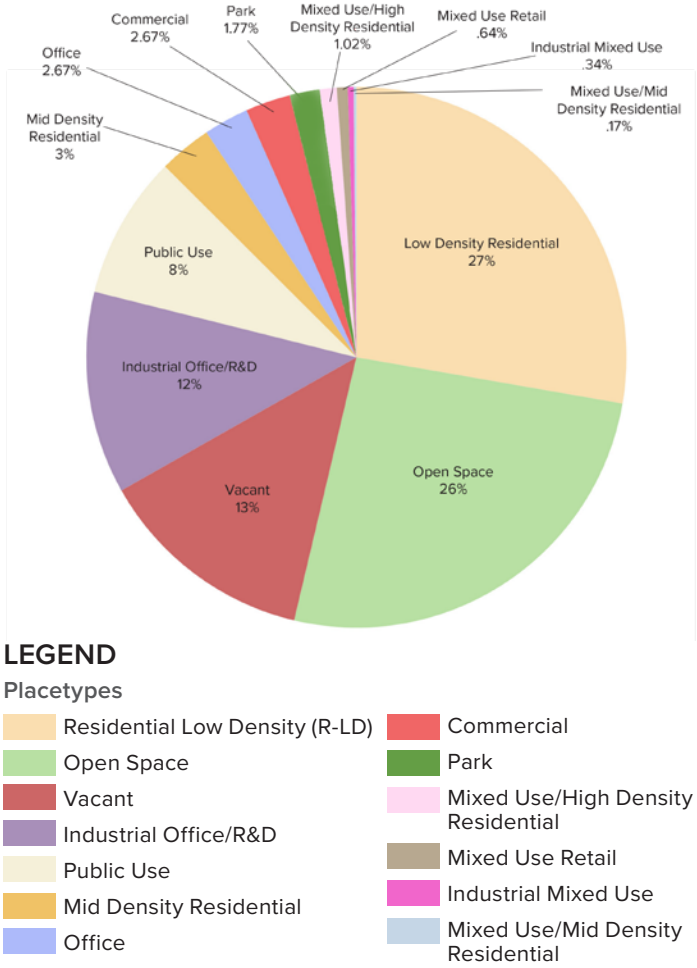


Figure 9: Existing Land Use
Source: City of Louisville

Existing Zoning

Zoning describes what *may* be built on a property—while existing land use reflects what is *actually there* today. Louisville's Zoning Map organizes land into districts like residential, commercial, industrial, and mixed use, each with standards that regulate allowed uses, building scale, and development form. These regulations, found primarily in Titles 15, 16, and 17 of the Municipal Code, translate the goals of the Comprehensive Plan into implementable rules. Appendix C includes the Zoning Map as of the date of Plan adoption.

Housing

Louisville's housing market has become increasingly difficult for many households. Of the city's 8,665 housing units, 67% are single-family detached homes, limiting options for young families, middle-income households, and older adults. Home prices have climbed dramatically—median values reached $896,000 in 2023, a 132% increase over[JH14.1] the past decade and well above the Boulder County average. A household now needs roughly $209,000 in income to afford the median-priced home, yet only 26% of households earn above $200,000. Renters face even greater strain: their median incomes are about half those of homeowners, and 41% of renter households are cost -burdened.

To better understand these challenges, the City completed the Louisville Housing Plan (2024), which included a detailed needs assessment and community engagement. The data showed Louisville is one of the fastest-aging communities in Boulder County, underscoring the need for more accessible and age-friendly housing. Community feedback was clear: residents strongly supported expanding housing options and redeveloping underused commercial areas for mixed-use homes and businesses.

Because Louisville has very little vacant land, most new housing will need to come from infill and redevelopment, particularly in Opportunity Areas (see Figure 7). This Comprehensive Plan supports a broader mix of housing—such as Accessory Dwelling Units (ADUs), duplexes, rowhomes, cottage courts, apartments, and mixed-use residential—alongside zoning updates aligned with the Housing Plan. By adding a wider range of homes and locating them thoughtfully within the city, Louisville can improve housing availability, support seniors who wish to stay in the community, and allow more people to live and work locally—strengthening affordability, sustainability, and overall community vitality.

Naturally Occurring Affordable Housing Areas

Naturally Occurring Affordable Housing (NOAH) refers to existing homes that are affordable without public subsidy or formal affordability restrictions. These areas—often older neighborhoods or smaller multifamily developments—provide attainable housing for the people who help make Louisville thrive, including teachers, service workers, and other community contributors.

On the Future Land Use Framework (Figure 11), NOAH Overlay Areas identify parts of Louisville with the highest concentrations of naturally affordable homes. This designation emphasizes the importance of maintaining affordability and housing stability in these neighborhoods. Subsequent goals and strategies in this plan element offer policy guidance for preserving these areas as affordable and reinvesting. While the overlay highlights key concentrations, similar housing exists throughout the city, and these policies should also be considered where naturally affordable homes support Louisville's inclusive and balanced community.

RISING COSTS

The median home price in Louisville is $831,000, 132% higher than a decade ago and approximately $150,000 above the county average.

Using the Future Land Use Framework

City policymakers, staff, and community members should use the Future Land Use Framework as a touchstone when evaluating development proposals and making land use decisions. Key questions to consider include:

- Does the proposal align with the intended Placetype description for the site?
- Is the property within an opportunity area, and if so, how does it reflect the applicable opportunity area policies?
- Are there any future public facilities—such as parks, open space, or transportation connections—identified in this plan or other City adopted plans that should be incorporated into the project?

Under Strategy LU 1.8 City Council should periodically review the Comprehensive Plan, development regulations, and related implementation measures to ensure that residential development is occurring in a managed and incremental manner consistent with Louisville's vision and core values and to implement the Louisville Housing Plan's identified housing needs of approximately 2,483 units over 20 years.

Future Land Use Framework

The Future Land Use Framework (Figure 11) outlines how Louisville should grow and evolve over the next decade. It translates the community's vision into a map and set of policies describing the desired mix of uses, scale of development, and overall character across the city. Each area is assigned a Placetype that defines its intended uses and development form.

For most of Louisville, the Framework maintains existing neighborhood character and land use patterns. It also designates four key Opportunity Areas—Downtown, South Boulder Road, Centennial Valley, and Redtail Ridge—where reinvestment and redevelopment are expected. These locations include large undeveloped parcels and older commercial sites with strong potential for change.

The Framework identifies locations where additional housing may be appropriate to places that can best support it — near commercial corridors, mixed-use centers, transit access, and existing infrastructure—while preserving lower-density residential neighborhoods. Directing potential housing to these areas helps create a more walkable city and supports a strong local economy. Expanding housing options also strengthens local businesses, advances the goals of the Housing Plan, and helps stabilize school enrollment so Louisville's schools remain strong.

Three-Mile Plan Compliance

Colorado law requires cities to adopt a "Three-Mile Plan," which outlines how they would coordinate land use, services, roads, and open space within three miles of their boundaries if any future annexation were ever proposed. Louisville's Approximately 90% of potential new residential development is planned within Opportunity Areas (Figure 10). These areas include vacant or underutilized sites with existing infrastructure, which helps minimize impacts on established neighborhoods and concentrate growth where services can best support.

Comprehensive Plan satisfies this requirement even though the City does not anticipate annexing new land. The City owns and manages a small number of open space and utility properties outside its limits and continues to coordinate closely with Boulder County and neighboring communities on planning and services. This element will be updated if any annexation proposals arise in the future.

Our Commitment to Quality of Life

Louisville will continue updating development codes, impact fees, and infrastructure plans to ensure growth pays its way and does not compromise our unique quality of life.

Planning Assumptions and Intent

The Future Land Use Framework does not establish residential growth targets or zoning. It is a planning tool to help align infrastructure, utilities, and services with potential future demand. Actual growth will depend on market conditions, community input, and regulatory processes. These estimates are informed by the Louisville Housing Plan's analysis of housing needs (approximately 2,483 units over 20 years) and provide a capacity range for planning purposes — not a goal or cap.

The Framework supports the Louisville Housing Plan goals to:

- Increase residential development opportunities in Louisville;
- Expand and maintain access to affordable housing; and
- Diversify Louisville's housing stock, including workforce housing and attainable options for younger residents and families.

By focusing potential housing in appropriate locations, the Plan is also designed to strengthen economic vitality—supporting local businesses and fostering vibrant, walkable mixed-use areas that reinforce Louisville's community character.

Potential Housing Capacity Estimates

The Future Land Use Framework identifies areas where additional housing could be accommodated over the next 20 years to respond to Louisville's housing goals and changing community needs. It includes targeted land use changes—primarily within the Opportunity Areas—to shift some commercial sites to mixed-use or residential use. These changes respond to strong community input and the 2024 Louisville Housing Plan, both of which emphasize the need for more diverse and attainable housing options than those envisioned in the 2013 Comprehensive Plan. Additional housing may also support the economic vitality of the city's existing business districts.

Based on the updated Framework, the city has an estimated capacity range of approximately 4,000 to 5,000 additional housing units over the life of the Plan. This range represents a theoretical buildout under the land use policies and is not a forecast of what will occur. It provides a useful planning range to align infrastructure, public services, parks, and transportation systems with future needs. Appendix C provides a summary of how this number was calculated.

By aligning land use decisions with the City's functional plans—such as parks, open space, transportation, and utilities—Louisville can plan for housing needs responsibly, focus change in the most appropriate places, and sustain the welcoming, high-quality community residents value.

Future Residential Development Opportunity

Opportunity Area	Residential Development Opportunity by Area (Units)
Downtown	200 - 300
Centennial Valley	1,000 – 2,000
Redtail Ridge	2,000 – 2,500
South Boulder Road Corridor	500-600
Outside Opportunity Areas	400-500

**These estimates are planning assumptions and capacity ranges used to evaluate infrastructure and service needs. They do not obligate the City to achieve a specific number of units and are not a goal or cap. Actual development will be shaped by market conditions, community priorities, and City regulations. These estimates are also informed by the Louisville Housing Plan's analysis of housing needs (approximately 2,483 units over 20 years).*

Table 1: Future Residential Development Opportunity
Source: City of Louisville

OPPORTUNITY AREAS MAP

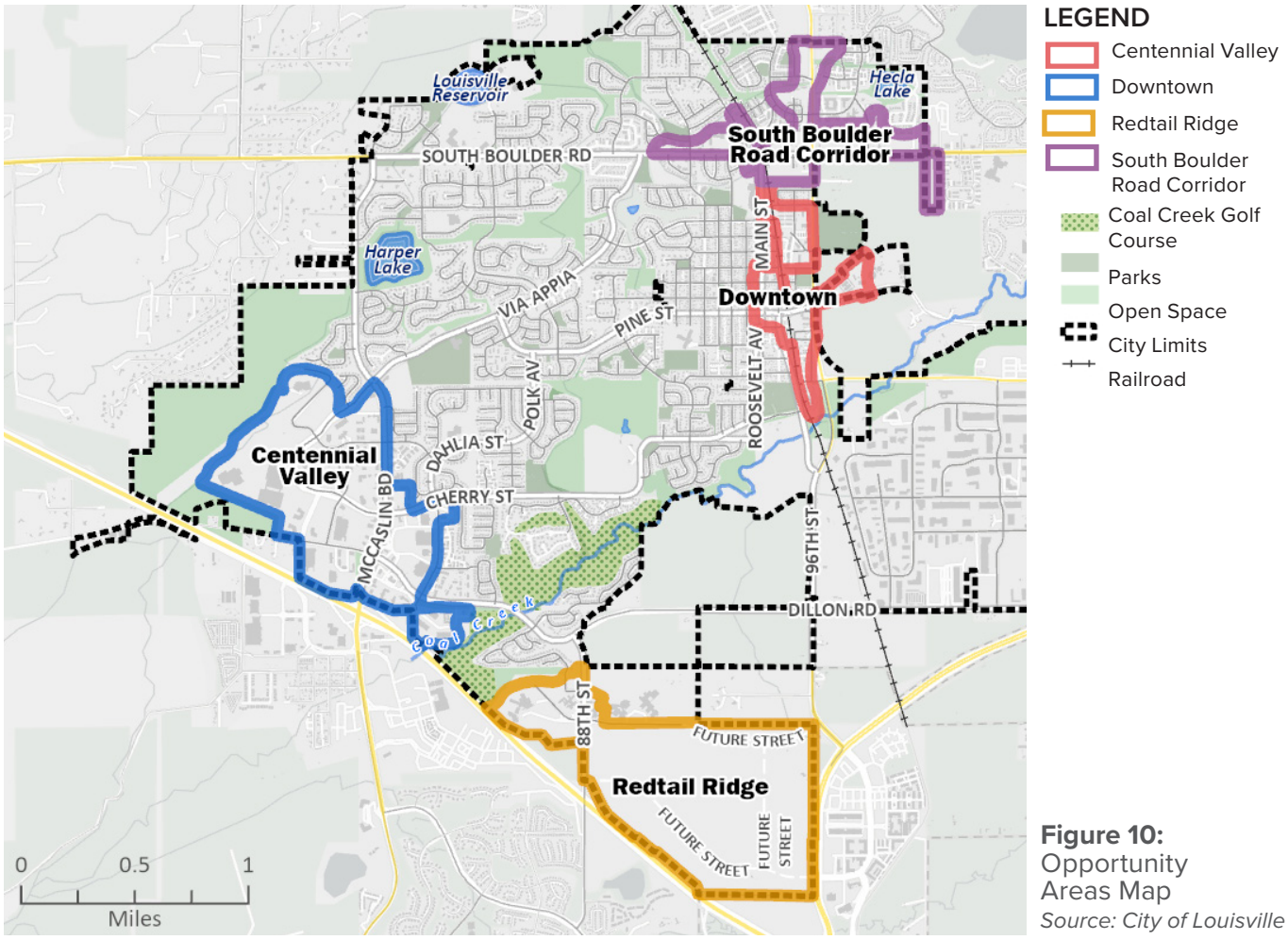


Figure 10: Opportunity Areas Map
Source: City of Louisville

Opportunity Areas

The Comprehensive Plan identifies four Opportunity Areas (Figure 10) with the greatest potential for change in land use and development. These areas—Downtown, South Boulder Road, Centennial Valley, and Redtail Ridge—contain major redevelopment sites, aging commercial properties, or large undeveloped parcels. While each area has unique opportunities and challenges, all are intended to evolve in ways that strengthen Louisville's economy, character, and quality of life. Future projects in these areas should follow the policies of this Plan to align development with the community's long-term vision.

Approximately 90% of the Plan's estimated housing capacity is located within these Opportunity Areas. These areas include vacant or underutilized sites with existing infrastructure, which helps minimize impacts on established neighborhoods and plan for housing needs where services can best support it.

The locations of the Placetypes shown on the Future Land Use Map are not intended to be rigid. They provide decision-making guidance and should be considered alongside other policies in this Plan to evaluate how development addresses a range of community priorities.

Community Support for Mixed Use Development

79% of Louisville residents polled in a statistically valid survey support redevelopment of underutilized commercial land for mixed use housing and businesses in Louisville. *(Source: Louisville 2024 Community Survey)*

Placetypes

Placetypes (Table 2) are the foundation of the Future Land Use Framework. They guide the vision for how different areas of Louisville should look, feel, and function in the future, addressing land use, development patterns, transportation, and community character. Placetypes serve as policy direction for reviewing development proposals and planning public infrastructure—ensuring future change aligns with community goals and values. Each Placetype describes the predominant development patterns expected across that area citywide; they are not parcel-specific descriptions.

Each Placetype includes four components to describe the desired form and function of that area:

- **Community Character** - Describes the overall feel and function of the area, including the typical land uses, development patterns, and key elements that define the setting.
- **Land Use and Scale** - Identifies the primary land uses intended to be most common in the placetype and the supporting uses that may complement them in appropriate locations. This section also outlines expected residential density (dwelling units per acre, or "DU/acre") and the general building scale, expressed as the maximum number of stories. These density ranges and height limits are intended as guidance and may vary based on project context and the extent to which a development provides community benefits, such as affordable housing, open space, or public amenities.
- **Transportation Connectivity** - Summarizes how the transportation system—streets, sidewalks, trails, and transit—should function within the placetype to promote safe, efficient, and well-connected travel that matches the types and intensity of development.
- **Development Considerations** - Highlights key design expectations to support development's contributions to the desired character of the area. This includes guidance on building design, relationships to parks and open space, integration with surrounding development, and buffering or transitions where needed.

Together, the Placetypes, Opportunity Areas, and Future Land Use Map provide a coordinated framework for guiding where and how Louisville should grow.

The locations of the Placetypes shown on the Future Land Use Map are not intended to be rigid. They provide decision-making guidance and should be considered alongside other policies in this Plan to evaluate how development addresses a range of community priorities.

South Street Underpass
Source: City of Louisville

SUMMARY OF LOUISVILLE COMPREHENSIVE PLAN PLACETYPES

PLACETYPE		PRIMARY LAND USES	SUPPORTING LAND USES	DENSITY AND SCALE*
R-LD	Residential Low Density	• Single Family Detached Residential and ADUs	• Single Family Attached and ADUS where compatible with neighborhood context • Parks and Recreation • Open Space, Trails, and Conservation • Community Places (public spaces, community centers, etc.)	• 1-8 DU/acre • Up to 2 stories
R-MX	Residential Mixed	• Single Family Attached Residential and ADUs • Single Family Detached Residential and ADUs • Multifamily Residential where compatible with neighborhood context	• Parks and Recreation • Open Space, Trails, and Conservation • Community Places • Limited neighborhood-serving Retail, Restaurants, and Office	• 8-18 DU/acre • Up to 3 stories in appropriate locations
NC	Neighborhood Center	• Multifamily Residential • Single Family Attached Residential and ADUs • Retail, Restaurant, and Office where compatible with neighborhood context	• Parks and Recreation • Open Space, Trails, and Conservation • Community Places	• 18-30 DU/acre • 3 stories
RC	Regional Center	• Multifamily Residential above the ground floor • Retail, Restaurant, Office, and Entertainment	• Parks and Recreation • Open Space, Trails, and Conservation • Community Places	• 30-40 DU/acre • Up to 5 stories in some locations
COM	Commercial	• Retail, Restaurant, Office, and Entertainment	• Multifamily Residential in limited areas • Parks and Recreation • Open Space, Trails, and Conservation • Community Places • Light Industrial in limited areas	• 18-30 DU/acre • 3 stories
DT	Downtown	• Retail, Restaurant, and Entertainment • Community Places	• Office • Multifamily Residential above the ground floor of buildings • Parks and Recreation	• 18-30 DU/acre • 3 stories
FLEX	Integrated Development/FLEX	• Retail, Restaurant, Entertainment, and Office • Light Industrial • Multifamily Residential	• Parks and Recreation • Open Space, Trails, and Conservation • Community Places	• 18-30 DU/acre • 3 stories
ME	Mixed Employment	• Office • Light Industrial	• Retail, Restaurant, Entertainment in limited locations • Parks and Recreation • Open Space, Trails, and Conservation • Community Places	• 3 stories
PARK	Parks and Recreation	• Passive and active recreation opportunities and amenities	• Support facilities such as restrooms, event shelters and parking areas • Open Space, Trails, and Conservation	• N/A
OS	Open Space	• Open Space, Trails, and Conservation • City Charter defined open space areas	• Passive Recreation and Agriculture	• N/A
PUB	Public	• Government and institutional buildings • Public utilities	• Parks and Recreation • Open Space, Trails, and Conservation • Community Places • Light Industrial	• Varies but should be compatible with adjacent neighborhoods

**Placetypes indicate general intent for land use, density, and building scale. Actual development may vary based on context, regulatory processes, and community priorities. Height and density adjustments are expected near established neighborhoods to ensure appropriate transitions.*

Table 2: Summary of Louisville Comprehensive Plan Placetypes
Source: City of Louisville

FUTURE LAND USE FRAMEWORK

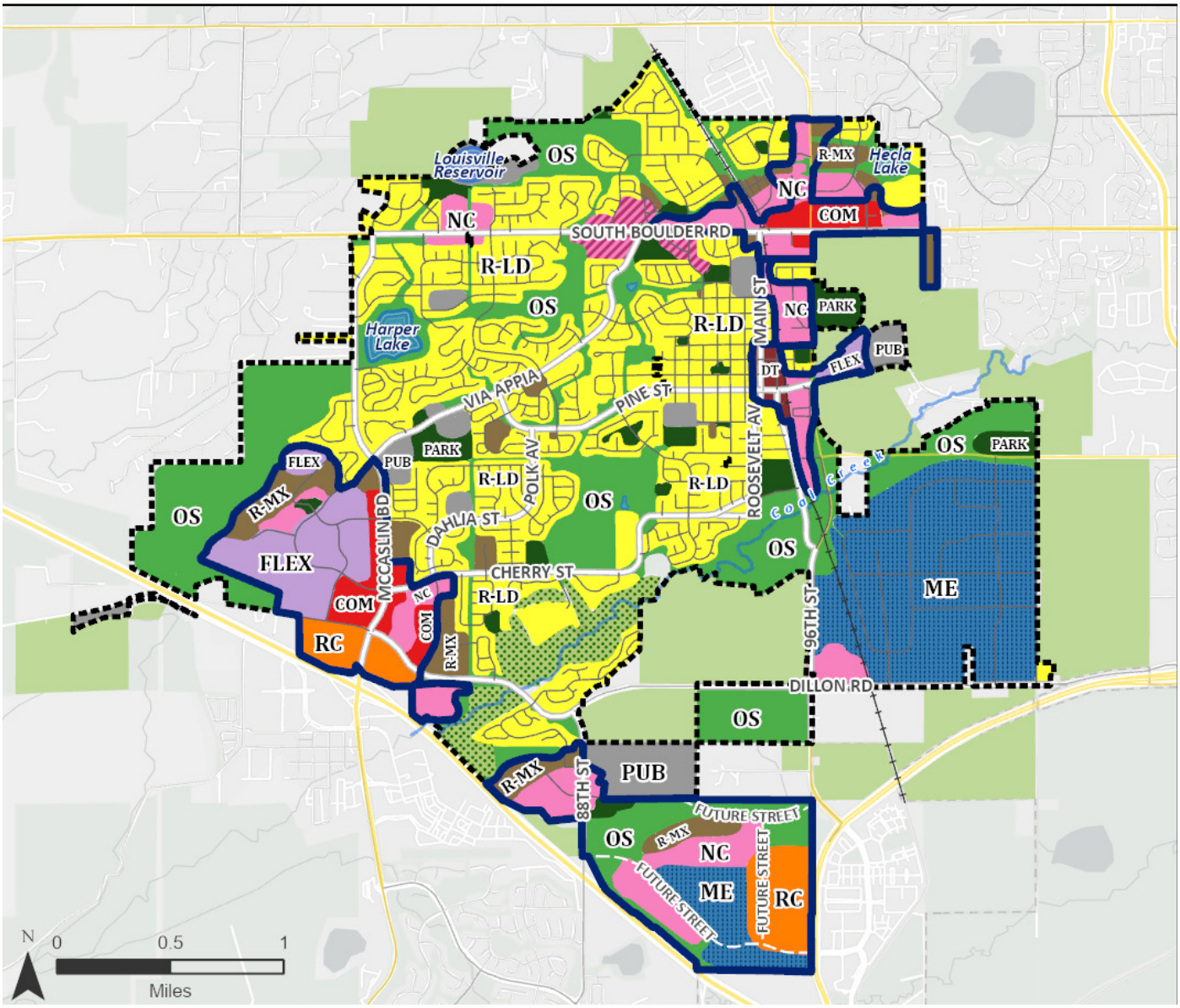


Figure 11: Future Land Use Framework
Figure 12: *Source: City of Louisville*

LEGEND

Placetypes

- Residential Low Density (R-LD)
- Residential Mix (R-MX)
- Neighborhood Center (NC)
- Downtown (DT)
- Regional Center (RC)
- Commercial Corridor (COM)
- Integrated Development/FLEX (FLEX)
- Public Facilities (PUB)
- Parks and Recreation (PARK)
- Open Space (OS)
- Mixed Employment (ME)

Overlay Areas

- Golf Course
- Naturally Occurring Affordable Housing (NOAH) Overlay
- City Limits
- Opportunity Area
- Open Space outside of Louisville

Residential Low Density (R-LD)

Community Character

Description: Suburban, primarily single-family residential neighborhoods with mid-size to larger lots. Development is low intensity, with limited attached housing and a consistent residential form. Streets, open spaces, and neighborhood amenities support a comfortable, family-oriented environment.

Location: Found throughout the community, particularly near parks and open space. This placetype represents a significant portion of the city.

Transportation Connectivity

- Provide local streets with lower operating speeds and traffic-calming features (e.g., curb extensions, mini-roundabouts, speed control treatments).
- Encourage continuous sidewalks and local trail connections that link homes to parks, schools, and nearby neighborhoods.
- Connect neighborhood paths and sidewalks to regional trail systems and open space access points.

Residential Low Density Housing in Louisville
Source: DesignWorkshop

Land Use and Scale

Primary Land Uses:

- Single Family Detached Residential and ADUs

Supporting Land Uses:

- Single Family Attached Residential and ADUs where compatible with neighborhood context

Density and Scale:

- Open Space, Trails, and Conservation
- Community Places (places of worship, schools, public spaces, community centers, etc.)
- Density and Scale:
- Residential Density: 1-8 DU/acre
- Building Heights: Up to 2 ½ stories

Development Considerations

- Maintain low-density residential form with consistent setbacks, landscaping, and building orientation.
- Support transitions and buffering where higher-density or mixed-use areas adjoin this placetype.
- Integrate parks, greenways, and small community gathering spaces within or adjacent to neighborhoods.
- Preserve and enhance connections to open space, trails, and natural features.
- In areas designated R-LD that are also within the Old Town Overlay District, development should reflect the historic pattern of smaller lots, traditional building forms, preserved historic structures where feasible, and a scale and character consistent with Old Town.
- Integrate local parks and open spaces as community gathering spots.

Residential Mixed (R-MX)

Community Character

Description: Moderately dense residential areas with a mix of detached single-family, attached housing such as duplexes, townhomes, rowhomes, and apartments up to three stories, designed to fit within the neighborhood scale and context. Limited community serving amenities at key locations support quality of life.

Location: This Placetype serves as a transition between single-family neighborhoods, mixed use, and employment centers. It is best suited for areas with access to jobs, transit, retail centers, parks, and open spaces. to promote walkability, and access to parks and open spaces. Ideal locations include areas adjacent to McCaslin Boulevard, Downtown, and South Boulder Road.

Transportation Connectivity

- Ensure a well-connected street network with collectors and arterials to support smooth traffic flow and local access.
- Support efficient transportation with safe, accessible bicycle infrastructure, including protected bike lanes and multi-use paths.
- Provide wide, pedestrian-friendly sidewalks on both sides of the roadway to connect homes with parks, schools, and mixed-use areas.
- Implement traffic calming measures such as safe crossings, landscaping, and speed controls to enhance pedestrian and cyclist safety.

Land Use and Scale

Primary Land Uses:

- Single Family Attached Residential and ADUs
- Single Family Detached Residential and ADUs
- Multifamily Residential where compatible with neighborhood context

Supporting Land Uses:

- Parks and Recreation
- Open Space, Trails, and Conservation
- Community Places (places of worship, schools, public spaces, community centers, etc.)
- Neighborhood-serving Retail, Restaurants, and Office where compatible with neighborhood context

Density and Scale:

- Residential Density: 8-18 DU/acre
- Building Heights: Up to 3 stories in appropriate locations

Development Considerations

- Maintain low-density residential form with consistent setbacks, landscaping, and building orientation.
- Support transitions and buffering where higher-density or mixed-use areas adjoin this placetype.
- Integrate parks, greenways, and small community gathering spaces within or adjacent to neighborhoods.
- Preserve and enhance connections to open space, trails, and natural features.
- Architecture should be high quality and consistent with the neighborhood.
- Site design should consider walkability, shared spaces and community amenities.
- Locate developments near transit with connected sidewalks, bike lanes, and trails.
- Promote a strong sense of place with courtyards, parks, and open spaces for gathering and recreation.
- Ensure building heights transition appropriately when adjacent to established single-family neighborhoods, typically limiting to two stories at the edge.

Neighborhood Center (NC)

Community Character

Description: Dense residential areas with limited retail or office uses to support walkable, vibrant communities. Housing types may include duplexes, triplexes, townhomes, condominiums, and apartments. Ground-floor retail, such as neighborhood 'corner stores', is encouraged to provide local goods and services.

Location: Located at the intersections of arterial and collector roadways or along active corridors with strong multimodal access, including transit. Ideal at community 'nodes' such as Redtail Ridge, South Boulder Road, DELO, and Centennial Parkway, where additional housing supports local vibrancy and activity.

Transportation Connectivity

- Design streets to accommodate all users—drivers, pedestrians, and cyclists—within a mixed-use environment.
- Provide transit stops and dedicated bike facilities scaled to surrounding traffic volumes and speeds.
- Include on-street parking to support access and business activity.
- Prioritize pedestrian comfort with wide sidewalks, modest setbacks, and active ground-floor design.

Neighborhood Center Development
Source: DesignWorkshop

Land Use and Scale

Primary Land Uses:

- Multifamily Residential
- Single Family Attached Residential
- Retail, Restaurant, and Office where compatible with neighborhood context

Supporting Land Uses:

- Parks and Recreation
- Open Space, Trails, and Conservation
- Community Places (places of worship, schools, public spaces, community centers, etc.)

Density and Scale:

- Residential Density: 18-30 DU/acre
- Building Heights: 3 stories

Development Considerations

- Integrate housing, commercial uses, and parks, trails, and plazas to create walkable neighborhoods that support foot traffic and local businesses.
- Locate retail and office uses to meet daily needs and serve nearby residents.
- Provide shared public spaces for recreation and social interaction.
- Support convenient access to jobs and services through nearby transit stops and commercial hubs.
- Include active ground-floor uses—such as cafés and community spaces—at key locations, including along South Boulder Road, nsition appropriately when adjacent to established single-family neighborhoods, typically limiting to two stories at the edge.

Regional Center (RC)

Community Character

Description: Focus on Transit-Oriented Development (TOD), featuring high-density housing and ground-floor retail or office uses. These hubs serve as focal points for community activity.

Location: These centers are ideally situated near high-frequency transit stations, such as near the US 36/McCaslin transit station or the Flatirons Crossing transit station. Access to regional highways, such US 36 and NW Parkway should also be considered.

Transportation Connectivity

- Incorporate landscaping, public art, signage, pedestrian-scale lighting, and gathering spaces to enhance walkability and placemaking along primary corridors.
- Design US 36 transit stations as mobility hubs with sheltered stops, accessible pedestrian and bicycle routes, and seamless RTD connections.
- Use creative parking strategies to maximize land use efficiency and support higher-density, transit-oriented development.
- Prioritize pedestrian-friendly design with wide sidewalks, minimal setbacks, safe crossings, and active streetscapes that encourage walking and community interaction.

Regional Center
Source: DesignWorkshop

Land Use and Scale

Primary Land Uses:

- Retail, Restaurant, Office, and Entertainment
- Multifamily Residential above the ground floor

Supporting Land Uses:

- Parks and Recreation
- Open Space, Trails, and Conservation
- Community Places (places of worship, schools, public spaces, community centers, etc.)

Density and Scale:

- Residential Density: 30-40 DU/acre
- Building Heights: Up to 5 stories in some locations adjacent to US 36.

Development Considerations

- Support vibrant, community-oriented environments through a mix of uses including higher-density housing combined with retail/ commercial, office, and public spaces. Support vibrant, community-oriented environments through a mix of uses including higher-density housing combined with retail/ commerc al, office, and public spaces and community health services.
- Encourage compact, vertical, transit-oriented development near transit hubs to support accessible communities with diverse amenities and services.
- Public plazas, parks, and art installations will enhance the sense of place and encourage social interaction.
- Ensure building heights transition appropriately when adjacent to established single-family neighborhoods, typically limiting to two stories at the edge.

Commercial (COM)

Community Character

Description: Active commercial districts with retail and office uses supporting business activity and employment opportunities.

Location: Commercial areas are located along major thoroughfares such as US 36, McCaslin Boulevard and portions of South Boulder Road. These corridors should include retail, restaurants, office, region-serving businesses, 'big-box' type stores, and other daily conveniences in the city.

Transportation Connectivity

- Design corridors to support safe and efficient vehicle travel.
- Reduce surface parking by encouraging infill development and creating active public spaces.
- Implement or enhance protected bike lanes or multi-use paths along McCaslin Boulevard.
- Provide safe, comfortable bicycle facilities on South Boulder Road consistent with the 2025–2026 South Boulder Road Study.
- Improve regional mobility by supporting transit hubs, transit-oriented development, and future RTD service expansions, with stops that include shelters, seating, and clear signage.
- Incorporate safe pedestrian underpasses at key intersections, as identified in the Transportation Map and supporting goals and strategies.
- Enhance corridors with landscaping, seating, pedestrian-scale lighting, and public art to improve comfort and visual character.

Land Use and Scale

Primary Land Uses:

- Retail, Restaurant, Office, and Entertainment

Supporting Land Uses:

- Multifamily Residential in limited areas
- Parks and Recreation
- Open Space, Trails, and Conservation
- Community Places (places of worship, schools, public spaces, community centers, etc.)

Density and Scale:

- Residential Density: 18-30 DU/acre
- Building Heights: 3 stories

Development Considerations

- Ensure commercial areas provide community goods and services with strong connectivity and visibility.
- Implement clear signage and wayfinding to improve navigation and access.
- Design safe intersections and roadways, particularly along McCaslin Boulevard and South Boulder Road, to balance vehicle access and pedestrian safety.
- Prioritize community character in building design, streetscapes, and public spaces to create a distinct sense of place.
- Ensure building heights transition appropriately when adjacent to established single-family neighborhoods, typically limiting to two stories at the edge.

Commercial Center in Louisville
Source: DesignWorkshop

Downtown (DT)

Community Character

Description: Vibrant activity area combining retail, dining, entertainment, and office uses with residential.

Location: Located along major corridors, this placetype promotes retail vibrancy through maintaining active street level land uses with the integration of housing. Ideal for Downtown Louisville and community 'nodes' where increased housing supports retail, restaurants, and entertainment.

Transportation Connectivity

- Enhance primary corridors with landscaping, public art, signage, seating, and pedestrian-scale lighting to create an inviting environment that supports local businesses.
- Manage parking at a district scale to improve land use efficiency and accommodate future development.
- Prioritize pedestrian comfort with wide sidewalks, modest building setbacks, and active, engaging streetscapes.
- Consider bike racks throughout Downtown—including along Main Street—to support multimodal travel.

Downtown Louisville
Source: DePaul Real Estate Advisors

Land Use and Scale

Primary Land Uses:

- Retail, Restaurant, and Entertainment
- Community Places (places of worship, schools, public spaces, community centers, etc.)

Supporting Land Uses:

- Office
- Multifamily Residential above the ground floor of buildings
- Parks and Recreation

Density and Scale:

- Residential Density: 8-30 DU/acre
- Building Heights: Up to 3 stories with ground floor active uses and as set forth in adopted design standards

Development Considerations

- Integrate housing with retail, dining, and entertainment to create lively, accessible, and well-connected neighborhoods.
- Locate activity nodes along major corridors to improve connectivity and pedestrian access, supported by plazas and public gathering spaces that encourage foot traffic and longer visits.
- Strengthen Downtown by incentivizing active ground-floor commercial uses that draw pedestrians and support local businesses.
- Promote mixed-use buildings with pedestrian-oriented retail streets, including storefronts, plazas, and outdoor seating.
- Design ground floors to create seamless transitions between businesses and public spaces, fostering a dynamic and welcoming environment.
- Maintain building scale and aesthetics consistent with the City's adopted Downtown Design Standards and Guidelines.
- Ensure building heights transition appropriately when adjacent to established single-family neighborhoods, typically limiting to two stories at the edge.

Integrated Development (FLEX)

Community Character

Description: The Integrated Development/ FLEX placetype supports a mix of residential, employment, and commercial uses in a coordinated, adaptable environment. These areas allow different uses to coexist and evolve over time, creating opportunities for housing choice, job growth, and neighborhood-serving retail. The intent is to foster a vibrant, walkable setting where uses complement each other and support daily needs.

Location: Primarily located in the Centennial Valley area, with additional sites elsewhere in the city where flexible land use is appropriate. These locations typically have access to major arterial roads and are near existing commercial areas.

Transportation Connectivity

- Areas with existing transportation connections and in some places like Centennial Parkway and road systems that can accommodate more traffic; Centennial Valley area also close to high frequency transit
- Support to break up large blocks with providing transportation (emphasize on bike/ped) connections connecting open space areas and other activity areas
- Support trail connections to nearby open space areas
- Enhance corridors with landscaping, seating, pedestrian-scale lighting, and public art to improve comfort and visual character.

DeLo, Downtown East Louisville
Sources: DesignWorkshop

Land Use and Scale

Primary Land Uses:

- Retail, Restaurant, Entertainment, and Office
- Light Industrial
- Multifamily Residential

Supporting Land Uses:

- Parks and Recreation
- Open Space, Trails, and Conservation
- Community Places (places of worship, schools, public spaces, community centers, etc.)

Density and Scale:

- Residential Density: 18-30 DU/acre
- Building Heights: 3 stories

Development Considerations

- Buffer development where commercial and residential uses meet to address noise, lighting, and privacy, using treatments like landscaping and fencing appropriate to the context.
- Provide inviting, well-designed public spaces—especially in larger developments—that are visible from the street and include amenities such as seating, informal play or activity areas, and landscaping.
- Orient buildings toward the street and promote ground-floor activation through design or land uses that create an engaging, neighborhood-scale frontage and contribute to a cohesive public realm
- Incorporate parks and open spaces to enhance workplace wellness and provide opportunities for outdoor activity.
- Ensure building heights transition appropriately when adjacent to established single-family neighborhoods, typically limiting to two stories at the edge.

Mixed Employment (ME)

Community Character

Description: Flexible employment areas to accommodate light industrial, office, and supporting retail. These areas may include business incubators and complementary uses such as breweries or distilleries. Light industrial uses integrated with office, retail, research and development, medical, educational, and technical facilities.

Location: These employment centers benefit from proximity to transit and major throughfares for commuting employees. Proximity to transit and major roads to ensure access for both trucks and deliveries as well as employees. Appropriate locations include parts of Redtail Ridge and the Colorado Technology Center (CTC).

Land Use and Scale

Primary Land Uses:

- Office
- Light Industrial

Supporting Land Uses:

- Retail, Restaurant, Entertainment in limited locations
- Parks and Recreation
- Open Space, Trails, and Conservation
- Community Places (places of worship, schools, public spaces, community centers, etc.)

Density and Scale:

- Residential Density: N/A
- Building Heights: 3 stories

Transportation Connectivity

- Promote connections for efficient truck and delivery movement and to streamline truck and delivery routes while minimizing impacts on local streets.
- Support for integrating RTD services and multi-modal transportation options for improved connectivity.
- Provide designated bike lanes, bike racks, and pedestrian pathways to ensure accessibility and safety for all users.

Avery Brewing Company
Source: The Brew Site

Development Considerations

- Encourage a mix of office, light industrial, production, research and development, medical, educational, technical, and business incubator spaces to support innovation, job creation, and economic growth.
- Allow complementary uses—such as small-scale retail, breweries, distilleries, and services—that activate employment areas and support daily needs.
- Promote collaboration by co-locating creative and innovative industries and integrating workspaces with small gathering areas, innovation hubs, or shared amenities.
- Mitigate impacts near residential areas or open spaces, particularly for uses that may generate noise, lighting, or other operational effects.
- Incorporate parks, open spaces, or outdoor areas to support employee wellness and provide opportunities for informal gathering and activity.
- Ensure building heights transition appropriately when adjacent to established single-family neighborhoods, typically limiting to two stories at the edge.

Parks and Recreation (PARK)

Community Character

Description: Public areas focused on providing active and passive recreation amenities and facilitating community gathering and events.

Location: 37 designated parks city-wide plus other parks-maintained properties, the Recreation & Senior Center and miscellaneous other recreation amenities.

Transportation Connectivity

- Support the goals and objectives of the PROS Trails Plan.
- Promote multimodal transportation through continued development of city's trail network, utilizing park parcels to increase connectivity and ease of access.
- Enhance connectivity of park properties with other public and private lands through support of the larger multimodal network and by provision of access points, trailheads, transit stops and parking areas where appropriate.
- Design future multimodal corridors to enhance interconnectivity, safety, accessibility, comfort and ease of navigation to and from parks and recreation areas.

Left: Louisville Cottonwood Park; Right: Recreation Center
Sources: Slides and Sunshine; City of Louisville

Land Use and Scale

Primary Land Uses:

- Passive and active recreation opportunities and amenities

Supporting Land Uses:

- Support facilities such as restrooms, event shelters and parking areas
- Open Space, Trails, and Conservation

Density and Scale:

- Residential Density: N/A
- Building Heights: N/A

Development Considerations

- Support the parks and recreation related goals and objectives identified in the Parks, Recreation and Open Space (PROS) Department Long-Range Plan and Trails Plan.
- Integrate parks and community-driven public spaces within new development where possible, residential areas and employment locations to facilitate access and better connect people to park amenities.
- Design parks, plazas, and other public recreation spaces to be universally accessible and to facilitate social interaction and community engagement
- Utilize parks and recreation spaces to soften urban areas and transition between development densities by establishing spaces which blend the built and natural environments.

Open Space (OS)

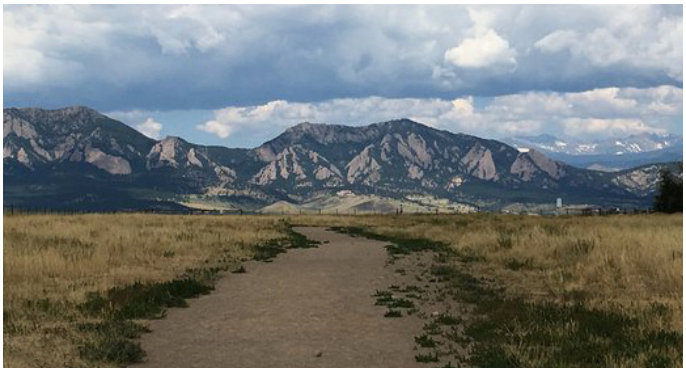
Community Character

Description: Generally undeveloped parcels featuring a natural aesthetic. Lands designated within the "Open Space Zone District" outlined in Section 15 of the Louisville Home Rule Charter and subject to Title 4 of the Louisville Municipal Code; includes other areas restricted to open space uses.

Location: Multiple, 15 solely owned properties city-wide and includes other areas restricted to open space.

Transportation Connectivity

- Support the goals and objectives of the PROS Trails Plan.
- Promote multimodal transportation through continued development of city's trail network, utilizing open space parcels where passive recreation is allowed and ecological impacts are minimal.
- Enhance connectivity of open spaces with other public and private lands through support of the larger multimodal network and by provision of access points, trailheads and parking areas where allowed.
- • Design future multimodal corridors to enhance interconnectivity, safety, accessibility, comfort and ease of navigation to and from open space areas.



Davidson Mesa Trailhead
Source: Trip Advisor

Land Use and Scale

Primary/Supporting Land Uses:

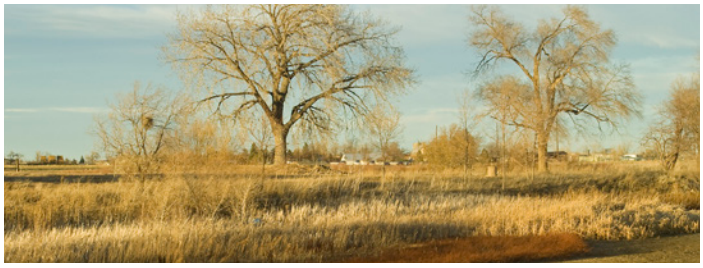
- Open Space, Trails, and Conservation
- For City Charter defined open space areas, varies by classification. OS-Preserve: resource preservation; OS-Protected: resource preservation; OS-Visitor: passive recreation; OS-Other=entryways and trail rests.

Density and Scale:

- Residential Density: N/A
- Building Heights: N/A

Development Considerations

- Ensure the operation and management of open space—both charter-designated areas and other protected open lands—aligns with Home Rule Charter Article 15 and Municipal Code Title 4, which prioritize natural resource protection and limited passive recreation.
- Support the open space goals and objectives identified in the Parks, Recreation, and Open Space (PROS) Plan and the Trails Plan.
- Integrate open space within developed areas to strengthen connections between residents and natural environments and encourage resource stewardship.
- Provide thoughtful transitions between natural and developed areas, promoting coexistence with undeveloped land, trails, and ecological features like habitat corridors.



Colorado Open Space
Source: DesignWorkshop

Public (PUB)

Community Character

Description: Government facilities and other institutional uses, including public safety facilities, schools, and public utilities.

Location: Should reflect the type of public use. Community-serving facilities—such as schools, recreation centers, and libraries—are best located near neighborhoods with good multimodal access. Utility and other semi-industrial public uses should be sited to minimize impacts on surrounding areas. All public facilities should consider appropriate transportation access for the services they provide.

Transportation Connectivity

- Ensure public and institutional facilities are easy to reach for all users who rely on their services.
- Provide clear, consistent wayfinding for people arriving by car, transit, bicycle, or on foot.
- Design sidewalks, paths, and bike facilities that offer safe and convenient access to and around public facilities where appropriate.

Louisville Recreation Center
Source: City of Louisville

Land Use and Scale

Primary Land Uses:

- Government and institutional buildings
- Public utilities

Supporting Land Uses:

- Parks and Recreation
- Open Space, Trails, and Conservation
- Community Places (places of worship, schools, public spaces, community centers, etc.)
- Light Industrial

Density and Scale:

- Residential Density: N/A
- Building Heights: may vary but should remain compatible with adjacent neighborhoods.

Development Considerations

- Public facilities serve as community anchors for civic, educational, and service functions.
- Schools, libraries, and recreation centers should integrate with plazas and parks to support gathering and community activity.
- Design should prioritize resident safety and access, using screening when needed to minimize impacts on nearby areas.
- Ensure public facilities are clearly defined, accessible, and appropriately located to support community well-being.

City Hall
Source: City of Louisville

Land Use and Development (LU) Goals and Strategies

Goal LU 1. Increase Residential Development Opportunities

Strategies

LU 1.1. Prioritize the use of vacant and underutilized land for new housing, particularly in areas with access to transit, services, and existing infrastructure.

LU 1.2. Encourage context-sensitive infill housing in appropriate locations to efficiently use land and expand the variety of available homes.

LU 1.3. Support the redevelopment of underperforming or aging commercial properties into residential or mixed-use projects where compatible with surrounding development.

LU 1.4. Streamline the development review and approval process for projects that advance adopted housing goals, including those that expand affordability or diversify housing types.

LU 1.5. Support housing types and locations that advance social equity by expanding access to affordable, accessible, and diverse homes for households with a range of needs and incomes.

LU 1.6. Leverage new residential development to increase economic vitality and vibrancy in areas with underutilized or long-term vacant commercial land.

LU 1.7. Monitor residential development activity and infrastructure capacity to ensure that housing production and service levels remain aligned with adopted service standards, fiscal sustainability, and the community's quality-of-life expectations, and adjust implementation tools as necessary.

LU 1.8. City Council should periodically review the Comprehensive Plan, development regulations, and related implementation measures to ensure that residential development is occurring in a managed and incremental manner consistent with Louisville's vision and core values and to implement the Louisville Housing Plan's identified housing needs of approximately 2,483 units over 20 years.

Goal LU 2. Expand and Maintain Access to Affordable Housing

Strategies

LU 2.1. Preserve existing affordable homes and protect residents in Naturally Occurring Affordable Housing (NOAH) areas shown on the Future Land Use Map by encouraging inclusion of affordable units or providing assistance for those at risk of displacement

LU 2.2. Partner with nonprofits, housing authorities, and community organizations such as Eviction Prevention and Rental Assistance Services (EPRAS), the Boulder County Housing Helpline, Boulder Housing Partners, and Colorado Legal Services to preserve, create, and support affordable housing and tenant stability.

LU 2.3. Review and update the City's inclusionary housing requirements to continue to meet community housing goals and reflect current market conditions.

LU 2.4. Identify and pursue funding and incentive opportunities, including grants, fee reductions, or density bonuses—to encourage affordable housing development and preservation.

LU 2.5. Evaluate potential impacts of new and existing City rules or policies (such as building codes, development standards, and fee structures) on housing affordability before adoption to avoid unintended cost increases.

LU 2.6. Continue to support the Boulder County Regional Housing Partnership goal of having 12% of all homes be permanently affordable by 2035 and continue to pursue local policies and partnerships that help Louisville contribute to this target.

LU 2.7. Require or incentivize onsite affordable housing units in new residential or mixed-use projects."

Goal LU 3. Diversify Louisville's Housing Stock

Strategies

LU 3.1. Update zoning standards to support development of smaller homes, townhomes, duplexes, and senior housing in more places.

LU 3.2. Support family-friendly housing designed to support households with children, including multiple bedrooms, nearby parks and schools, and safe access to transportation.

LU 3.3. Require or encourage a mix of housing types, sizes, and price points within larger residential or mixed-use projects to foster inclusive, mixed-income communities.

Goal LU 4. Enhance Neighborhood Livability

Strategies

LU 4.1. Improve neighborhood connections to schools, parks, commercial areas, and community destinations by expanding safe, accessible sidewalks, crosswalks, and bicycle facilities.

LU 4.2. Incorporate traffic calming, pedestrian-scale lighting, street trees, and landscaping to enhance neighborhood safety, comfort, and overall character.

LU 4.3. Consider implementing Dark Sky–compliant lighting standards to reduce light pollution and protect neighborhood night skies.

LU 4.4. Ensure that any new development next to low-density residential areas is compatible in scale and character by limiting building heights and providing appropriate landscaping, buffering, and screening.

LU 4.5. Support neighborhood identity and social connection by encouraging small community gathering spaces, local events, and opportunities for neighbors to engage.

Westside Station Townhomes in Atlanta, GA
Source: TSW Design

Goal LU 5. Protect and Celebrate Louisville's History & Culture

Strategies

LU 5.1. Preserve and expand recognition of historic places by increasing the number of landmarked buildings and supporting the protection and reuse of properties with historic or social value.

LU 5.2. Promote community awareness and engagement through storytelling, exhibits, signage, events, and educational outreach that highlight Louisville's history and heritage.

LU 5.3. Strengthen the Historic Preservation Program by ensuring sustainable funding and expanding public understanding of its purpose and benefits.

LU 5.4. Evaluate the feasibility of a new or expanded arts center to enhance access to arts and cultural programming.

LU 5.5. Continue supporting programs and facilities at the Louisville Historical Museum to preserve and share the community's unique stories.

LU 5.6. Incorporate distinctive gateway features at key community entrances to reflect Louisville's identity and sense of place.

Goal LU 6. Promote Exceptional Building and Site Design

Strategies

LU 6.1. Design sidewalks, building frontages, and entrances to create a safe, active, and welcoming pedestrian environment.

LU 6.2. Encourage the use of high-quality, durable, sustainable, and energy-efficient building materials that reduce long-term environmental and maintenance impacts.

LU 6.3. Incorporate landscaping, green infrastructure, and usable open spaces into site design to support environmental performance, stormwater management, and visual appeal.

LU 6.4. Promote building heights, massing, and architectural details that complement surrounding areas.

LU 6.5. Promote universal design principles for buildings and public spaces that are accessible and functional for people of all ages and abilities.

LU 6.6. Require large developments to create a strong sense of place by including plazas, courtyards, and other publicly accessible spaces that support gathering and community interaction.

LU 6.7. Align new development with the City's adopted parks, open space, and transportation plans to provide the desired connections and facilities.

DOWNTOWN OPPORTUNITY AREA GOALS AND STRATEGIES

Goal LU 7. Downtown Opportunity Area

Preserve and enhance Downtown Louisville's historic character and heritage while creating inviting public spaces that strengthen community life and support a vibrant local economy.

Downtown Opportunity Area Strategies

LU 7.1. Maintain the historic scale by limiting building height and size in line with City adopted downtown plans and policies.

LU 7.2. Encourage active ground-floor uses—such as shops, restaurants, cultural spaces, and community-oriented businesses—to create a lively, pedestrian-oriented environment throughout the day and evening.

LU 7.3. Create and enhance public gathering spaces, including plazas, pocket parks, patios, and outdoor seating areas, in alignment with the Downtown Vision Plan to support community interaction and events.

LU 7.4. Support mixed-use buildings with housing above ground-floor commercial uses to increase downtown's residential base, strengthen local businesses, and foster a more active street life.

LU 7.5. Provide incentives, grants, or technical assistance to preserve, rehabilitate, and maintain historic downtown buildings in a manner that supports both heritage and economic vitality.

LU 7.6. Regularly review and update the Downtown Design Framework, design standards, overlays, and related policies to ensure they reflect community priorities and maintain compatibility between Downtown commercial areas and adjacent Old Town neighborhoods.

LU 7.7. Continue to support reinvestment in the Urban Renewal Area (URA) through available tools such as Tax Increment Financing (TIF), infrastructure improvements, and public-private partnerships.

LU 7.8. Explore long-term district-based tools—such as a Downtown Development Authority, Business Improvement District, additional urban renewal areas, or similar mechanisms—to sustain downtown investment, support businesses, and activate public spaces after URA expiration.

LU 7.9. Explore implementing a coordinated wayfinding system in Downtown Louisville to improve navigation for visitors, highlight key destinations and public amenities, and support local businesses by directing people to shops, restaurants, parking, and cultural attractions.

Historic Downtown Louisville
Source: City of Louisville

A community event space, the Sunken Plaza
Source: DesignWorkshop

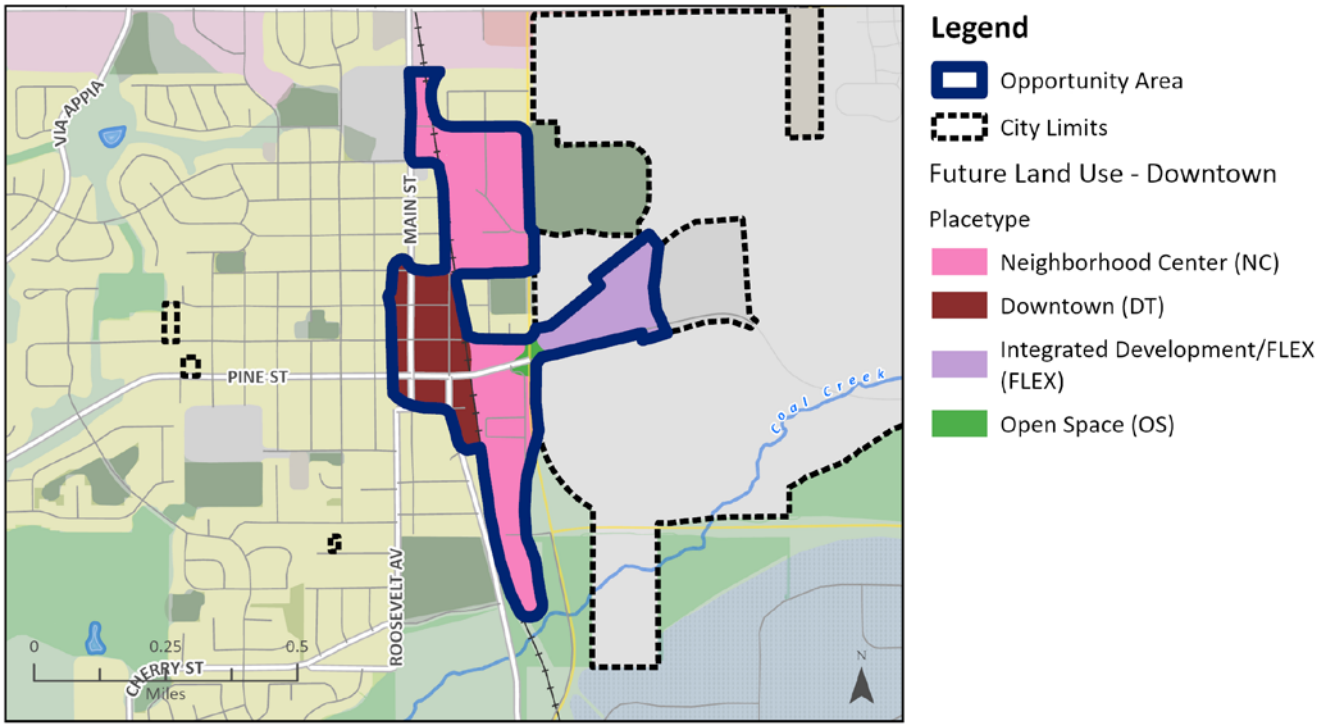


Figure 13: Downtown Opportunity Areas Map
Source: City of Louisville

Downtown Louisville Imagery
Source: City of Louisville

SOUTH BOULDER ROAD OPPORTUNITY AREA GOALS AND STRATEGIES

Goal LU 8. South Boulder Road Opportunity Area

Maintain and enhance the core existing commercial areas along South Boulder Road while supporting new residential and mixed-use development that strengthens the local economy and advances City housing goals.

South Boulder Road Opportunity Area Strategies

LU 8.1. Promote high-quality building and site design for properties fronting major corridors to create an attractive and welcoming environment.

LU 8.2. Improve walking and biking connections between nearby neighborhoods, commercial centers, parks, and open spaces.

LU 8.3. Encourage public gathering spaces such as plazas and green areas that invite community interaction.

LU 8.4. Activate the street level by incorporating ground-floor uses in multi-story residential buildings, such as shops, restaurants, or community spaces in mixed-use zones along South Boulder Road and Highway 42.

LU 8.5. Encourage the redevelopment of underutilized commercial sites—such as oversized or mostly empty parking lots—into mixed-use projects that contribute to South Boulder Road's vitality and support City housing goals.

Willits Town Center, Basalt, CO
Source: DesignWorkshop

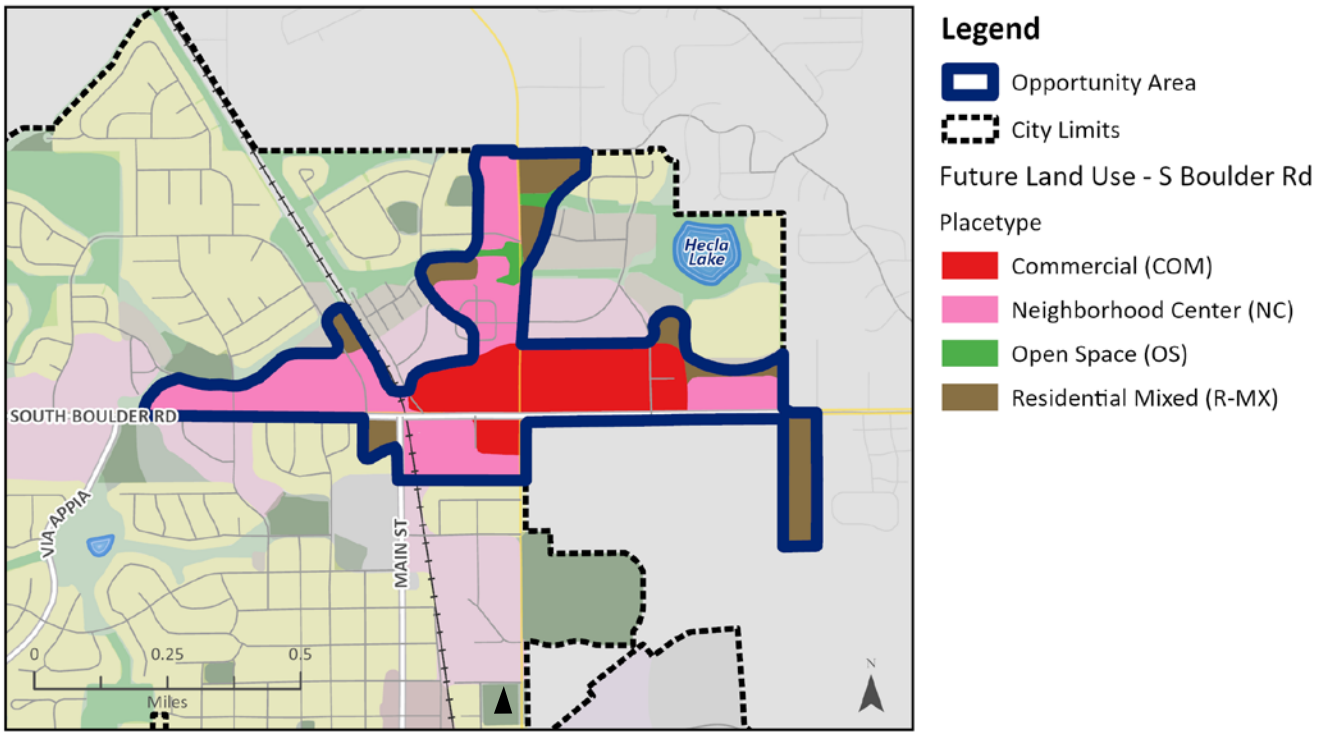


Figure 14: South Boulder Road Opportunity Areas Map
Source: City of Louisville

Louisville Bridge
Source: DesignWorkshop

CENTENNIAL VALLEY OPPORTUNITY AREA GOALS AND STRATEGIES

Goal LU 9. Centennial Valley Opportunity Area

Create a vibrant, mixed-use neighborhood in Centennial Valley where daily needs are close by and new housing fosters a strong sense of community while maintaining the core existing commercial areas.

Centennial Valley Opportunity Area Strategies

LU 9.1. Encourage mixed-use development that blends housing, retail, services, and employment in walkable, connected blocks.

LU 9.2. Strengthen walking and biking connections by creating safe, direct routes between homes, shops, parks, open spaces, and transit, including breaking up large blocks where feasible.

LU 9.3. Incorporate inviting public spaces such as plazas, courtyards, or small parks into new development to create gathering places for residents and visitors.

LU 9.4. Support a range of housing types and price points to serve diverse households and support nearby commercial uses.

LU 9.5. Support the inclusion of cultural and civic amenities—such as an arts center, library, or performance space—to enrich community life.

LU 9.6. Promote connections to nearby open spaces, especially areas west of Centennial Boulevard near Davidson Mesa, while balancing these opportunities with private property interests.

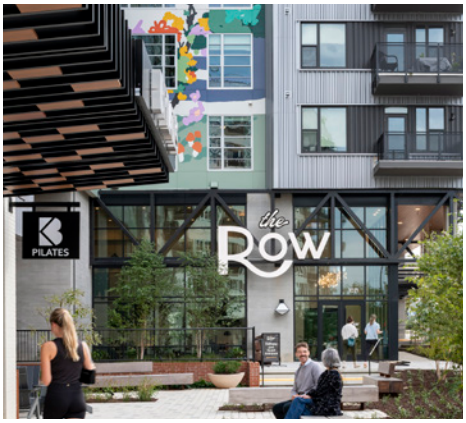
LU 9.7. Encourage high-quality design for buildings and sites along McCaslin Boulevard and other prominent corridors to create an attractive community gateway.

LU 9.8. Encourage the redevelopment of underutilized commercial sites—such as oversized or mostly empty parking lots—into mixed-use projects that contribute to Centennial Valley's vitality and support City housing goals.

LU 9.9. Encourage new development to actively engage the street through building orientation, ground-floor design, and pedestrian-friendly features that create a connected, neighborhood-like environment.

LU 9.10. Maintain the natural slope of the land as redevelopment occurs to the extent practical.

Westside Station Townhomes in Atlanta, GA
Source: TSW Design



The Row, a mixed use apartment community in Raleigh, NC
Source: DesignWorkshop

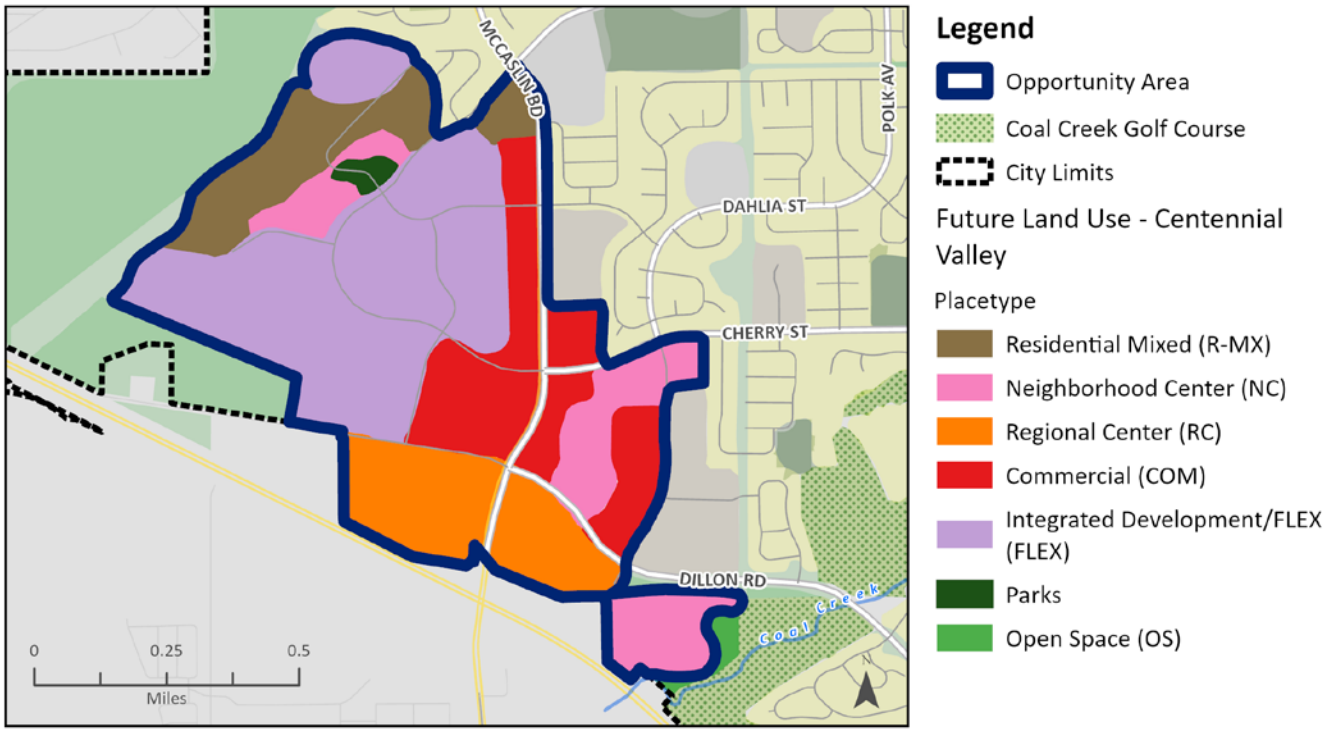


Figure 15: Centennial Valley Opportunity Areas Map
Source: City of Louisville

Twenty Ninth Street Commercial District
Source: Twenty Ninth Street

Downtown Wheaton
Source: Design Workshop

REDTAIL RIDGE OPPORTUNITY AREA GOALS AND STRATEGIES

Goal LU 10. Redtail Ridge Opportunity Area

Create a new community at Redtail Ridge that feels connected to Louisville, provides substantial open space and natural areas, and is anchored by the hospital and supporting uses as an economic engine for the city.

Redtail Ridge Opportunity Area Strategies

LU 10.1. Develop management plans for newly dedicated open space areas and evaluate the best use of parkland through the Parks, Recreation, Open Space, and Trails planning process.

LU 10.2. Require new development next to open space to include design features like landscaping, trails, and natural buffers so it blends with the landscape and protect views, wildlife, and public access.

LU 10.3. Support the hospital as the anchor and support complementary land uses like medical offices, housing, and services that strengthen its role.

LU 10.4. Build a connected street, walking, and biking network to link homes, jobs, services, schools, and open spaces.

LU 10.5. Prioritize that new development keeps the City's infrastructure levels at high quality, including but not limited to roads and water.

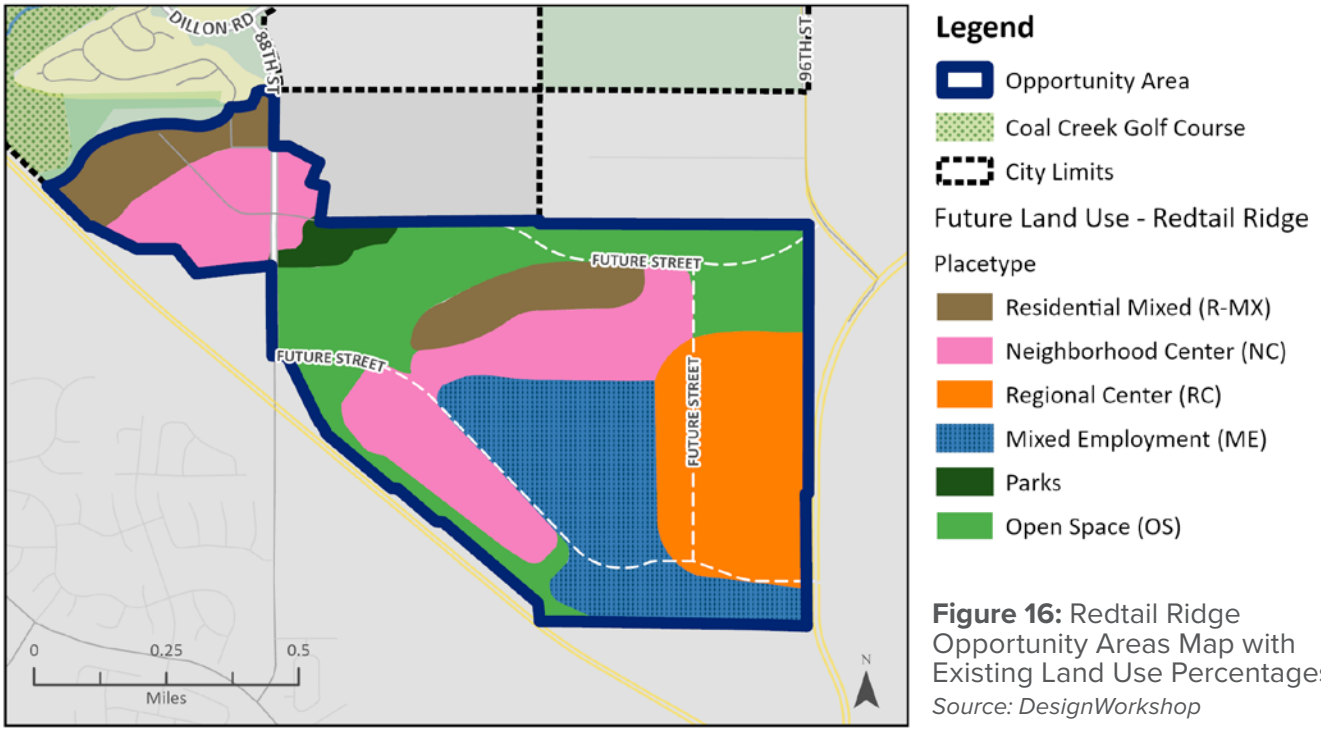


Figure 16: Redtail Ridge Opportunity Areas Map with Existing Land Use Percentages
Source: DesignWorkshop

Open Space (OS)

The City of Louisville stewards a robust portfolio of 15 City owned and several jointly owned properties which support conservation, promote biodiversity, and offer passive recreation opportunities on over 1,900 acres of land. Numerous open space properties also serve to establish buffers to neighboring municipalities, with some holding active agricultural leases. The open space system features a range of property sizes and types and includes numerous ecosystem classifications. Properties vary from expansive and open areas like Davidson Mesa to more nuanced locations like Coyote Run which adjoins multiple neighborhoods by following a natural drainageway. The City's Open Space Division also has an Open Space Ranger Naturalist program, maintains 23 miles of developed trails, and provides environmental education, outreach, and volunteer opportunities to the community related to open space topics.

What "Open Space" Means in Louisville

As defined in the Louisville Home Rule Charter (Section 1-1(g)), "Open Space" includes natural, agricultural, buffer, and recreational lands. These areas protect wildlife habitat and scenic views, maintain agricultural heritage, provide separation from neighboring communities, and support parks, trails, and recreation.

The city's trail system traverses both park and open space properties to connect residential neighborhoods and commercial areas through a series of both soft-surface and concrete trails. Trails amenities serve a wide range of users by facilitating everything from local neighborhood access up to regional commuter connections such as the Coal Creek Regional Trail and Highway 36 Bikeway.

The goals and strategies in this Comprehensive Plan are intended to align with, and provide a foundation for, future updates to the Parks, Recreation, and Open Space Long-Range Plan. As Louisville continues to evolve, this plan emphasizes maintaining the community's high standard of parks, trails, and open space access—one of the city's most valued and defining assets. Ensuring that all residents can enjoy close, equitable access to nature and recreation will remain a guiding priority as the community grows and changes over time.

Open Space (OS) Goals and Strategies

Goal OS 1. Protect and Restore the Ecological Integrity of Louisville's Natural Areas

Strategies

OS 1.1. Pursue an equilibrium between the natural and built environments when managing public lands - for example considering wildfire mitigation approaches that balance natural hazard reduction with ecological restoration practices or trail design that balances access with protecting and preserving sensitive of wildlife habitat and biodiversity.

OS 1.2. Use land use tools such as zoning, land dedication requirements, environmentally focused lighting standards, and property acquisition to support long-term preservation and management of public lands.

OS 1.3. Align with adopted Parks, Recreation, and Open Space plans for natural resource management, capital improvements, and conservation or restoration projects.

OS 1.4. Continue to support collaboration with regional partners to align land management approaches and acquisition strategies that enhance biodiversity, connect habitats, protect riparian corridors and provide open space contiguity.

OS 1.5. Continue to consider on-going maintenance and management capabilities of the City and other partners when allocating funding for acquisition, evaluating development opportunities or considering other land management policies and service level enhancements.

OS 1.6. Encourage protection of ecologically valuable areas on private property during redevelopment, including areas with healthy, mature trees and vegetation.

OS 1.7. Support that new development next to open space includes buffers, landscaping, trails, and design that protect views, wildlife, and public access.

OS 1.8. Collaborate with regional partners and other organizations to connect habitats, protect riparian corridors, expand open space, and advance environmental initiatives—such as restoration and flood mitigation—that provide shared regional benefits.

Goal OS 2. Support Healthy Ecosystems

Strategies

OS 2.1. Support the protection and enhancement of natural systems by encouraging tree preservation, canopy diversity, wetland restoration, and biodiversity-friendly practices on private property (such as beehives and native gardens).

OS 2.2. Consider integrated approaches to managing invasive species that also support native vegetation, water quality, biodiversity, and public health.

OS 2.3. Require green infrastructure for stormwater management as an alternative to traditional concrete channels where possible.

Flatirons in Boulder, CO taken from the Davidson Mesa Trailhead
Source: City of Louisville

Goal OS 3. Increase Open Space and Trails Public Awareness and Involvement

Strategies

OS 3.1. Continue to engage with residents through education on topics such as biodiversity, critical ecosystems, native and adaptive plantings, water conservation, pollinators, regenerative grazing and other emerging sustainable management practices.

OS 3.2. Increase public awareness of environmentally focused programs and management practices through newsletters, social media, educational and interpretive signage, and community events.

OS 3.3. Leverage community resources through programs and events such as resident science initiatives, community-led monitoring programs, city sponsored liaison/advisory boards and other volunteer opportunities.

Goal OS 4. Maintain and Enhance the City's Inventory of Open Space

Strategies

OS 4.1. Continue refining the criteria used to identify priority open space lands, focusing on ecological value, community access, and long-term conservation benefits.

OS 4.2. Actively pursue opportunities to acquire open space that supports habitat protection, cultural resources, community agriculture, or other community priorities.

OS 4.3. Encourage private property owners to dedicate open space or conservation areas—especially where they can expand or connect to existing public open space networks.

OS 4.4. Maintain and improve neighborhood connections to parks, trails, and open space, ensuring they link to Louisville's broader open space and trail system.

Front Range of the Rocky Mountains
Source: DesignWorkshop

Community Places (CP)

Louisville's parks, recreation facilities, cultural venues, and community events are among the city's most treasured assets—places where residents come together, build connections, and experience the best of community life. These spaces and programs play an essential role in Louisville's identity, offering opportunities for recreation, learning, creativity, and celebration. Whether through neighborhood parks, beloved community events, arts and cultural destinations, or the extensive trail network that links them all, these shared places strengthen the city's social fabric and help make Louisville an active, connected, and welcoming community.

Parks and Recreation

Louisville manages 355 acres of parkland across 37 parks, offering a wide range of recreation opportunities for residents and visitors. These parks include playgrounds, athletic fields, sport courts, and a skate park, as well as landscaped trails, medians, and neighborhood green spaces. The City also oversees urban forestry, horticulture, and the Louisville Cemetery, contributing to the community's well-maintained and welcoming environment.

Major recreation facilities include the 110,000-square-foot Recreation & Senior Center, which features a variety of fitness, aquatics, and community amenities; the Memory Square Pool, an outdoor pool in historic downtown; and the Coal Creek Golf Course, an 18-hole public course. Louisville's trail network—spanning over 30 miles—connects parks, neighborhoods, schools, and commercial areas, offering both local and regional recreation opportunities.

Together, Louisville's parks, recreation, arts, and cultural facilities provide essential spaces for connection, wellness, and community life—supporting the city's identity as an active, healthy, and engaged community.

Coal Creek Golf Course

The Coal Creek Golf Course, originally opened in 1990 and fully renovated after the 2013 flood, has earned multiple honors for its quality and sustainability. It received second place internationally for Redevelopment of the Year from Golf Inc. Magazine in 2016, first place for Best Value and Most Underrated Course in the 2020 Colorado AvidGolfer Caggy Awards, and was named "Best Public Course in Colorado" in 2024 by the Golf Pass Tee Time Booking App. The course is also recognized by Audubon International for its progress toward certification as an Audubon Cooperative Sanctuary, reflecting the City's commitment to habitat preservation, water conservation, and environmental stewardship

Arts, Culture, and Library

Arts, culture, and community facilities are central to Louisville's identity, fostering creativity, connection, and a high quality of life. Cultural landmarks such as the Louisville Center for the Arts and the Louisville Historical Museum celebrate the city's heritage and provide venues for exhibitions, performances, and community events. The City of Louisville also manages the Louisville Public Library and the Recreation & Senior Center, both of which serve as key gathering places that support learning, wellness, and engagement for residents of all ages—helping to sustain Louisville's strong sense of community.

Community Events

Louisville's arts and cultural programs are among the community's most beloved traditions, bringing people together and celebrating the city's spirit. Each year, the City supports favorites like the Friday Night Street Faire, Farmers Market, Summer Concerts in the Park, and the Old Town Skate outdoor ice rink. Seasonal celebrations—including Independence Day festivities and the Labor Day Parade and Fall Festival—create lasting memories and strengthen community pride. Venues such as the Steinbaugh Pavilion, Community Park, and Downtown Louisville provide welcoming spaces for these gatherings, reflecting Louisville's deep commitment to connection and shared experience.

Community Places (CP) Goals and Strategies

Goal CP 1. Maintain and Enhance Vital Recreation Assets

Strategies

CP 1.1. Support the goals of adopted Parks, Recreation, and Open Space plans to maintain high-quality services at parks, the Recreation & Senior Center, open spaces, trails, and the Coal Creek Golf Course, with ongoing attention to programming, staffing, and financial sustainability.

CP 1.2. Continue to promote diverse and inclusive recreation opportunities that are accessible to residents of all ages, backgrounds, abilities, and interests.

CP 1.3. Improve the comfort and functionality of public spaces by adding amenities such as lighting, year-round restrooms, seating, water fountains, and waste containers where appropriate.

CP 1.4. Maintain a high standard for the quality, variety, and availability of classes and programs that serve residents of all ages.

Goal CP 2. Encourage Social Connections Through Community Places and Events

Strategies

CP 2.1. Maintain high standards for the number and variety of city events that bring people together for a shared sense of community.

CP 2.2. Partner with local organizations, schools, and cultural groups to host collaborative events and activities.

CP 2.3. Support City facilities that are welcoming, accessible, and designed to support group activities and social engagement.

CP 2.4. Use public spaces to celebrate local culture, heritage, and community identity.

CP 2.5. Encourage community-led festivals, block parties, and cultural gatherings that strengthen neighborhood identity.

CP 2.6. Collaborate with regional arts organizations and film festivals to host complementary events in Louisville, expanding cultural programming and community participation.

Goal CP 3. Strengthen Trail Connectivity for Recreation and Transportation

Strategies

CP 3.1. Support the goals of the Parks, Recreation, and Open Space (PROS), and Trails Long-Range Plan and Trails Plan to maintain and expand a safe, connected trail system throughout Louisville and the surrounding region.

CP 3.2. Continue to implement the Trails Plan by focusing on trail maintenance, snow removal on concrete trails, managing undesignated trails, and designing responsibly to balance access with protection of wildlife habitat and native ecosystems.

CP 3.3. Expand and link existing trails to create a continuous, safe network for walking, biking, and other active transportation.

CP 3.4. Improve the trail user experience for people of all ages and abilities by adding amenities such as rest areas, underpasses, and clear wayfinding signs.

CP 3.5. In coordination with adopted trail and transportation plans, advance trail projects that serve a variety of users and support active, multimodal transportation.

CP 3.6. Where appropriate install bicycle parking at parks, trailheads, and other key destinations to support access by bike and encourage active transportation.

CP 3.7. Evaluate opportunities to connect trails to community destinations and commercial areas.

Goal CP 4. Make Public Spaces Welcoming for Everyone

Strategies

CP 4.1. Design parks, trails, and public facilities to be accessible for people of all ages, abilities, and income levels by incorporating universal design principles, inclusive amenities, and barrier-free routes.

CP 4.2. Continue evaluating opportunities to provide an equitable distribution of parks, trails, and community spaces across all neighborhoods so that every resident has convenient access to quality outdoor and gathering spaces.

CP 4.3. Develop programs, events, and amenities that reflect the diverse cultural, recreational, and social needs of the community, for all residents to feel welcome and represented.

CP 4.4. Actively involve underrepresented groups in planning, design, and decision-making for parks and community spaces through targeted outreach, partnerships, and culturally responsive engagement methods.

Goal CP 5. Foster Louisville as a City of Readers

Strategies

CP 5.1. Continue to evaluate opportunities to expand library programs, collections, and services that promote literacy and lifelong learning for residents of all ages and backgrounds.

CP 5.2. Encourage public reading initiatives—such as book clubs, author talks, reading challenges, and community literary events—to strengthen connections and celebrate a culture of learning.

CP 5.3. Explore options for small or satellite library locations, pop-up libraries, or book pickup/return stations in underserved areas to increase access to library resources citywide.

Goal CP 6. Enhance Local Arts, History and Culture for a Vibrant Community Experience

Strategies

CP 6.1. Continue supporting programming, classes, and events at the Louisville Arts Center that aligns with community desires and provides accessible arts opportunities for all ages.

CP 6.2. Evaluate the feasibility of a new or expanded arts center to enhance access to arts and cultural programming.

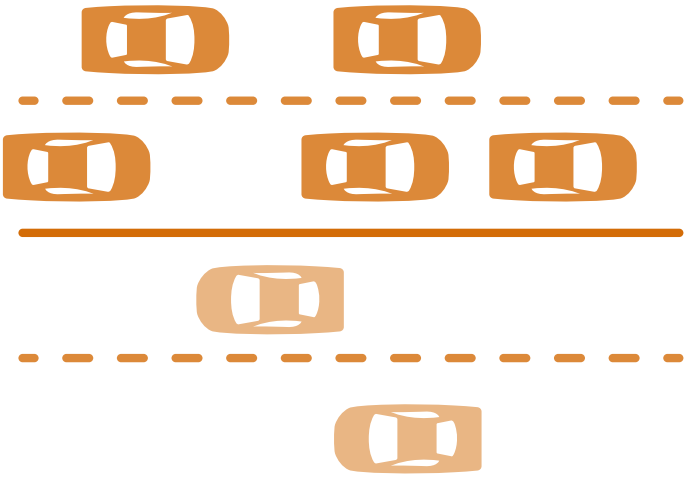
CP 6.3. Consider updates to the Louisville Historical Museum Campus Plan to preserve historic structures and enhance exhibit, program, and outdoor community spaces.

CP 6.4. Assess long-term library facility and service needs to expand access, improve outreach, and support the Library in serving the full community.

Economic Vitality (EV)

Louisville's economy is shaped by a strong and diverse employment base, vibrant commercial districts, and a community that values local businesses. Major employment hubs—including the Colorado Technology Center (CTC), Centennial Valley, the Boulder Innovation Campus, and AdventHealth Avista Hospital—anchor a growing regional job center with strengths in life sciences, research and development, and advanced manufacturing. Despite this strong job market, the city faces a significant mismatch between where people work and where they live: 94% of Louisville employees commute in from other communities, and nearly 90% of Louisville residents commute out for work. This pattern creates longer travel times, higher transportation costs, and challenges for employers seeking to retain talent. Increasing housing options closer to jobs can help shorten commutes, reduce emissions, and support businesses by keeping more activity and spending local.

Retail is also an important part of Louisville's economy and the city competes with nearby commercial centers in Superior, Lafayette, and Broomfield. While local businesses capture about 41% of resident retail spending, nearly 60% occurs elsewhere. Grocery and convenience retail remain strong, and many large-store vacancies have been successfully filled in recent years—showing the adaptability of Louisville's commercial areas. Still, future retail growth depends on capturing and increasing local demand, which is closely tied to housing availability, increased retail offerings, community promotion, and population trends.



94% of Louisville employees live outside the City

Nearly 90% of residents leave the City for work

Key Economic Vitality Indicators

Overall Employment Growth

Louisville added over 7,000 jobs since 2010 and contributed 17% of Boulder County's job growth, with future expansion centered on life sciences, advanced manufacturing, and flex/R&D sectors anchored by CTC, Centennial Valley, and Redtail Ridge.

Manufacturing and Industrial Growth

Manufacturing's employment share rising from 14.6% to 21.1% since 2010, supported by strong growth in life sciences, aerospace, and advanced manufacturing; Louisville added 1.4 million sq ft of industrial space (98% of all County growth), and the industrial market remains strong with low vacancy (9.1%) and competitive rents ($12.82/sf), particularly in the CTC.

Flex/R&D Sector

Louisville added 780,000 sq ft of space since 2010, accounting for 61% of Countywide growth, with strong demand for adaptable, high-tech workspace in CTC and Centennial Valley.

Office Development

Office development has been limited (146,700 sq ft added) with 15.7% vacancy, and larger office projects tend to locate in nearby Boulder, despite Louisville's steady inventory and moderate rents.

Retail Conditions

Retail space increased only 54,000 sq ft, with higher vacancies in former big-box sites. Downtown Louisville remains a key strength—capturing nearly half of new retail activity with the highest rents—yet residents continue to spend 59% of their retail dollars outside the city.

Economic Vitality (EV) Goals and Strategies

Goal EV 1. Strengthen and Sustain Small and Local Businesses

Strategies

EV 1.1. Support efforts to offer technical assistance, training, and resources to help small businesses grow and thrive.

EV 1.2. Implement streamlined City permitting, licensing, and regulatory processes to reduce barriers for local businesses.

EV 1.3. Promote "support local" initiatives and marketing campaigns to increase community support for local businesses.

EV 1.4. Foster partnerships with local organizations, business associations, and the Chamber of Commerce to provide networking and support opportunities.

Goal EV 2. Attract and Retain Employers to Grow Jobs and Diversify Louisville's Economic Base

Strategies

EV 2.1. Promote Louisville as a prime location for businesses through marketing, incentives, and outreach.

EV 2.2. Support workforce development programs and partnerships with schools, colleges, and training providers.

EV 2.3. Encourage a diverse mix of industries to reduce economic dependency on a single sector.

EV 2.4. Foster strong relationships with existing employers to understand and respond to their needs, helping them stay and grow in Louisville.

Goal EV 3. Enhance Commercial Areas to Boost Economic Activity

Strategies

EV 3.1. Invest in public spaces, streetscapes, and infrastructure to create attractive, walkable, and accessible commercial areas that support business activity.

EV 3.2. Encourage new housing near commercial districts to strengthen customer bases, support local businesses, and increase activity throughout the day and evening.

EV 3.3. Explore the formation of Business Improvement Districts (BIDs), additional urban renewal areas, or similar economic development tools to fund streetscape and infrastructure improvements, district marketing, maintenance, incentives, business attraction, and programming that strengthen business vitality.

EV 3.4. Ensure that City financial support for private development—such as grants, incentives, or fee reductions—is available for projects that demonstrate alignment with Comprehensive Plan policies and adopted plans.

EV 3.5. Support the redevelopment or adaptive reuse of underutilized or outmoded commercial properties to create modern spaces that meet current market needs and contribute to vibrant, mixed-use areas.

EV 3.6. Utilize Tax Increment Financing (TIF), infrastructure grants, and other urban renewal financing tools to help close funding gaps for catalytic redevelopment projects in the Urban Renewal Area (URA).

Goal EV 4. Encourage Innovation and Entrepreneurship to Support Startups and Creative Industries

Strategies

EV 4.1. Support the creation and expansion of co-working spaces, incubators, accelerators, and maker spaces that provide flexible, affordable environments for startups, small businesses, and creative entrepreneurs.

EV 4.2. Explore targeted incentives, grants, technical assistance, and partnerships to help attract, launch, and retain creative businesses, artisans, and emerging industries.

EV 4.3. Highlight Louisville as a hub for creative industries and innovation through marketing and community events.

EV 4.4. Partner with regional cultural events, such as the Sundance Film Festival, to attract visitors, support local businesses, and position Louisville as a hub for arts and creative industries.

Existing Commercial
Source: DesignWorkshop

Red Garden Brewery
Source: City of Louisville

Edgewater Public Market
Source: In Good Taste Denver

Environmental Sustainability (ES)

Achieving environmental sustainability requires a strong focus on climate adaptation—ensuring that natural systems and the built environment can respond to changing conditions. In 2024, the Louisville City Council adopted formal climate action goals, committing to a 60% reduction in community-wide greenhouse gas emissions by 2030 and achieving carbon neutrality by 2050. These goals build on the City's 2023 Internal Decarbonization Plan, which outlines strategies to reduce emissions from municipal facilities and operations. Decarbonization remains one of the most effective pathways to meeting Louisville's climate goals, supported by City programs that help residents and businesses electrify buildings, improve energy efficiency, and reduce fossil fuel use.

Since 2016, Louisville has reduced overall community-wide emissions by about 14%, including an estimated 19% drop in electricity-related emissions between 2021 and 2024. While some emission sources have shown recent increases, these reductions demonstrate meaningful progress and momentum in the right direction as the City continues working toward its long-term climate commitments.

Louisville has adopted ambitious community-wide and municipal climate goals through Resolution No. 18, Series 2024, committing to a cleaner, carbon-free future. Key targets include:

- 100% carbon-free electricity for municipal operations by 2030
- 60% reduction in municipal energy-related greenhouse gas emissions (from 2016 levels) by 2030, and carbon-neutral municipal operations by 2050
- 75% of community (residential and commercial) electricity from carbon-free sources by 2030
- 60% reduction in community energy-related emissions (from 2016 levels) by 2030, and carbon-neutral community energy use by 2050.

Water Treatment and Supply

The City of Louisville prioritizes water conservation as a vital part of maintaining a sustainable and resilient community. Recognizing the limits of Colorado's semi-arid climate, the City partners with organizations such as Resource Central to offer programs and incentives that help residents and businesses reduce water use. These include turf replacement rebates, irrigation audits, and water-wise landscaping education, all aimed at promoting efficient outdoor water use and supporting climate-appropriate landscapes.

At the policy level, Louisville integrates conservation into its Utility System Plan and Sustainability Action Plan, which identify efficiency as a key strategy for meeting future demand and protecting long-term water supplies. These plans guide infrastructure investments, water-rights management, and community programs that emphasize efficiency, conservation, and stewardship. Together, they reflect the City's commitment to preserving this critical resource while maintaining a high quality of life for current and future residents.

Water Conservation

The City of Louisville is committed to diverting waste and promoting a circular economy as a key part of its sustainability goals. Through curbside recycling and composting programs, the City currently diverts about 45% of residential waste from landfills and supports reuse and drop-off programs for electronics, appliances, and other materials. These efforts are guided by the Sustainability Action Plan, which identifies waste reduction as a core priority for cutting greenhouse gas emissions, conserving resources, and supporting a resilient local economy. Louisville's policies emphasize making waste diversion accessible and effective for all residents while contributing to regional efforts to move toward a "zero waste—or darn near" future.

Environmental Sustainability (ES) Goals and Strategies

Goal ES 1. Reduce Greenhouse Gas Emissions and Advance Carbon Neutrality

Strategies

ES 1.1. Continue tracking and reporting progress toward the City's Climate Action Goals, including a 60% reduction in greenhouse gas emissions by 2030 and carbon neutrality by 2050.

ES 1.2. Advance community decarbonization by encouraging building electrification, renewable energy use, and emerging clean technologies in new and existing buildings.

ES 1.3. Encourage low-emission transportation options—including walking, biking, public transit, and electric vehicles—to reduce vehicle-related emissions and improve air quality.

ES 1.4. Periodically update the Sustainability Action Plan to reflect evolving strategies, technologies, and data that support ongoing progress toward the City's climate and sustainability goals.

ES 1.5. Collaborate with regional partners to identify opportunities for resource sharing, joint funding, and coordinated policies that strengthen regional climate and sustainability efforts.

ES 1.6. Evaluate opportunities to expand renewable energy and efficiency programs for homes, businesses, and City facilities, including options such as solar, geo-exchange, utility clean energy, and other low-carbon technologies.

Goal ES 2. Promote Energy Efficiency and Renewable Energy in Buildings

Strategies

ES 2.1. Support programs for energy-efficient upgrades in residential and commercial properties.

ES 2.2. Encourage energy-efficient construction and retrofits that remain cost-accessible.

ES 2.3. Implement sustainability practices in City facilities including energy efficient systems, renewable energy sources, water-efficient systems, and climate appropriate and drought tolerant landscaping.

ES 2.4. Consider adoption of a strengthened energy code, such as the Colorado Model Low Energy and Carbon Code.

ES 2.5. Encourage adaptive reuse of existing buildings to reduce demolition waste, preserve community character, lower embodied carbon, and support sustainability goals.

ES 2.6. Encourage development to incorporate renewable energy systems, EV-ready infrastructure, and other low-carbon technologies that reduce long-term greenhouse gas emissions.

Barn in Louisville
Image Credit: City of Louisville

Goal ES 3. Engage and Educate the Community on Environmental Sustainability

Strategies

ES 3.1. Communicate regularly about city sustainability goals, progress, and success stories to inspire community participation.

ES 3.2. Provide accessible education and resources on sustainable practices for residents and businesses.

ES 3.3. Collaborate with schools, community groups, and local organizations to expand sustainability education and outreach across all age groups.

ES 3.4. Promote incentive and rebate programs that help households and businesses adopt sustainable practices and technologies.

ES 3.5. Encourage community participation through volunteer events, workshops, and sustainability challenges that highlight collective progress and local impact.

Goal ES 4. Promote Water Conservation and Efficiency

Strategies

ES 4.1. Promote water conservation programs and incentives for residents and businesses to reduce overall demand and extend system capacity.

ES 4.2. Encourage low water use or native, drought tolerant landscaping in all new development and redevelopment.

ES 4.3. Expand turf replacement and conversion programs to encourage more sustainable landscape choices.

ES 4.4. Support indoor water efficiency through programs or incentives for leak detection, and water-use education.

ES 4.5. Implement development code updates that reinforce water-efficient practices, such as native plant incentives and turf limitations.

ES 4.6. Demonstrate leadership in water conservation through City practices, including converting bluegrass turf, using xeric/native plantings, and expanding non-potable irrigation where feasible.

ES 4.7. Improve outdoor water efficiency by promoting water-smart irrigation practices—such as smart controllers, drip systems, and soil-moisture sensors—and ensuring compliance with State non-functional turf requirements on public and private properties.

Goal ES 5. Reduce Waste and Support a Circular Economy

Strategies

ES 5.1. Collaborate with solid waste providers and regional partners to expand access to recycling and composting for residents, businesses, and multifamily properties.

ES 5.2. Support community programs that promote waste reduction, at-home composting, food waste prevention, and reuse or repair initiatives.

ES 5.3. Increase waste diversion in City facilities through improved recycling, composting, and sustainable purchasing practices.

ES 5.4. Promote proper disposal of household chemicals, pharmaceuticals, fats, oils, and other hazardous materials to prevent discharges into the sanitary sewer or stormwater systems and protect water quality.

Goal ES 6. Grow and Maintain a Healthy Urban Forest

Strategies

ES 6.1. Increase tree canopy by planting climate-resilient, drought-tolerant species in parks, neighborhoods, and along streets..

ES 6.2. Protect mature, healthy trees during redevelopment and infrastructure projects whenever feasible, and apply best-practice standards for preservation and replacement.

ES 6.3. Strengthen community involvement in Louisville's urban forest through tree-planting events, volunteer stewardship opportunities, and public education on tree care and the benefits of urban canopy.

Views to Rocky Mountain in Louisville
Image Credit: Terrie Callahan

Above: Open Space near Louisville
Image Credit: Terrie Callahan

Recovery and Resilience (RR)

Louisville's location along the Front Range provides an exceptional quality of life but also exposes the community to significant natural hazards. The city faces risks from wildfire, flooding, severe storms, drought, and extreme heat, all of which are becoming more frequent and severe due to a changing climate. The 2021 Marshall Fire, which burned more than 6,000 acres and destroyed over 1,000 homes across the region, including 549 homes in Louisville—demonstrated the urgent need to strengthen local resilience and recovery capacity.

In response, the City completed a Wildfire Hazard and Risk Assessment in 2023 to better understand local vulnerabilities and guide mitigation efforts on public lands. The study analyzed vegetation, topography, and building conditions to identify high-risk areas and prioritize actions such as fuel reduction, defensible space, and fire-resistant building practices. This assessment is helping Louisville make informed land use, building, and emergency management decisions while coordinating closely with regional and state partners to reduce wildfire risk.

Resilience in Louisville

Resilience is Louisville's ability to anticipate, withstand, and recover from disruptions—such as wildfires, floods, or economic change—while protecting the community's people, places, and character. It reflects the lessons learned from events like the Marshall Fire and emphasizes strengthening the built environment, natural systems, and social connections so the community can rebound and thrive in the face of future challenges.

Building on these lessons, Louisville's Recovery and Resilience goals focus on modernizing infrastructure, strengthening community preparedness, and deepening regional collaboration. The following strategies aim to create systems, partnerships, and programs that can withstand and recover from future challenges—whether environmental, economic, or social—while ensuring that all residents have equitable access to recovery resources. Together, these efforts move Louisville toward a safer, stronger, and more resilient future.

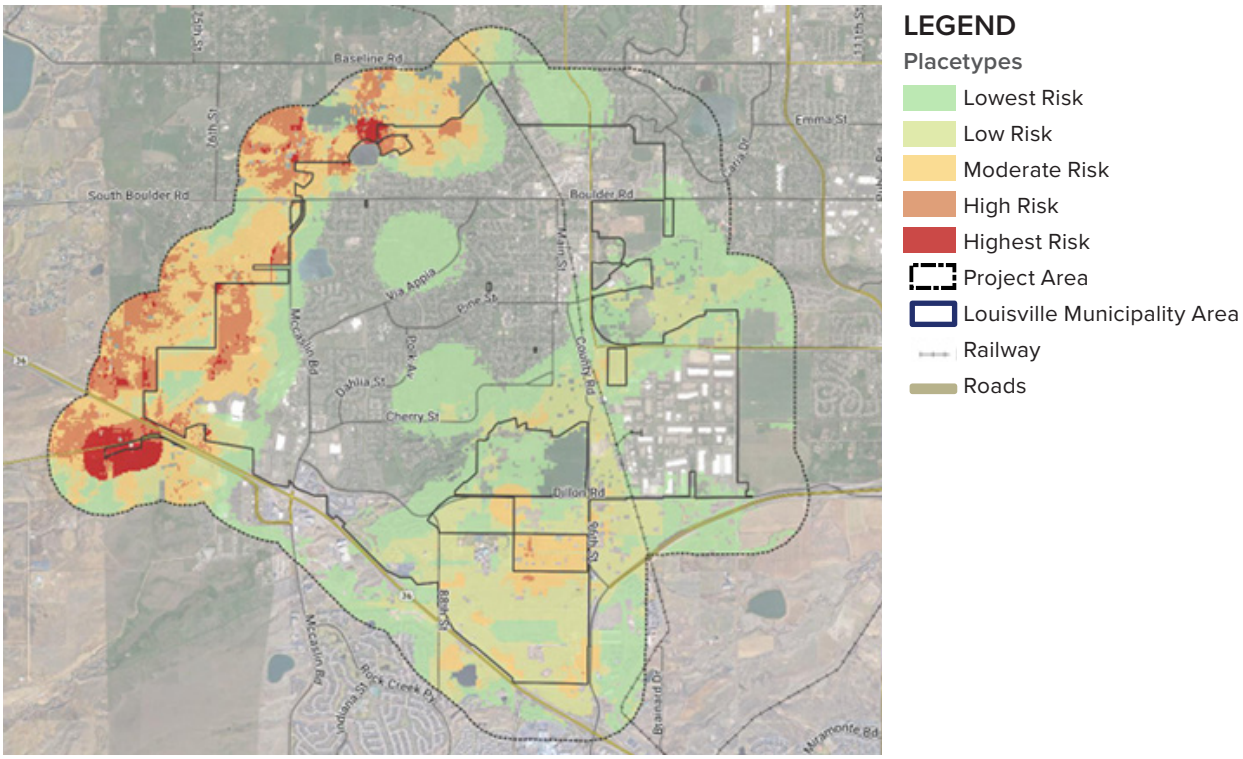


Figure 17: City of Louisville Wildfire Risk Assessment Map

Source: City of Louisville Hazard and Risk Assessment of Louisville Public Lands (2023)

Recovery and Resilience (RR) Goals and Strategies

Goal RR 1. Modernize Critical Infrastructure to be More Resilient

Strategies

RR 1.1. Assess and upgrade City utilities, stormwater systems, and transportation infrastructure to better withstand climate-related and natural hazard risks.

RR 1.2. Integrate green infrastructure, renewable energy, and low-impact design practices into capital projects where feasible.

RR 1.3. Pursue funding, grants, and regional partnerships to support infrastructure improvements and resilience investments.

RR 1.4. Coordinate with Xcel Energy to plan for future power needs, reduce outage risks, and integrate renewable energy and backup systems into Louisville's infrastructure planning.

Goal RR 3. Build Strong and Connected Communities to Support Resilience

Strategies

RR 3.1. Support neighborhood groups, community organizations, and volunteer networks that strengthen social ties and mutual support before, during, and after emergencies.

RR 3.2. Provide residents, neighborhoods, and businesses with practical tools, training, and information to prepare for disasters and climate-related events.

RR 3.3. Evaluate opportunities to establish a network of resilience hubs using existing public or community facilities.

RR 3.4. Support emergency communications that are accessible, inclusive, and culturally responsive so all residents receive timely information.

RR 3.5. Encourage community participation in preparedness activities such as workshops, drills, and neighborhood-based response planning.

RR 3.6. Support integration of climate-resilient design strategies—such as heat-mitigating landscaping, green roofs, shade structures, flood-resistant site design, wildfire-smart building materials, and defensible space—into new development and redevelopment.

Goal RR 2. Collaborate Regionally on Resilience

Strategies

RR 2.1. Coordinate disaster preparedness and long-term resilience initiatives with Boulder County, neighboring jurisdictions, utilities, and regional agencies.

RR 2.2. Align emergency response and recovery planning with the Boulder Office of Disaster Management for unified and effective action during emergencies.

RR 2.3. Share data, best practices, and resources with regional partners to strengthen hazard mitigation and climate adaptation.

RR 2.4. Continue to support updates and implementation of the Boulder County Community Wildfire rotection Plan (CWPP) and regional hazard mitigation plans.

RR 2.5. Support the Louisville Fire Protection District's Wildfire Risk Assessment (WRA) expansion efforts and integrate findings into local planning, mitigation, and preparedness initiatives.

Goal RR 4. Enhance Emergency Preparedness

Strategies

RR 4.1. Regularly update the City's emergency operations, evacuation, and recovery plans to reflect evolving risks, best practices, and lessons learned.

RR 4.2. Maintain active participation in the Boulder County Hazard Mitigation Plan for coordinated regional response and recovery.

RR 4.3. Strengthen emergency communication systems and technologies to improve coordination among agencies and provide timely alerts to the public.

RR 4.4. Work with Boulder County Office of Disaster Management, Louisville Fire Protection District, neighboring municipalities, and utility partners to maintain coordinated evacuation plans for multiple hazard scenarios—including wildfire, flooding, and severe weather—ensuring clear communication, accessible routes, and inclusive protocols.

Goal RR 5. Support a Resilient and Diverse Economy

Strategies

RR 5.1. Promote economic diversification to reduce exposure to market disruptions and sector-specific downturns.

RR 5.2. Provide resources, technical assistance, or incentives to help businesses prepare for and recover from emergencies.

RR 5.3. Collaborate with regional economic partners—such as the Boulder Small Business Development Center and Boulder County—to coordinate recovery programs and strengthen business continuity planning.

Goal RR 6. Support Equitable Access to Recovery and Resilience Resources

Strategies

RR 6.1. Design recovery and assistance programs to be equitable, accessible, and responsive to residents most affected by disasters or systemic barriers.

RR 6.2. Deliver emergency and recovery information through multilingual and culturally responsive communication channels.

RR 6.3. Support community-based organizations that serve vulnerable or historically underrepresented populations to improve outreach, resource distribution, and participation.

Goal RR 7. Strengthen Wildfire Preparedness and Mitigation

Strategies

RR 7.1. Expand wildfire mitigation efforts, including vegetation management, fuel reduction, and defensible space programs in high-risk areas.

RR 7.2. Promote fire-resistant building materials, site design, and land-use practices through codes, incentives, and education.

RR 7.3. Evaluate adoption of a Wildland-Urban Interface (WUI) Code that meets or exceeds state standards and reflects Louisville's specific conditions.

RR 7.4. Work with Boulder County, fire districts, and regional partners to coordinate wildfire mitigation, evacuation planning, and public education.

RR 7.5. Incorporate strong wildfire mitigation and safety measures in new development, particularly in areas identified as high fire risk.

Transportation (TR)

A well-connected, multimodal transportation system is essential to Louisville's goals for safety, sustainability, economic vitality, and quality of life. Louisville maintains 200 lane miles of roads, 48 lane miles of on-street bike lanes, and 32 miles of off-street trails, along with sidewalks along most public streets. Major regional connections include US 36, Northwest Parkway, SH 42, McCaslin Boulevard, Dillon Road, and South Boulder Road. The City continues to invest in all travel modes and relies on the 2019 Transportation Plan to guide future improvements, particularly as land use changes and redevelopment create new opportunities for enhanced connectivity. A detailed Transportation Assessment is included in Appendix B.

Existing Multimodal Network

Louisville's transportation network blends a walkable downtown street grid with more suburban patterns in outlying neighborhoods and employment centers. While areas around Downtown support walking, biking, driving, and transit, places like the Colorado Technology Center (CTC) lack strong multimodal options. Citywide mobility relies heavily on McCaslin Boulevard, South Boulder Road, and Via Appia, which link most neighborhoods and commercial areas but need better integration of non-vehicle modes outside the downtown area.

Transit Services

RTD is Louisville's regional transit provider, offering fixed-route bus service that connects the city to surrounding communities and the broader Denver–Boulder region. RTD provides regional transit through three primary routes serving Louisville:

- 228 – Connects Louisville, Superior, and Broomfield, including key local destinations.
- DASH – Runs along South Boulder Road into Downtown Louisville.
- Flatiron Flyer – Offers regional BRT service between Boulder and Denver, with a Louisville park-and-ride.
- Flex Ride – offers on-call shuttle services within Louisville.

Gaps persist in suburban areas and major employment hubs, particularly the CTC and Redtail Ridge, where no transit routes currently operate.

Louisville is also anticipating a commuter rail station in Downtown Louisville by 2029 in the vicinity of the South Street underpass. The city has anticipated a commuter rail station in Louisville since 2004 as part of RTD's Fast Tracks initiative. However, due to funding constraints, the original implementation of a station in Louisville was indefinitely postponed by RTD. More recently, the Front Range Passenger Rail District (FRPRD) is advancing plans for joint service with RTD to initiate "starter service" along the rail corridor with a stop in Louisville. The City has renewed station planning efforts in anticipation of this new initiative.

Commuting Trends

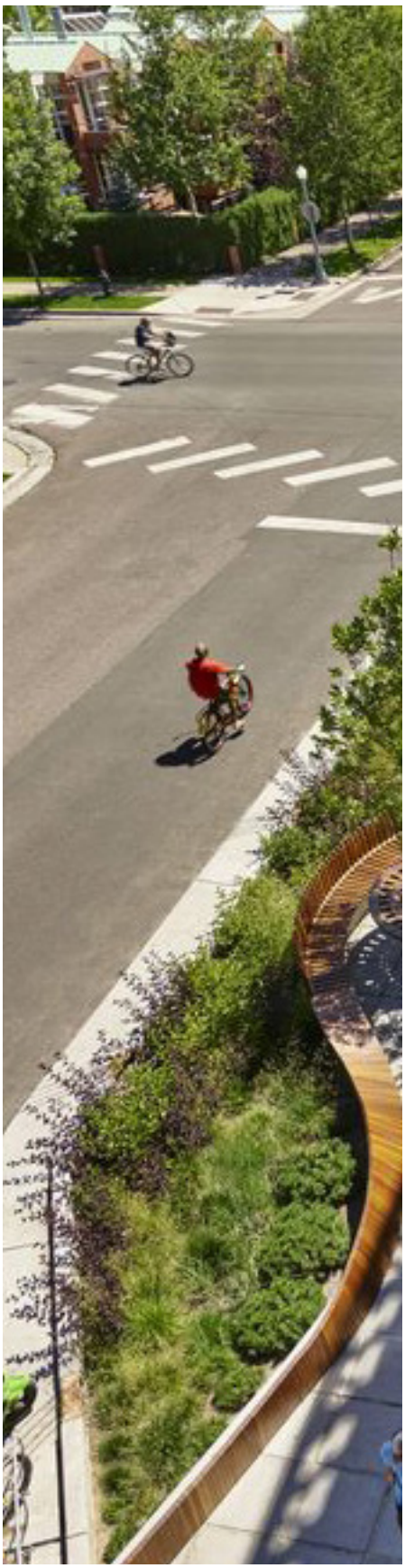
Louisville is tightly connected to the regional job market: only about 11% of residents work within the city, meaning nearly 90% commute elsewhere for work. At the same time, roughly 16,000 workers travel into Louisville each day. Most commuters—both inbound and outbound—drive alone or carpool (65%), while 26% of Louisville residents now work from home, reflecting post-pandemic shifts in work habits. Very small shares of inbound workers use transit (4%) or walk (2%), highlighting opportunities to expand multimodal travel options.

Northwest Area Mobility Study

The 2014 Northwest Area Mobility Study (NAMS) identified future transit improvements along CO 42, South Boulder Road, and the Northwest Rail Corridor. Louisville has already invested in the planned station area near South Street/DELO, adopting a zoning overlay and approving early phases of transit-oriented development.

Recent regional and state actions support actions to provide full Northwest Rail service:

- RTD's 2024 Northwest Rail Peak Service Feasibility Study identifies a Louisville station near South Street.



Streetsccape
Source: DesignWorkshop

- RTD, CDOT, and the Front Range Passenger Rail District advanced a shared-service implementation plan, supported by new state and federal funding.
- SB 24-184 establishes a rental-car fee to fund Northwest Rail improvements.
- SB 24-230 dedicates revenue from an oil and gas production fee to support passenger rail.
- Federal CRISI funding is already approved for early-stage rail infrastructure.

Together, these efforts position Louisville to benefit from expanded regional rail service as funding, coordination, and phased implementation to move forward.

Future Priority Transportation Connections Map

The Future Priority Transportation Connections Map highlights Louisville's most important future improvements to the transportation network, with a focus on closing walking and biking gaps as part of the broader mobility system. It identifies missing links in the pedestrian and bicycle network and key intersections where enhanced crossings would improve safety, comfort, and access. Together, these connections strengthen Louisville's network of sidewalks, trails, and streets, linking neighborhoods, schools, parks, and activity centers.

This map is not a comprehensive list of all transportation projects—that level of detail is provided in the City's Transportation Plan. Instead, it supplements that plan by highlighting priority improvements that most directly advance the community's vision for a safe, connected, and multimodal transportation system.

Each identified connection is summarized in the map key and project list on the following page. The map should guide both City capital improvement priorities and redevelopment planning in the areas shown. As redevelopment occurs, the City should coordinate with property owners and developers to integrate these future connections, ensuring that new projects contribute to a safer, more connected Louisville for everyone.

The Future Transportation Connections Map identifies key gaps in Louisville's bicycle, pedestrian, and street network where targeted projects can improve safety and connectivity. Many locations need enhanced crossings—such as underpasses, Pedestrian Hybrid Beacons, or other treatments beyond standard crosswalks—to support comfortable walking and biking. These improvements represent long-term opportunities that will depend on redevelopment, grant funding, and the City's Capital Improvement Program. Together with the Transportation Plan, the map guides future multimodal investments. These improvements are listed by number for reference only, not related to priority.

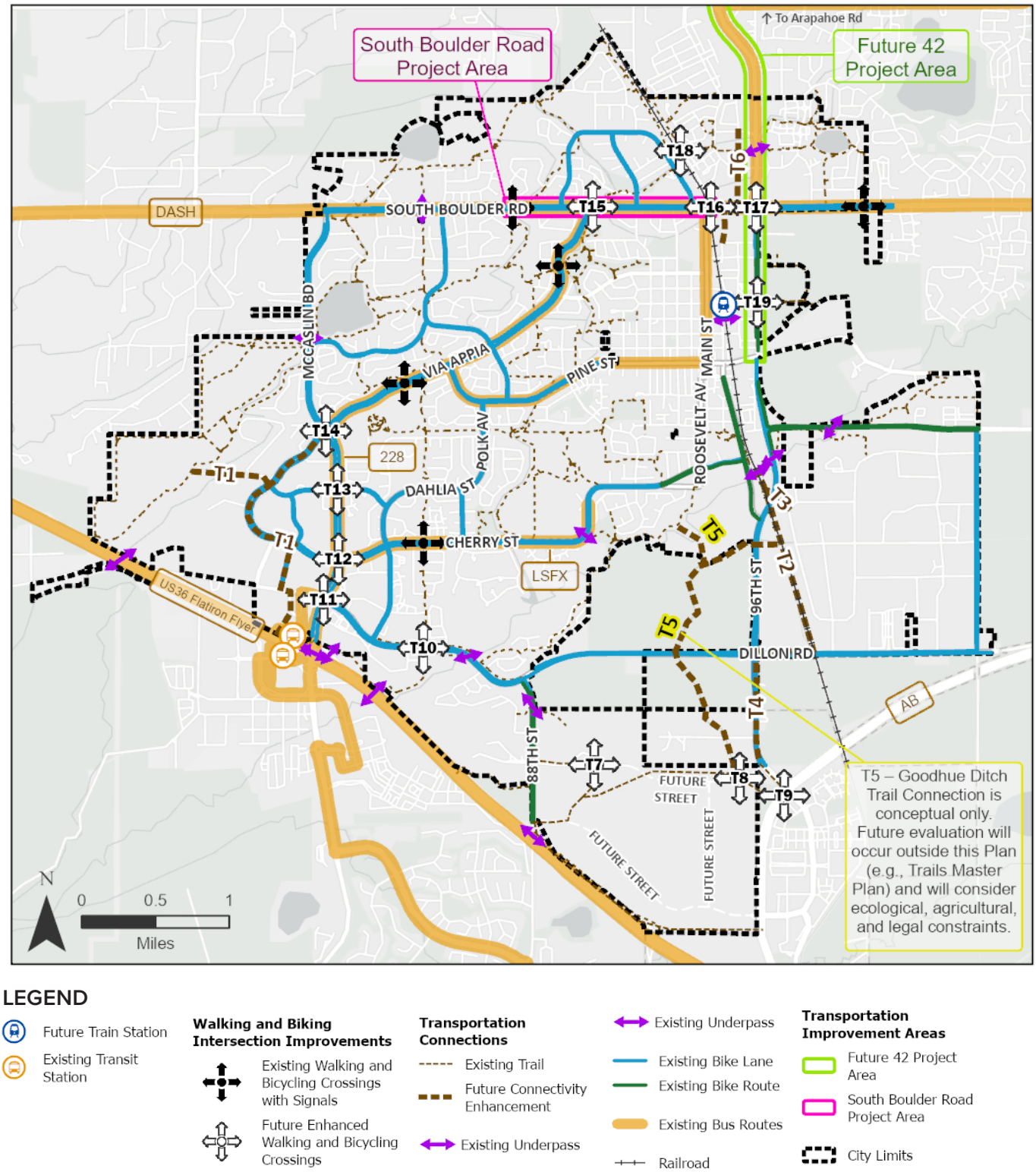


Figure 18: City of Louisville Future Priority Transportation Connections Map
Source: City of Louisville

Future Priority Transportation Improvements List (TI)

- T1 – Centennial Valley and Davidson Mesa Multimodal Connection
  - Improve walking and biking links between Centennial Valley and Davidson Mesa, creating a continuous, safe multimodal route as surrounding properties redevelop. Final alignment will depend on future redevelopment and connections to the McCaslin Park-n-Ride.
- T2/T3 – Colorado Tech Center Multimodal Connection
  - Create a new street with multimodal facilities between Arthur Avenue and South 96th Street, connecting the CTC to future regional trails along the BNSF corridor or a multi-use path on 96th Street.
- T4 – 96th Avenue Connection
  - Upgrade multimodal facilities along 96th Avenue to better connect Redtail Ridge with nearby Broomfield neighborhoods and Louisville's broader network, improving access to major employment areas.
- T5 – Goodhue Ditch Trail Connection
  - Potential new trail linking Redtail Ridge to the Coal Creek Regional Trail along the Goodhue Ditch corridor, offering an alternative to 96th Street connections.
- T6 – Kaylix Connector
  - Complete the missing segment of Kaylix Drive between Summit View Drive and South Boulder Road. As redevelopment occurs, new connections should link the Kestrel, Lanterns, and Steel Ranch neighborhoods to South Boulder Road transit stops.
- T7/T8 – Campus Drive Enhanced Bicycle and Pedestrian Crossings
  - Planned for future construction to enhance bicycle and pedestrian connectivity and safety across Campus Drive, particularly linking to Monarch K-12 from Redtail Ridge.
- T9 – Northwest Parkway Enhanced Bicycle and Pedestrian Crossing
  - Planned for future construction to enhance bicycle and pedestrian connectivity and safety across Northwest Parkway in partnership with Boulder County and Broomfield for connections between Broomfield and Redtail Ridge.
- T10 – Dillon Road at Power Line Trail Bicycle and Pedestrian Enhanced Crossing
  - Add an enhanced north-south trail crossing—potentially an underpass or signalized treatment—to improve connectivity between neighborhoods, commercial areas, and the Coal Creek Trail.
- T11 – T14 – McCaslin Blvd Intersection Improvements
  - As Centennial Valley redevelops, upgrade key intersections to provide safe and comfortable pedestrian and bicycle crossings and improve vehicle operations through updated design, striping, or signal timing.
- T15 – T17 – South Boulder Road Improvements
  - Louisville's South Boulder Road Study established a long-term vision for the corridor. An ongoing Boulder County–led effort will refine design and operations, with emphasis on improved transit service and multimodal access, and the City should continue to explore opportunities to provide enhanced bicycle and pedestrian crossings on South Boulder Road at these locations.
- T18 – Bullhead Gulch Underpass
  - Louisville's South Boulder Road Study established a long-term vision for the corridor. An ongoing Boulder County–led effort will refine design and operations, with emphasis on improved transit service and multimodal access, and the City should continue to explore opportunities to provide enhanced bicycle and pedestrian crossings on South Boulder Road at these locations.
- T19 – South Street Underpass
  - Continue advancing construction of an underpass under Highway 42 to connect Downtown Louisville to the Louisville Sports Complex and Lafayette.
- Future 42 Corridor Improvements
  - The Future 42 project will redesign SH 42 to improve mobility and safety for pedestrians, cyclists, transit users, and drivers. The corridor also intersects the future Northwest Rail station area, positioning it for strong multimodal connections.
- South Boulder Road Corridor Improvements
  - Louisville's South Boulder Road Study established a long-term vision for the corridor. An upcoming Boulder County–led effort will refine design and operations, with emphasis on improved transit service and multimodal access. [Draft Note: verifying status of this effort]
- Downtown Louisville Train Station
  - A planned Rail station near South Street/DELO would become a major regional hub for commuter rail, walking, biking, and transit. Although delayed, new state and regional funding has renewed project momentum.

Transportation (TR) Goals and Strategies

Goal TR 1. Support Safe, Efficient, and Reliable Travel

Strategies

TR 1.1. Evaluate safety improvements near schools and continue participating in Safe Routes to School programs and funding opportunities.

TR 1.2. Enhance lighting, wayfinding, and accessibility features to improve comfort and safety for people of all ages and abilities where possible.

TR 1.3. Assess key intersections for safety and accessibility upgrades, especially in growing residential areas, to support walking and biking.

TR 1.4. Incorporate Complete Streets principles to balance the needs of drivers, pedestrians, cyclists, and transit riders where possible.

TR 1.5. Consider a Transportation Maintenance Fee or similar funding mechanism to sustain ongoing repair of streets, sidewalks, crossings, trails, and medians.

Goal TR 2. Build a Connected Multimodal Network

Strategies

TR 2.1. Support Transportation Demand Management (TDM) programs that encourage walking, biking, carpooling, and transit use to reduce single-occupancy trips.

TR 2.2. Evaluate recently improved corridors (e.g., Via Appia, Cherry Street) for potential long-term upgrades that enhance walking and biking safety.

TR 2.3. Support trails as key connectors that provide recreation, nature access, and transportation benefits.

TR 2.4. Support strategic “punch-through” connections where they improve network efficiency, safety, or economic vitality.

TR 2.5. Prioritize Capital Improvement Projects (CIPs) that close gaps in the bicycle and pedestrian system and strengthen first- and last-mile connections.

Goal TR 3. Strengthen Regional Transportation Connections

Strategies

TR 3.1. Collaborate with regional partners such as DRCOG, Boulder County, RTD, FRPRD, and CDOT to coordinate transportation planning and funding.

TR 3.2. Continue planning and development of the Downtown Louisville rail station in a location that best supports transit-oriented development, access, and long-term functionality.

TR 3.3. Evaluate expanded transit options, including buses, shuttles or microtransit, to better connect neighborhoods with key destinations and employment centers.

TR 3.4. Advocate for RTD service enhancements in Louisville, especially for areas like Redtail Ridge and the hospital.

TR 3.5. Consider regional e-bike share programs and consider potential station locations in Louisville.

Goal TR 4. Use Technology to Improve Transportation Systems

Strategies

TR 4.1. Evaluate smart traffic management tools—such as adaptive signal timing and real-time data systems—to reduce congestion and improve flow.

TR 4.2. Consider integrating technology for real-time transit information and travel apps to make travel more predictable and user-friendly.

TR 4.3. Explore smart parking systems or demand-based pricing to optimize parking availability and encourage multimodal travel.

Goal TR 5. Advance Equity and Accessibility in Transportation

Strategies

TR 5.1. Continue to evaluate and address ADA accessibility gaps across sidewalks, crossings, trails, and transit facilities.

TR 5.2. Consider programs that improve transportation affordability, such as discounted passes or mobility assistance for lower-income residents.

TR 5.3. Engage diverse community voices—including seniors, youth, people with disabilities, and underrepresented neighborhoods—in transportation planning.

Goal TR 6. Design Streets That Reflect Louisville's Character

Strategies

TR 6.1. Incorporate street trees, landscaping, and public art to enhance community identity and visual appeal.

TR 6.2. Encourage context-sensitive street design that reflects surrounding land uses, scale, and Louisville's unique character.

TR 6.3. Integrate green infrastructure where feasible—such as stormwater features, native landscaping, and pollinator-friendly plantings—to improve aesthetics and environmental performance.

Goal TR 7. Support a Transportation System That Strengthens the Local Economy

Strategies

TR 6.1. Evaluate opportunities to improve access to commercial centers through enhanced wayfinding, parking management, and multimodal connections.

TR 6.2. Coordinate transportation planning with economic development initiatives to align mobility investments with job centers and commercial vitality.

Goal TR 8. Align Transportation with Sustainability and Climate Goals

Strategies

TR 7.1. Support expansion of Electric Vehicle (EV) charging infrastructure in public and private locations to support cleaner travel options.

TR 7.2. Consider parking reductions or elimination near high-frequency transit to encourage walking, biking, and transit use.

TR 7.3. Support neighborhood bike-share and e-bike charging facilities to expand access to low-emission mobility.

TR 7.4. Encourage mixed-use, higher-density development near transit corridors to support car-optional living and sustainable growth.

TR 7.5. Evaluate opportunities to integrate green infrastructure and low-impact design in transportation projects to reduce emissions and runoff.

Bulbout Bikelane
Source: DesignWorkshop

City Core Services (CS)

Louisville's success depends on strong local government, sound fiscal management, and active partnerships with residents, businesses, and community organizations. This Plan Element explains how the City is governed, how services and infrastructure are funded, and how vital resources like water are managed. It also highlights the City's commitment to transparency, fiscal responsibility, and meaningful public involvement in decisions that affect everyday life. The following goals and strategies focus on keeping Louisville well-run, financially stable, and connected to the people it serves.

City of Louisville Governance

The City of Louisville, Colorado, is a home rule municipality, meaning it operates under its own City Charter, which provides local authority and flexibility in governance within the bounds of the Colorado Constitution and state law. Louisville uses a council–manager form of government, where the City Council sets policy and the City Manager oversees day-to-day operations. The Council includes a Mayor elected at large and six Council Members—two from each of the city's three wards—each serving staggered four-year terms.

Louisville also engages residents through 14 boards and commissions that advise on topics ranging from planning and sustainability to cultural affairs. The City's biennial budget process focuses on Financial Stewardship, Reliability of Core Services, and maintaining a Vibrant Economic Climate, aligning financial decisions with community priorities.

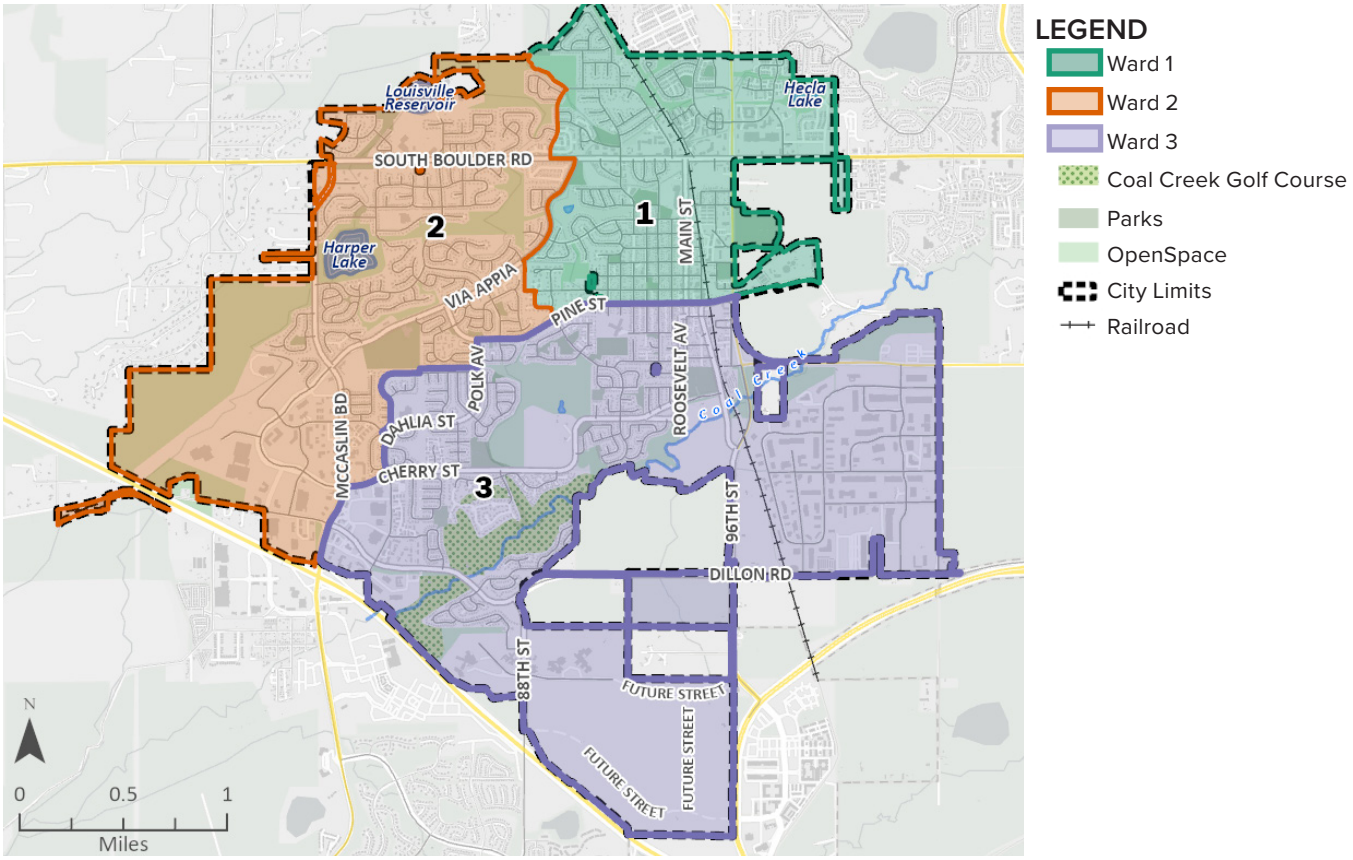


Figure 19: City Ward Map *Source: City of Louisville*

How Development Helps Fund City Services and Infrastructure

Development paying its own way is important for cities to consider as land uses change and new development occurs. To implement the Plan the City will need to continually review its revenue structures, staffing, and capital facilities plans to maintain, or enhance if possible, service levels. The following summarizes the current revenue structure to pay for City services and infrastructure with new development.

Construction of infrastructure: As new development occurs, the developer is responsible for paying for and building all public infrastructure within the development, and in some cases, transportation infrastructure outside the development. This includes roads, sidewalks, water and sewer infrastructure.

Dedication of public lands: With new subdivisions, developments must dedicate minimum amounts of land for a public purpose or pay a cash in lieu equivalent. This may include City facilities, fire district facilities, schools, parks, and open space lands.

Development impact fees: As new development occurs, the City collects development impact fees to pay for capital facilities and regional infrastructure related to new development. The City plans to update it's impact fees starting in 2026 to align with the Comprehensive Plan's Goals.

Water and sewer tap fees: As new development occurs, these fees are collected to pay for capital expansion of infrastructure and water rights to maintain the City's water and sewer systems.

Water and sewer service fees: After development occurs, new developments pay ongoing water and sewer service fees to pay for operations and maintenance of the water and sewer systems.

Property tax revenue increases: When redevelopment occurs and property values increase, the City of Louisville collects more in property tax revenue because taxes are based on the assessed value of the property. As property values rise, the taxable value goes up, and even with the same tax rate, the City's share of revenue increases modestly.

Sales tax revenue increases: As new development occurs, there will be additional residents and employees that spend money in the city, supporting local businesses. This can increase sales tax generation from existing businesses, or when developments include new sales tax generating businesses, the City increases its sales tax base.

Construction fees: As new development occurs, the City collects fees on building permits, construction use taxes on building materials, and consumer use taxes related to the construction and business expansion.

Metro Districts: Some developments may include metro districts, which have additional taxing authority to pay for services and infrastructure. The City can coordinate with metro districts to share capital and maintenance costs for new development.

Inclusionary housing: New residential development must construct a minimum amount of deed restricted affordable housing or pay a fee in lieu equivalent under current City codes.

Water Supply

Integrating water supply planning with land use decisions is essential to ensuring Louisville's long-term water sustainability. Reliable water resources directly influence the City's ability to support future growth, particularly in Colorado's semi-arid climate where water availability is limited and affected by drought and climate change. The City's current water supplies are adequate to support anticipated growth, provided planning and investment continue through the Utility System Plan and future uncertainty factors, including climate change, remain within expected ranges and are regularly reevaluated.

New development in Louisville is required to contribute its fair share toward utility infrastructure and water supply costs through system development (tap) fees, ensuring that growth remains fiscally responsible and equitable. The Utility System Plan—which addresses water supply and includes a capital improvement program to guide all utility investments—will be updated following adoption of this Comprehensive Plan to align with future land use patterns and growth estimates. This plan element also incorporates water conservation policies aimed at reducing per-capita water use and promoting long-term efficiency, supporting the City's commitment to a sustainable and resilient water future.

Water Treatment

The City's Utilities Division manages all water treatment through its two drinking water treatment plants, supplying users with water from South Boulder Creek and the Colorado River. Wastewater treatment is provided at the Louisville Wastewater Treatment Plant (WWTP), located on the east side of the City, with treated effluent returned to Coal Creek. The Utility will continue to coordinate development needs, conservation practices, and ongoing evaluation of water and wastewater system capacity. Treatment capacity is an identified constraint as the upper bounds of growth are approached. Future treatment expansions, requiring substantial investment, will need to be timed appropriately if and when buildout conditions are neared.

Regional Collaboration

Louisville benefits greatly from regional partnerships, as many community issues—such as transportation, housing, and environmental protection—extend beyond city boundaries. Through Intergovernmental Agreements (IGAs), local governments collaborate on shared goals and regional solutions. Louisville has IGAs with the Town of Superior for revenue sharing, with Lafayette and others for open space buffers, and with Boulder County and neighboring municipalities on the Comprehensive Development Plan that defines the Urban Growth Boundary. The City also participates in specific IGA amendments for developments along US 36 and the Northwest Parkway with Boulder, Superior, and others. Louisville works with regional groups such as the Boulder County Regional Housing Partnership, Boulder County Wildfire Partners, the Boulder Office of Disaster Management, NW Mayors and Commissioners Coalition and the Denver Regional Council of Governments to address key regional priorities and enhance community resilience.

Public Safety

Public safety in Louisville is provided through a coordinated system of City and regional partnerships. The Louisville Police Department, part of the City's municipal government, delivers law enforcement and community policing services, while fire protection and emergency medical response are provided by the Louisville Fire Protection District, a separate governmental entity governed by an elected board and serving the City. The City also works closely with the Boulder Office of Disaster Management, which leads regional efforts in emergency preparedness, response, and recovery to enhance community safety and resilience.

City Core Services (CS) Goals and Strategies

Goal CS 1. Practice Transparent and Accountable City Government

Strategies

CS 1.1. Continue maintaining clear and accessible public records and performance reporting.

CS 1.2. Continue publishing meeting agendas, decisions, and financial information in an understandable, timely manner.

CS 1.3. Use the Comprehensive Plan's Vision Statement and Core Values as a lens for City decision making to support the community's overarching goals and long-term vision.

Goal CS 2. Continue Providing Effective Public Safety and Emergency Services

Strategies

CS 2.1. Continue to support the City's Police Department by providing the resources, coordination, and training needed to maintain high levels of community safety and quality of life.

CS 2.2. Continue to partner with the Louisville Fire Protection District and other regional public safety agencies to coordinate emergency response, prevention, and recovery efforts.

CS 2.3. Promote safety programs, such as neighborhood watch and safe routes to school.

Goal CS 3. Promote Meaningful and Inclusive Community Engagement

Strategies

CS 3.1. Continue to apply best practices in public engagement, such as the International Association of Public Participation (IAP2) principles, for major City decisions affecting residents and businesses.

CS 3.2. Design community engagement opportunities that include and reflect the entire community, especially underrepresented groups. so that City decision-making is informed by all voices.

CS 3.3. Advance the City's Equity, Diversity, and Inclusion (EDI) Blueprint to guide more inclusive communication and engagement strategies.

CS 3.4. Develop a Citywide Community Engagement Framework to promote consistent, transparent, and meaningful engagement on projects that impact neighborhoods and/or the broader community.

Community Play Space at The Orchard in Orem, UT
Source: DesignWorkshop

Historic Downtown area of Louisville, CO
Source: City of Louisville

Goal CS 4. Support Fiscal Health for High Quality City Services

Strategies

CS 4.1. Continue to evaluate opportunities to strengthen the City's fiscal health by diversifying revenue sources, pursuing grants and partnerships, and regularly monitoring financial performance to support long-term stability and resilience.

CS 4.2. Regularly review and update impact fees and development-related charges to align new growth's support of the cost of infrastructure and a continuation of high-quality City services.

CS 4.3. Encourage residential development that supports the City's fiscal health by strengthening nearby commercial areas, generating demand for local businesses, and advancing housing affordability goals.

CS 4.4. Continue to plan and invest in long-term capital improvements to sustain infrastructure, support growth, and enhance community resilience.

CS 4.5. Ensure new capital improvement plans and budgeting includes consideration of resources needs for long-term maintenance and renewal of the improvements.

Goal CS 5. Protect and Effectively Manage Water Resources

Strategies

CS 5.1. Implement the City's Utility System Plan while continuing to monitor and update assumptions as part of future comprehensive planning cycles.

CS 5.2. Continue to assess and update infrastructure fees, water tap fees, and facility plans to maintain that new growth pays its fair share and system improvements maintain a high level of service.

CS 5.3. Continue participation in Mile High Flood District efforts to incorporate best practices into local natural hazard mitigation strategies.

CS 5.4. Implement the City's Stormwater Plan to enhance drainage, water quality, and flood protection, and evaluate low-impact design strategies—such as rain gardens, vegetated swales, bioretention areas, and permeable paving—to naturally manage runoff and improve water infiltration.

CS 5.5. Enhance the redundancy and resiliency of Louisville's water supply by evaluating opportunities for additional storage, diversified water sources, and system improvements that strengthen long-term reliability.

Goal CS 6. Make the Development Review Process Clear, Efficient, and Aligned with Community Goals

Strategies

CS 6.1. Update the development review process to remove unnecessary barriers while still maintaining meaningful community engagement opportunities, improve efficiency, and align review standards with the City's vision for housing, sustainability, economic vitality, and open space preservation.

CS 6.2. Refine development code standards to provide clear, consistent, and predictable guidance for applicants, community members, and decision-makers.

CS 6.3. Establish transparent timelines and early coordination opportunities to promote collaboration and reduce uncertainty throughout the review process.

CS 6.4. Regularly assess the effectiveness of review procedures to support quality development and encourage investment in the community.

LOUISVILLE
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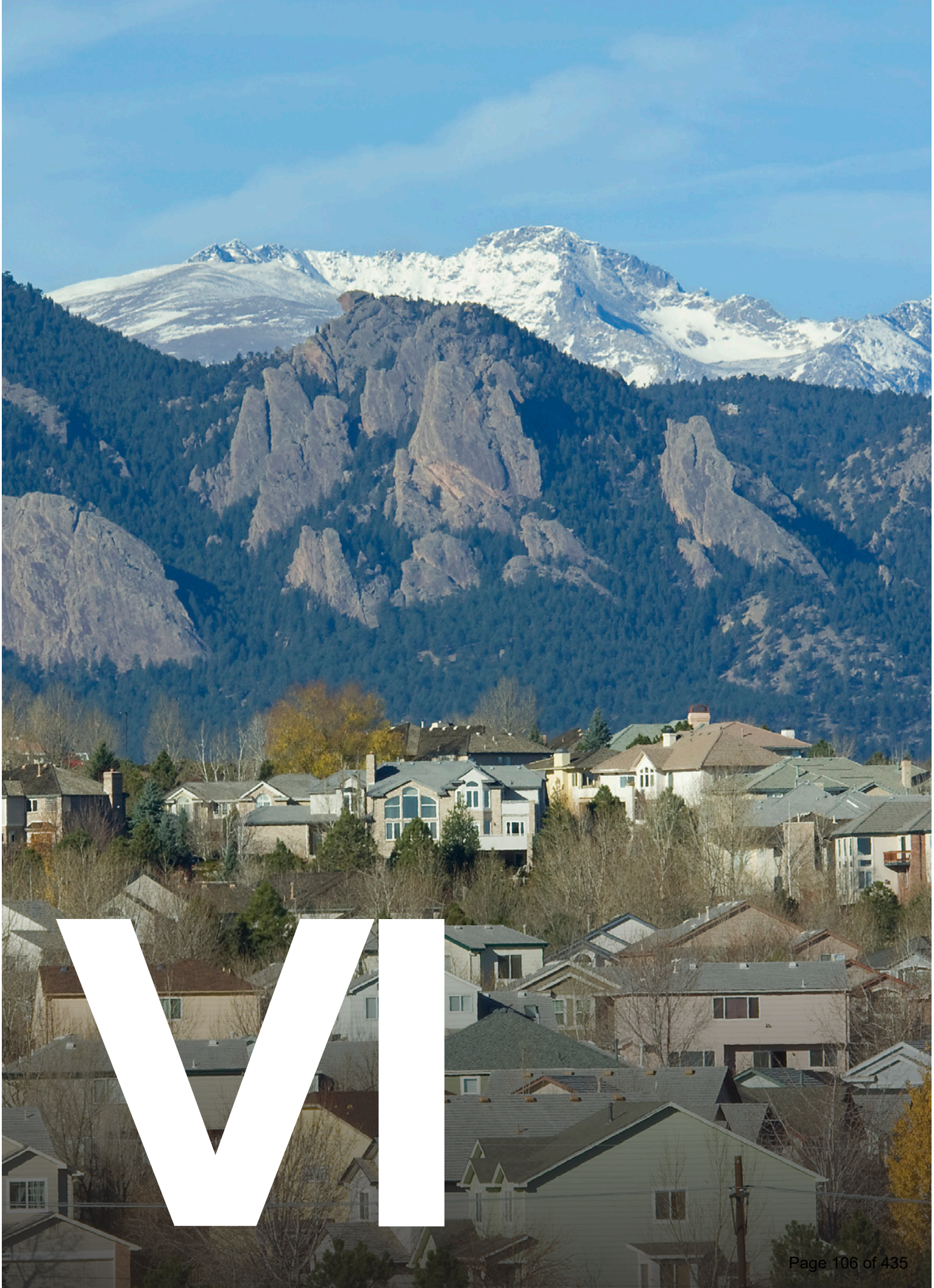
MUSEUM
03



VI

GLOSSARY

GLOSSARY

This glossary defines key terms used throughout the Comprehensive Plan to help readers understand the concepts, land use types, and transportation strategies that shape Louisville's long-term vision. These definitions clarify how the Plan uses each term and support consistent interpretation across policies, projects, and community conversations.

Accessory Dwelling Unit (ADU)

A small, independent housing unit located on the same lot as a single-family home, such as a backyard cottage, basement apartment, or over-garage unit.

Affordable Housing

Housing that costs no more than 30% of a household's gross income, making it attainable to lower- and moderate-income residents.

Arterial and Collector Roadway

Arterial roads move higher volumes of traffic over longer distances, while collector roads connect neighborhoods to arterials and distribute local traffic.

Circular Economy

An economic model focused on reducing waste and conserving resources by reusing materials, extending product lifecycles, and designing systems that minimize environmental impact.

Community Place

A public or publicly accessible space where people gather—such as parks, trails, plazas, museums, arts facilities, or cultural venues.

Complete Streets

Streets designed to safely accommodate all users—pedestrians, bicyclists, transit riders, and drivers—regardless of age or ability.

Cottage Court

A small cluster of compact homes arranged around a shared courtyard or open space.

Dark Sky

Design practices and lighting standards that reduce light pollution by directing outdoor lighting downward, minimizing glare, and preserving views of the night sky while improving safety and energy efficiency.

DELO (Downtown East Louisville)

A mixed-use district generally located south of South Boulder Road, east of the railroad tracks, north of South Street, and west of Highway 42.

Density

The number of housing units or amount of development allowed on a given area of land.

Duplex

A residential building containing two separate homes, either side-by-side or stacked, on a single lot.

Dwelling Units per Acre (DU/acre)

A measure of residential density that indicates how many homes are permitted on one acre of land.

First and Last Mile Connections

Walking, biking, or micro-transit links that help people connect from their starting point to transit stations and from transit to their final destination.

Future Land Use

A long-term vision for how land in Louisville should be used and developed over time, guiding decisions about housing, businesses, open space, and community facilities

Green Infrastructure

Natural or nature-based systems—such as rain gardens, permeable surfaces, or tree canopy—that manage stormwater, improve environmental quality, and enhance community wellbeing.

Infrastructure

The foundational systems that support a community—such as water, wastewater, stormwater, transportation, parks, utilities, and public facilities.

Infill Development

New development on vacant or underused land within already developed areas of the city.

Microtransit

On-demand, flexible transit service—often using smaller vehicles—that provides short local

trips and connects neighborhoods to major transit routes.

Mixed-Use Development

A development pattern that combines residential, commercial, office, or civic uses in one area or building to create walkable, vibrant places.

Multifamily Housing

Residential buildings containing multiple units—such as apartments or condominiums—within a single structure or complex.

Multimodal Transportation

A transportation system that supports travel by multiple modes—including walking, biking, transit, and driving—to provide safe and convenient options for all users.

NOAH (Naturally Occurring Affordable Housing)

Housing that is affordable without public subsidy—often older homes or apartments with modest rents.

Open Space

As defined in the Louisville Home Rule Charter (Section 1-1(g)), "Open Space" includes natural, agricultural, buffer, and recreational lands. These areas protect wildlife habitat and scenic views, maintain agricultural heritage, provide separation from neighboring communities, and support parks, trails, and recreation.

Passive Recreation

Low-intensity recreational activities—such as walking, birdwatching, picnicking, or enjoying natural open space—that require minimal built facilities.

Placetypes

General land use categories that describe the intended character, mix of uses, and development pattern for different areas of Louisville as set forth in the Future Land Use Map.

Resilience

Louisville's ability to anticipate, withstand, and recover from disruptions—such as wildfires, floods, or economic change—while protecting the community's people, places, and character.

Rowhome

A single-family home attached to adjacent homes in a series, each with its own entrance.

Single-Family Attached Residential

A residential building type where homes share one or more walls—such as duplexes, townhomes, or rowhomes—but each unit has its own entrance.

Single-Family Detached Residential

A residential building type where a home stands alone on its own lot and does not share walls with any other dwelling.

Transit-Oriented Development (TOD)

Compact, mixed-use development located near high-quality transit that promotes walking, biking, and transit use while reducing dependence on cars.

Transportation Demand Management (TDM)

Strategies that reduce traffic congestion by encouraging alternatives to driving alone, such as transit use, carpooling, walking, biking, and flexible work schedules.

Urban Renewal Area

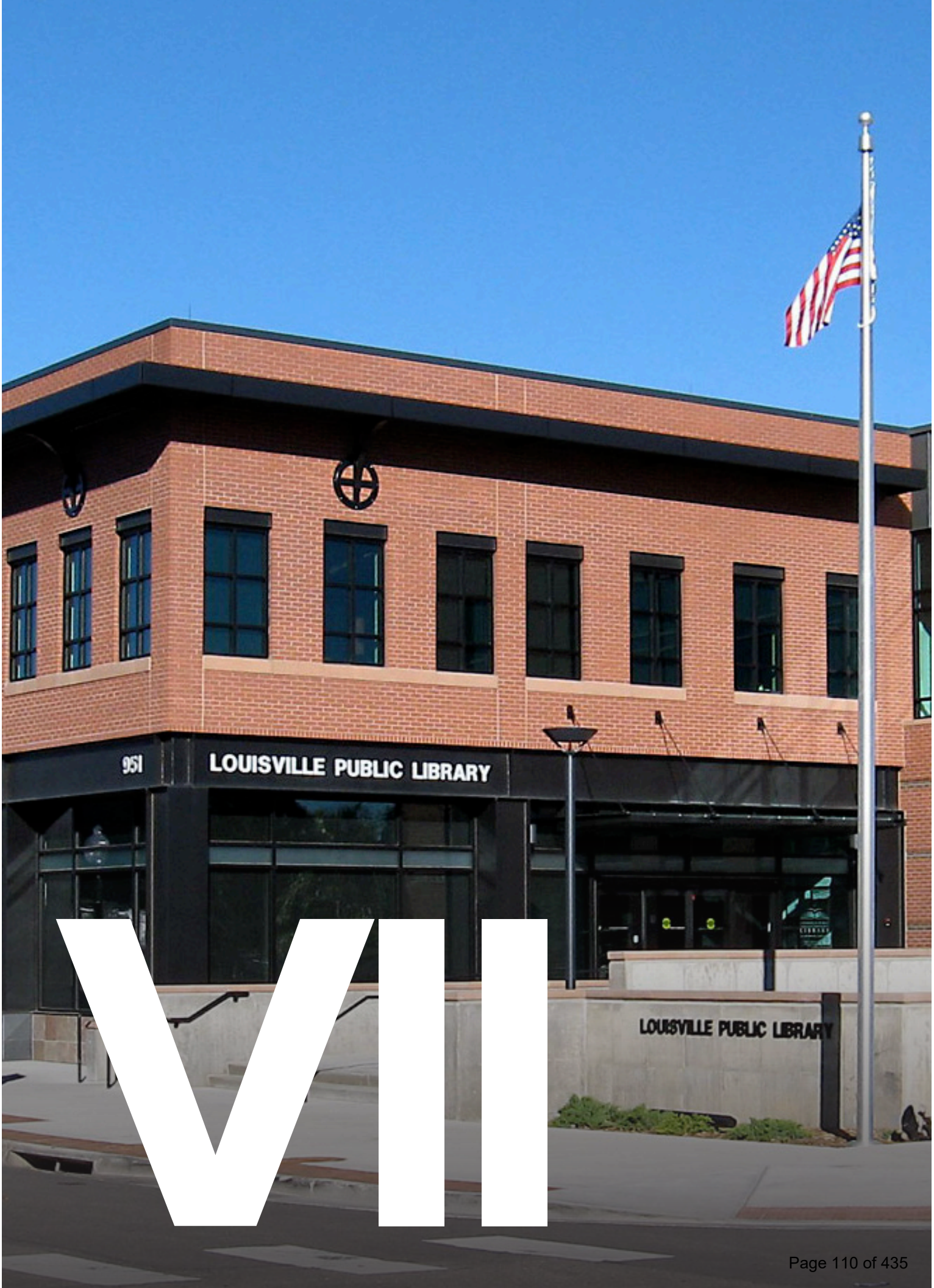
A URA is a legally designated district where the City can use tools like Tax Increment Financing (TIF) to encourage redevelopment, improve infrastructure, and support economic revitalization.

Values

Foundational principles that guide Louisville's vision, priorities, and decision-making. They provide a reference point for shaping strategies, goals, and policies throughout the Comprehensive Plan.

Zoning

The set of local regulations that govern how land can be used and what can be built—such as building height, density, and allowable uses—to help implement the community's long-term vision.



VII

APPENDICES

A. ACTION PLAN

B. COMMUNITY ENGAGEMENT SUMMARY

C. COMPREHENSIVE PLAN EXISTING CONDITIONS REPORT

D. FUTURE RESIDENTIAL GROWTH ESTIMATE METHODOLOGY

E. 2024 COMMUNITY SURVEY

City of Louisville
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LOUISVILLE
COMPREHENSIVE PLAN

APPENDIX A

ACTION PLAN

APPENDIX A: ACTION PLAN

The Action Plan identifies the major City-initiated policy, regulatory, and programmatic steps Louisville should take over the next ten years to implement the Comprehensive Plan's vision, values, and goals. It highlights a focused set of high-impact initiatives such as updates to plans, codes, policies, and engagement practices. These items are strategic and do not include specific capital projects, which are addressed through separate plans, capital improvement programs, and City budgeting. While the strategies throughout the Comprehensive Plan provide broad direction, the Action Plan offers a clear roadmap for near- and mid-term implementation and should be reviewed and updated approximately every five years to remain responsive to community needs.

Action Item	Summary	Why It's Important	Responsibility	Timeline
Parks, Recreation, Open Space, and Trails Long Range Plan Update	Update and implement the City's Parks and Recreation and Open Space Department priorities for the next 10+ years.	Maintains the City's high level of service for parks, open space, recreation, senior services, and golf. Preserves and restores habitat to protect existing wildlife and preserve the existing user experience.	Parks and Recreation	Near Term (1–3 yrs)
Development Code Update	Comprehensively update Louisville Municipal Code Titles 16–17 to modernize zoning and development standards and processes to support economic vitality, sustainability, natural hazard resilience, and housing diversity and affordability, including an update to the Inclusionary Housing Ordinance.	Implements plan goals through clear, predictable regulations; increases resilience and quality of development.	Community Development	Near Term (1–3 yrs)
Design Standards and Guidelines Updates	Update the City's design standards and guidelines—including Commercial, Mixed Use, Industrial, and the Downtown Design Handbook—and consider creating new Multifamily Design Standards and Guidelines. These updates should occur in tandem with the development code update to ensure consistency across all regulations.	Provides clear, modern, and predictable design expectations; improves development quality; supports housing goals and compatibility with surrounding neighborhoods; and ensures alignment between zoning rules and design guidance.	Community Development	Near Term (1–3 yrs)

Action Item	Summary	Why It's Important	Responsibility	Timeline
Development Impact Fees Updates	Review and adjust fees to ensure development contributes proportionally to infrastructure and service costs to enhance quality of life.	Maintains fiscal sustainability for a high quality of City services, programs, events, public spaces, and equitable growth.	Community Development, Parks and Recreation, Public Works, Cultural Services	Near Term (1–3 yrs)
Utility System Plan Updates	Incorporates new growth projections into recent utility strategies to enhance resilience and support long term infrastructure needs.	Ensures continued reliable service delivery and infrastructure adaptation to evolving climate risks.	Public Works	Near Term (1–3 yrs)
Community Engagement Framework	Develop a standing program for inclusive engagement on major city projects that impact the community.	Keeps community involved and builds trust in planning decisions.	Communications, Community Development	Near Term (1–3 yrs)
Downtown Vision Plan Implementation	Advance downtown improvements in public areas and mobility projects that enhance safety and vibrancy.	Supports economic vitality, beautification, placemaking, and opportunities for community connections downtown.	Public Works, Community Development	Near Term (1–3 yrs)
Sustainability Action Plan Updates	Refresh climate, energy, and waste goals and integrate resilience strategies from the Comprehensive Plan.	Reinforces community leadership in sustainability and climate adaptation.	Sustainability	Medium Term (3-5 yrs)
Transportation Plan Updates	Align transportation investments with land use, safety, and climate goals.	Reduces emissions, improves mobility options, and supports connected neighborhoods.	Community Development, Public Works	Medium Term (3-5 yrs)
Housing Plan Updates	Refresh Housing Plan needs assessment and responsive action items to address housing goals.	Addresses one of the community's top priorities by responding to changing market conditions.	Community Development	Medium Term (3-5 yrs)
Future 42 Implementation	Coordinate corridor improvements with regional partners to improve safety, transit, and design character.	Key multimodal and economic link for Louisville and the region.	Public Works, Community Development	Medium Term (3-5 yrs)

APPENDIX B

COMMUNITY ENGAGEMENT SUMMARY

Public Comments Received During 1/28/26 Open House and Engage Louisville Page

1/28/26 Open House Comment Hand Written (Verbatim)
Prioritize protecting and preserving open space - follow the city charter!
How do mechanisms as a city to create a climate resilient future?
When City approved Redtail Ridge there was no residential area. Yet in the land use opportunity area RT is on the list. Why is that?
Thanks for all your hard work! It would have been very nice to have more maps and bigger it was almost impossible to actually get up close to see them.
Growth: Long time residents, over 30 years of Louisville. Observations. 1) 20,000 plus or minus population has been a great target over these years. Why do we need to grow? Where will the water come from? 2) Growth of 50% is unacceptable! 3) focus on the commercial empty buildings that now blight our small town community 4) focus on current residents and our needs, concerns and feedback. 5) We don't need to be another boulder thank you for the open house!
Too many people and cars added to our city. Not to mention not enough water to support everyone. Also, “affordable” housing is not affordable still. A single adult could not afford the “affordable” home especially when you add on very high HOA fees. This feels ridiculous and is just a way for builders to make many. Why do we have to add to the population? Also, all the new building ruins the feel of Louisville, I'm not afraid of change, I've been here 30 years and I've seen Louisville grow and change and it's been great. This is too much growth for Louisville and again it's still not affordable. If there is to be growth, then really make it affordable but not add this many people.
Thank you for hosting the open house. I am concerned that with our current water rights, we will not be able to meet the town's water demand by the year 2040 to 2050. Please do not expand the population at the expense of a little community. Also this increased housing is not affordable. So we are not needing that goal either. Thanks.
Please please commit to affordable/attainable housing throughout Louisville. For McCaslin - Consider mixed used near the old movie theater (CU now owns) north in those neighborhoods that has land amongst the strip + biz parks. We who live along McCaslin need a closer place than downtown to enjoy ourselves, stay awhile, with pocket parks and such that is walkable - a mini Town Center and we need a safe bike path down McCaslin!! (to the park and ride).
The City needs to provide the impact statement /financial analysis for this growth phase: (Rec Center, police, fire, library, traffic etcetera etcetera). How will we pay for all this growth? Be transparent please!
This magnitude of growth is not sustainable, what is driving this?
This is a lot of growth. I'm concerned that it isn't sustainable and that it will impact the quality of life in Louisville

Go back to the original, much slower growth developed under Muckle. Way to aggressive, will be too much traffic, strain on resources. Current residents do not want more houses; more commercial and amenities for current residents. No more housing!
Poor venue – too noisy rec center was better. Need more utensils to grab food
Too much density. My biggest concern is that once you create a use-by-right -- when the city initiated rezoning follows the comp plan - land values will go out. Prices will go up. And it will be too late to require public benefits from growth.
Way too much growth/ way too aggressive. Why not slow 20% Max residential condo -townhome growth.We don't need affordable housing. Folks can live in Northglenn for that. We need to preserve precious water/resources and Louisville is not trying to mirror Lafayette/Erie. They will never be voted best town in USA to live.
I think it would be useful to include how progress toward goals will be measured over time to ensure they are met.
Thank you for your work and for holding this event!
Put roundabouts at the major intersections on via appia.
No roundabouts in via appia.
Don’t put a trail along the Goodhue Ditch, would further bisect intact property. Address the importance of limiting social trails and restoring areas they've damaged.
Good event. My main concern is potential over development of Louisville. Some of what I saw in the plan like potential for 5000 new housing units concerned me. Particularly since it seemed much more aggressive than the housing plan.
My understanding of this is actually minimal. That said, the huge amount of growth suggested is very concerning!!!!
Louisville needs to continue to raise nonresident access fees to alleviate overcrowding of city facilities. Our neighbors need to plan and build their own facilities. I see this as resource planning, not exclusivity. Other communities need to invest in their own facilities.
I am in favor of residential infill in the McCaslin opportunity area. We especially need infill in massive parking lots of the current commercial uses in McCaslin. Consider repurposing empty/underutilized office park of Centennial valley
I'd love to see a policy which strongly discourages the building of massive blocks of apartment buildings such as those in Superior, Broomfield and Westminster
The comp plan transportation goals and strategies need to identify the lack of safe ped. crossings between transit stops on opposites of McCaslin - especially between Cherry street and Century drive
Action plan board - front door as exiting. One comment on the board re: “Downtown Beautification”. I am a (near) 40 year resident. I'm sick of the “Super cities”, folks who think Louisville is “cute” (it is for the most part) but Folks who say - but we could make it “super cute” I'm very tired of our $ $ going to super cute new streetscape medians where the existing were perfectly fine…

I am not in favor of facilitating a population explosion in Louisville. An increase of 50% obliterates the integrity and character of our amazing town.
I am strongly in favor of more pedestrian underpasses, especially under S boulder Rd. and the railway tracks. Forrest Phillips, resident and homeowner.
Multi-family might work belongs in Centennial valley only - new grocery store (K.S.) and transit – (regional) options
Density is good - environmentally, socially, ecologically, etcetera. However -established areas with single family dwellings in Louisville are not the place to impose parking and trapping headaches. We didn't buy into that. Create density and other purpose built areas where urban oriented dwellers-agree in advance to higher population per acre
Too much- too quick
community character, connectivity, places. Cultivating these values will keep Louisville a good place to live. Specifically: support the creation, participation, and engagement of the arts: visual, musical, expressive
Too much housing too quickly built. Please Increase residential more slowly at about 10 to 20% in 10 to 20 years. Concerned about impact to city utilities and common spaces - rec center, roads, traffic lights. Concerned about congestion pollution and losing our quality of life. Louisville is a small town please keep it that way.
I do not support a town that looks like downtown Superior - big buildings. I support growth to 25% not what is projected and a mandate for low income housing. I didn't see that anywhere in this plan
I am not sure how valuable this was it is the same as what's online. I want to know next steps, when we can give our thoughts on each phase and how much will our input matter. The plan is 340 pages long. Very comprehensive. I had hoped this meeting would pare it down in chunks, timelines, dates for community input, next steps, etc.
Consider slower growth. Smaller patio type homes for seniors to free up larger homes for younger families. Concern currently for overcrowding at the rec center - what to do with Superior customers and how to fit in those for new growth.
I do not see the demand for five story multi-family anywhere in Louisville. Our neighbors have already overbuilt these units. Our current facilities cannot support such an increase.
We need senior patio home area for us older couples to downsize to. Not a condo/apartment style. My home (too large with empty nest) could then go to a young family. Already too crowded. This growth will make it worse. How many non- residents are using the rec center.
This meeting didn't accomplish anything. The problem to solve is “How does Louisville have a way to sell a $400,000 house?”. None of the so-called planners now. Also, 10 years out, anyone can say anything as a “feel good plan”. Best plans bring in jobs for starters. D. Howe.
Dear reader, my name is Hazel Boucher and I am an eighth grader at LMS, growing up in this town I have seen how climate change has affected this town and I want is live in a climate forward town. You are probably aware of the bag tax, and my thought/question is that couldn’t there be a new tax that when something in Louisville is bought 2 cents goes to the city of Louisville that could go to incentives investors and contractors to make the new buildings all electric.

Denser affordable housing is great! But, in order to reach our goals for greenhouse gas emission reduction, we need a big pot of money to use to incentivize developers to build to the all electric building codes. We can't expect to reach our climate goals and build dense affordable housing without money to motivate builders to build to an all electric standard.
To grow and thrive – we must create affordable housing that also achieves our climate action goals. Can we have a “Resilient Futures” tax ballot for 2027 that creates an incentive fund so developers build all electric.
The Conceptual plan is well thought out and reflects a great deal of citizen input. The posters don't do a good job of showing scenarios of what the plan might produce: they seem superficial. Community leaders will need to put a great effort into reassuring people that the comp plan does not automatically raise huge increases in population, but that each development would need the normal approvals. I strongly support the idea for the opportunity areas, though I'd like to see more explicit proposals for affordable, workforce, and social housing.
Thanks for working on the comprehensive plan. As I understand, there is a huge increase on housing. Here are my questions. 1) Does the city's water facility have enough capacity to feed all new and existing houses water need? If not, is there a plan to increase water? 2025/2026 winter, there are no snow in the mountain where the water comes from. 2) What are the plan to increase the roads, rec center, library, City Hall and so on for the population increase. 3) What are the plan for PFAS in our water. If it is tested please publish the results. With the huge population what is the city's plan to treat the water. 4) many Boulder People come to Louisville rec center. They said, the rec center is cheaper and less crowded. We don't want to be the next Boulder. Please keep the housing increase lower than 15%
To be considered 1) increased growth will put strain on library and cultural events, ie Friday night fair, music in the park. How is the city preparing to staff, expand library hours and enlarge spaces to accommodate larger crowds? Please consider maximizing existing and empty business spaces to reinvest/expand before allowing new build and ignoring the empty business sites. Need for increased multifamily housing in building plan in areas such as RTR and along McCaslin. Louisville has approximately 70% single family which does not attract diversity. New build should/needs to include affordable housing and ranch style housing (smaller) to allow people to age in place. Reduce sprawl, build and condensed areas to preserve green space.
I've always thought that the area adjacent to the P’N’R would be a great place for high density, low cost apartments. It's close to retail, 36, public transportation, etcetera. Likewise for southern Centennial valley, but not butting up to Davison Mesa. I have concern about Redtail Ridge creating problems at 88th and Dillon. But my chief issue with development is developers not being required to pay up front for the infrastructure their developments consume. I feel like existing residents have funded existing infrastructure, developers profit from it, and then new taxes get imposed to pay for the necessary infrastructure Developments require. I’m talking about water and sewage treatment plants, expansion of transportation arteries, library, Community Center, recreational facilities, government facilities etcetera etcetera including fire police public works etcetera.

Thank you for the informational meeting. I think it's important to have as an objective to keep taxes down and therefore not to plan too aggressively. For example: a $10 million pedestrian underpass under Hwy. 42. I'm pretty sure NYC does not spend $10 million for intersection and somehow gets hundreds of people across intersections, there is a creative solution somewhere between an enhanced traffic light and $10 million. Affordable housing was mentioned one or two times. What is it? Defined. there is no such thing and it is annoying to have it mentioned. Diverse living modes is nice but a basic house costs $500,000 it is not affordable by definition for lots of people. Please don't plan for a Louisville that is two to three times larger. That's not what residents want. Please don't raise taxes to satisfy a planner's grand vision of Louisville two times larger. We still want a small town. Don't allow one group to display flags at City Hall or library that don't stand for all Americans the only flag that stands for all of us is the American stars and stripes.
I am in favor of additional density particularly in the city centers. Along those lines, I think there should be more opportunity for density in the Old Town overlay district... allow me to have two residential units on this parcel... ADUs only 800 sq ft and separate utility taps too costly.
Hi my name is Natalie and I'm nine years old. And my name is Esmae and I am 8 years old. We want our town to focus on climate solutions and we need money for heat pumps and people to electrify their homes. We also need more money to stop climate change by not making gas factories.
Having lived in Louisville and owned a home here since 2010... I support it and welcome it as long as it's done responsibly and thoughtfully. Be sure to expand the infrastructure and utilities with the growth...
I recommend above grade 25% NOT the 50% as outlined in the proposed plan. Thanks, Ely Hally
Please consider to add & diversify fun activities for retirees to hang out if we can. Thank you!
I support high density housing. It’s best for the climate, biodiversity, and affordability, and residents tend to be happier.
BRAVO! Great job including citizens in your planning efforts. Keep up the good work! Bruce Kinlan
Colorado now has more people moving away than moving in and there are plenty of people who drive into Louisville and East Boulder County because they can’t afford to buy homes or pay market rate rents, even with rents draining their upward push. Build affordable housing, 30% to average mean income on property where big box buildings sit empty, controlled growth for those who work here.
The “How We Got Here” poster is telling. WE haven’t been engaged in 3 dimensions (in person) for over 1 year. Density proposed is too large and unsustainable. Too much fealty to business interests and not We The People!
I’m not a fan of the 5-story zone areas. I’m looking for where you are addressing abandoned/empty and all the vacant lots before considering new buildings of this 3–5 story magnitude?
Louisville is a 20k town. How big would change this small town? 30k–40k? Limit growth yearly and reassess growth as population grows. I think 25k is a good final residential number of residents. Jim Bain

If you put in this many additional housing units, we will need another Rec Center. Our parks & open space will be degraded & crowded. This will ruin Louisville small town character.
This Comp Plan is TOO much growth! Scale it back significantly! Louisville is a small town, not Broomfield or downtown Denver.
46%–67% increase in housing is too much! Prefer to stick with City plan of ~28% growth.
Please consider purchasing 8600 Baseline with BOCO Open Space & City of Lafayette. Thank you.
No more than 10,000 people allowed in the next 30 years.
Superior needs to build their own Rec Center.
Please no e-bikes on social trails & open space. And more enforcement for motorized vehicles on above land.
Building affordable housing that fills in and creates density vs sprawl is GREAT! The city could create a funding mechanism (like the bag tax but BIGGER) to create a fund to use to incentivize developers and contractors to build ALL ELECTRIC. Thank you!
Hi, my name is Hazel Booth and I'm an 8th grader at LMS and growing up in Louisville I have witnessed how dire climate change is and I want to live in a climate forward town. You probably aware of the bag tax that sends money towards sustainability and I'm wondering if there is a similar thing we could do to tax that sends money/incentives to developers and contractors to build all electric. Hazel hmbooher01@bvsd.org
What do we do when ICE is here to protect ourselves & our neighbors.
Hi I'm Annabelle Gaillard and I'm an 8th grader at LMS. I'm here because I want the comprehensive plan to be prioritizing climate solutions. How are we going to reach our greenhouse reduction goals without the city providing funds to decarbonize all of our new construction?
Thank you for this opportunity to meet with City staff. However, we were largely bundled up in front of the future land use maps and nobody could hear the questions or answers. Please set up a meeting specifically for that. It's hugely concerning for many of us how much Louisville is planning to grow. Kathy Snell
Existing parks and open space need to be maintained BEFORE acquiring more open space.
Whatever happened to underpass between North Louisville + Steel Ranch (Bullhead Gulch). Bike friendly over or under train tracks.
Definition of insanity: Attempting the same "solutions" and expecting different results. We the people say NO to unsustainable growth.
Too much population growth. Should be more consistent with the housing plan/study. Level of growth in plan is not consistent with feedback during survey.

Open space priorities: Please put maintaining existing open space before increasing open space for open space goals. Funds need to be there for keeping what we have nice. Louisville has done a great job acquiring open space, but not so good at maintaining!
I suggest the city put this to a vote. 2k people doing a survey isn't enough people to represent all of the citizens.
I am strongly in favor of more housing in Louisville. We need more duplexes, triplexes, & apartments. Forrest Phillips, resident & homeowner
More big playgrounds with sit-on ziplines and water play.
Growth: 25% range, not the 47% that is proposed. Buildings downtown: keep them to 2–3 stories. No 5-story buildings. It will take away the small-town feel. Support low income housing. Support open space.
I'm happy with the new line striping on Dahlia. It makes clear to everyone where bikes belong. It gives permission to drive the middle of the road (traffic permitting) where I have better visibility and reaction time should someone enter the street. Those who find it truly confusing shouldn't be behind the wheel, but most who complain are just adverse to change.
I would think the first item to look at would be what can existing infrastructure support and then impact of traffic on roads. Ex) water & sewer, water rights, South Boulder/McCaslin capacity, Hwy 36 interchange.
We really need to plan growth numbers and require affordable housing as part of development. This measured growth by commitment to community are the top priorities. Those growth #s are too high.
All of the goals are well thought out and reasonable. I feel there is still a lack of clarity of what needs to be done, except for more studies. That's not reasonable either. It might be possible to provide a chart that lists any/all specific implementations with specific time frames. This might add a bit of structure/reality to what the plan needs to accomplish.
the housing stock needs to be affordable. The plan for growth seems too great to maintain Louisville character.
We have an extensive housing plan for Louisville. Instead of addressing our housing issues in the comp plan we should focus on executing on our detailed housing plan.
We do NOT need this much growth! 20% max!
Louisville should NOT add substantial residential development. To do so is what is called "suicidal compassion", killing what is great about our town (rec center, etc) to show compassion for people who need lower-priced housing in order to live here. We don't need to accommodate everyone who wants to live in Louisville.
As we continue to to consider development, we need to think about: 1) Town character, 2) water + energy impacts, 3) stress on town resources + services (police, roads, rec center, parks, etc.) We don't want to grow too much + stress these.
We live near McKinley Park, walk by daily, but wish there was: Seating and tables. That would be so welcoming and increase use and enjoyment! All other parks have that feature. Ron Knutson ron.knutson1550@gmail.com We love our great community of Louisville.

The underpass at Hwy 42 is a waste of money. Minneapolis had to shut down a major light rail line due to low ridership. We are a car-oriented society. Light rail is not worth the investment.
Affordable housing yes! We are a welcome community and need to make good on our intention to be a place where people at all income levels can be our neighbors. Just building more market rate homes won't solve our problems. We need creative affordable housing. How can the city remove barriers and overcome NIMBY opposition?
This is the result of many, many meetings and y'all have done a great balancing job of opinions! Just thought it might be nice to have a positive comment in here (:
Where is the fiscal plan associated with these enhancements? What will be the impact over the years to the residents? Thank you.
Under action items, put OSAB + LSAB (or open space + sustainability departments) under "responsible group" for impact fees, land use code updates, and design guidelines update.
Under place types make supporting land uses numeric. E.g. underground parking required for multifamily over 3 stories X. Sq Ft. green space per resident. Plan needs number + teeth.
This plan calls for way too much growth. 45% will destroy Louisville as we know it! Please back off and follow the growth called for in the housing needs assessment. At least that provides distribution of income levels for which housing should be built.
David Sweedler, 956 St Andrews Ln, Louisville. I'm completely opposed to the draft comp plan as currently written. No affordable housing numbers shown. Growth targets need to be cut in half at least. The Avista Hospital Redev Site is NOT in any way a Regional Center. It has no access to Hwy 36.
I would like 2 things: 1) Every place you "talk" about affordable housing should acknowledge that you are talking about 12%. That should be required. 2) In the transportation plan development, what is the commitment to public transport and EV infrastructure.
I think 10% growth, with most of it near McCaslin & 36 would be reasonable. More than that would be problematic. Also the proposed development south of downtown like Red Tail will be a traffic mess and will pull business away from downtown.
Use housing plan numbers! MODERATE GROWTH.
I support growth, but not at the expense of current residents. This is too much too fast without proper infrastructure. Did you see the traffic jam last month during fire evac that didn't last long? How will all of us leave if we have another Marshall Fire? Sue Lukasik 559 West St, Louisville.
Phase in land use changes so that development begins in already paved areas, like unused parking lots and commercial. Don't rezone vacant land yet.
Enviroment + Sustainability. Mow less along city managed corridors i.e. west pine + hoovers + trails. Allow grass to grow to weeds _ allow cooler environment. Mowing along trails widens the path + is encroaching on open space. Building code to require solar opportunities to give homeowners option to join co-ops + receive bulk pricing at time of built.

Rec center too crowded already! Tonight cars parallel parked on the street cause no parking in lot. Equipment – too long wait. No more people without new rec center.
Need to maintain small town character that has made Lsvl so pleasant. We do not yet know the impact of Red Tail Ridge and the incremental traffic it will cause to move forward with other growth before RTR impact is know is too risky for the city's character.
Concerned about the increase in population growth beyond 20 – 25%. Otherwise, I believe we will lose our small town feel. It is not sustainable, stress on Rec Center, Library, Water, etc.
Adding 10 – 20k people, what will be the mix of businesses added? Will the mix of businesses help to offset property taxes increase to infrastructure build out? (water, utilities, curb & gutter)
Louisville is a gem. Don't overbuild, overdevelop. Keep our small town with All-American feels and values as is. This is why we are here.
An idea to help us be able to gather money for new construction could be to add a tax on drinks and other items bought in the city and add the fund together so we can have money to build new construction that is all electric.
If you add approx. 5000 new housing units to the city, the rec center will be overcrowded! Will you need to raise taxes to build a bigger Rec Center?
I live in the Enclave and would love to see the Kobel Property develop with residential in a higher density, walkable form so my kids, who grew up here, could afford to move back; eye toward affordability. Housing on Kobel would also help activate McCaslin, we need more people to help businesses succeed!
Not enough dog park during rainy/snowy days. So please add more dog parks if we were to expand residential.
Public Comments from Project Webpage
Regarding housing goals, I encourage the city to preserve smaller Old Town houses as affordable housing through deed restrictions or other means. This would preserve the historic character as well. The town already has this pool of relatively affordable single-family homes that steadily are being scraped for large expensive homes. It is contrary to vision goals.
Can you please respond as to the likelihood that Sterling Bay (RedTail Ridge Developer) will be compelled to add new housing to their existing GDP?
The City council reviewed a draft comprehensive plan on July 14. However, I do not see this draft on this EngageLouisville page. Are you expecting citizens to dig through the council packets to find the draft?
Will the new Comprehensive Plan include guidelines/regulations regarding xeriscaping in new developments both commercial and residential?

With this drastic population increase, the already crowded rec center will be packed. Is there a plan for a new recreation center, or to expand the current one?
I really like that the second bullet under Ten Big Things To Get Right Over the Next Ten Years includes increasing affordability. Where are the specific plan elements that ensure this will actually happen? We already know that simply building more types of housing does not lead to affordability. During the period when Steel Ranch, the North End, and DELO added thousands of housing units, housing prices and rents increased. Can the Plan include specific, enforceable measures to ensure affordability as growth occurs? Can affordability conditions be added to the development considerations for each place type? Additionally, the map shows an overlay for naturally occurring affordable housing—why is this not included as a place type with its own development considerations?
We think the city should adopt a more reasonable and responsible growth rate of 20%–25%. This is still a large increase, but it would better maintain our great quality of life. Even 20-25% growth will create problems, but they will be far more manageable.
Louisville has a small-town character that should be preserved. Rather than prioritizing large developments, the community would benefit from thoughtful, small-scale, and sustainable growth—development that serves local needs rather than growth pursued solely in the name of economic prosperity.
Where does Louisville expect to get the water and reliable energy for massive new development in our city? We are in a serious drought and have been for quite sometime, so the water issue is constantly on the table. And of course, Xcel Energy has already shown they are entirely incapable of keeping the power on for current Louisville citizens and businesses. (Ward 2 has had 5 extensive, hours-long outages in less than 2 months.). And yet, they keep raising rates. Because we don't currently have a forward-thinking, concerned City Council who will consider non-profit or other alternatives to Xcel (as Longmont, Fort Collins and other cities have) do you expect tens of thousands of new residents to just deal with the fact that they will have unplanned outages for hours or days often as current residents do?
It looks like resiliency and preparedness is one of the primary goals, but there is nothing in any of the scenarios or other areas of the plan about this. How will wildfire mitigation and disaster preparedness be integrated into this entire plan? Especially with the release of the WCRA?
In general I think we should have taken the opportunity to rezone around downtown to be more mixed use and slightly higher density. That are should allow duplexes, and 3 story buildings by right. It's our most walkable area
I agree with the increases in housing in the Comp Plan. We need more housing in Louisville! I am also excited to see all the off-road infrastructure for people walking, running, and bicycling.
This is too much growth for Louisville.
1. I am concerned about adding housing to downtown without providing parking. Won't that create problems for visitors to downtown businesses and for people who live near downtown but don't have off street parking of their own? 2. While I agree that Louisville needs to keep growing, this plan seems like way too much growth. 3. More housing won't lower prices because there are more aspects to demand than just availability, the desirability of living in Boulder County, for example. When cities are in desirable locations, the demand outpaces availability, no matter how many houses they build. 4. I appreciate the thought and time people have put into the plan so far.

A 27 story building in Louisville?? Do you want to ruin the character of our town? Max height limits should be maintained at 3 stories
During last night's Open House, both Staff and City Council said that some kinds of growth permitted under the draft Comp Plan would never be approved by City Council. I think clear and transparent standards are important for the community -- and for developers. If certain kinds of growth will never be approved, shouldn't we signal that to everyone? Why allow it under the Comp Plan, only to deny it after someone puts in the effort to develop the idea? From my perspective, the citizens are not misinterpreting the plan - if the plan allows for something - even if this City Council takes the position that they would never approve it, that doesn't mean that it'll never happen. Also, if the Comp Plans signals that a certain kind of development is allowed, you can be sure that lawyers for the developers will come in and pound the table saying that private property rights and use by right are being taken away. Let's tread carefully and get it right. Finally, from a sustainability standpoint it is best to redevelop blighted areas, before paving over green spaces. Let's prioritize redevelopment of blighted areas.
At last night's Open House, I heard a lot of concern - that I share - about 47-67% growth. Though the 28% in the housing plan is too high for me personally, I think growth should not exceed the 28% in the housing plan. I think zoning for purposes builds character and comfort into a City. I do not like places such as Houston and I do not think that's a good model for Louisville. From a sustainability and affordability perspective, Louisville should at least mirror the house size limits of Boulder County. Finally, shouldn't we put controls in place that recognize that we are at the beginning of what could become a very serious drought?
Housing plan projects that if Louisville were to maintain its current percentage of Boulder County population that would mean growth of about 4,000 people over 20 years. If you were to use an average household size of 2.5 that would mean there would be a need for 1600 additional housing units. The draft comp plan projects a potential growth of 4,000 to 5,000 housing units. Related to that is as I look at the future land use map and narrative, half of that 4 to 5,000 is assume do potentially go in to Redtail Ridge. Looking at the map there seems to be very little allocated for residential. Also, that number of housing units using my household size number would mean a population growth of between 10,000 to 12,500. I realize that these are guiding documents and not representative of actual development plans, but can you can explain what I see as a discrepancy tell me what I may be missing? Thanks. Appreciate all the work being done on this.
am opposed to this proposal of so many new homes. MORE is NOT BETTER. More is simply just MORE of everything.....more people, more traffic congestion, more STRESS, more accidents, more problems for the police department and fire department to manage. Why not manage WELL, what we have? Bigger is not better.
Thanks for taking comments. I am concerned about putting a trail along a riparian corridor. These areas that weave along waterways are critical for wildlife -for food, movement, and protection. On other trails along ditches in Louisville, I have seen bald eagles and other birds of prey that ended up flying away because so many people stopped to look at them. The City of Boulder has made a concerted effort to move trails OUT of riparian areas. I'm sure you are checking in with Louisville's very competent Open Space team, but it is worth checking with others as well. Know that for many of us, there is a strong value for having safe spaces for wildlife. Thanks.

I am not opposed to building UP within reason, as this allows us to leave room for precious open space. (Do pay attention to viewsheds.) But I am not okay with the rate and amount of building proposed in the draft Comprehensive Plan. This whole area of Colorado is growing fast. As a unique and quality city, let's pace ourselves and leave room for all of us to breath. Just a reminder, the benefits of open Space are many! These include mental and physical health; habitat for biodiversity; a place for social interactions; economic value; and environmental benefits like better air quality, less noise pollution, and storm water management. Thank you.
I recalled there is a survey on growth choices. Scenario A was low growth and Scenarios B and C were for larger growth and "other" has the results. Where this results on this comprehensive plan? I recalled 40 % responded from others. I would like to see this to be included in this plan due to transparency. I did attend to the open house and there is no mentioned on this survey to show what the community actually wants. It should not be in the appendix. Secondly, Circular economy should be implenmented in all areas on OS, LU, Economic Vitality, Community places, transportation, RR, ES (glad to see this in their comp plan) and CS. When there will be classes for the comminty to learn how to use the circular economy?
I think this is terrific! Young families need options in Louisville!

Louisville Comprehensive Plan

Summary of Round Two of Boards and Commissions Input
March-May 2025

City staff requested input on the Comprehensive Plan from eight City of Louisville boards and commissions in early to mid-2025. This was the second of two rounds of focused discussions with these groups. The first round was at project kickoff where they were asked about the most important things to address in the Plan. This document summarizes the input from the second round of recent discussions and does not include input from Planning Commission. Planning Commission is acting as the project's primary advisory group and City Council.

Round Two Boards and Commissions Meeting Topics

City staff provided a project update and asked both open ended and targeted questions of each group within their purview. The specific topics covered included:

- A summary and reminder of what a comprehensive plan is and isn't, including areas where the Comprehensive Plan's content intersects with the group's purview;
- A summary of each board or commission's input from the early 2024 project kickoff (round 1 of input);
- A summary of City Council's policy direction to date on the Plan's future land use framework, including the recommendations for future land use changes at certain locations;
- A summary of potential Comprehensive Plan goals and strategies that are within the group's purview; and
- An overall project status update.

City staff asked each board or commission for input on the overall content of the Plan to date and for specific input on potential goals and strategies to inform the Plan's drafting. The potential goals and strategies were presented at a topical level, with the intent of having the board or commission identify what is missing, what are the most important to include, and how best to articulate them in the Comprehensive Plan. The boards and commissions did not take a consensus vote on these items, so the comments address both themes and individual comments.

Parks and Public Landscaping Advisory Board (3/15/25)

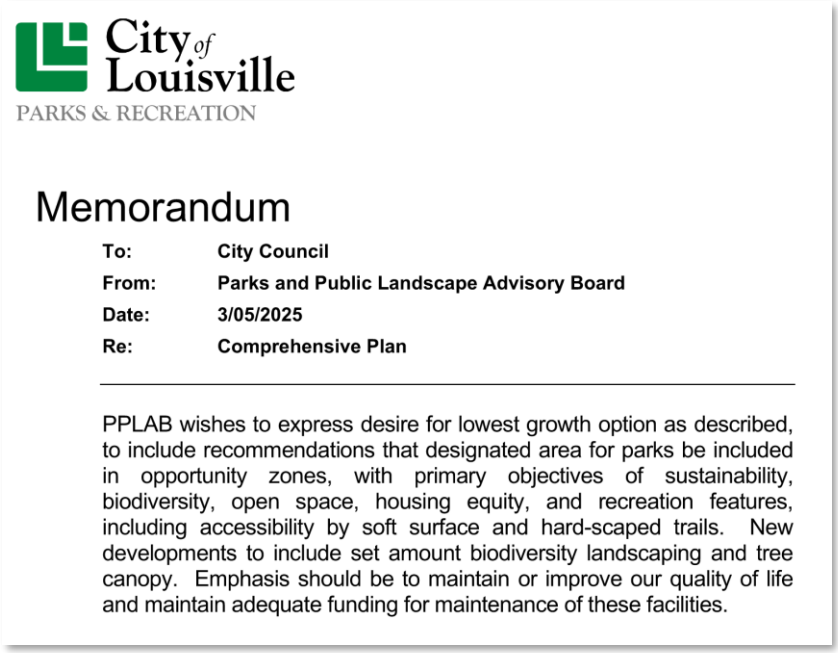
City staff shared the following potential goals and strategies with the PPLAB for input:

- Related to Placemaking and the Public Realm, to:
  - Support the Update to the PROS Master Plan
  - Encourage Enhanced Design of Public Spaces
  - Encourage Development of New Public Places
- Related to Environmental Sustainability and Decarbonization, to:
  - Encourage Water Conservation on Public and Private Property
  - Increase Louisville's Tree Canopy on Public and Private Property
  - Encourage Biodiversity on Public and Private Property

- Related to Core Community Services, to:
    - Address Population Growth Impacts on Public Parks and Open Spaces

PPLAB Comments:

- Critical to maintain a high level of parks-related services to the community as population growth occurs; this should be addressed in both the Comprehensive Plan and forthcoming PROS master plan. This is one of Louisville's best assets that sets us apart and makes us such a desirable place.
- Evaluate the City's impact fees to understand how they are currently being used and opportunities for updates to such fees to ensure a continued high level of parks related services.
- Important to maintain biodiversity in our open space areas and ideally as part of any redevelopment on private property.
- The city needs a balanced approach to future development, and there were mixed opinions among PPLAB members about the right approach for future residential growth with recognition of the potential impacts on the community but also related to the city's housing affordability and social equity goals.
- Important to implement water conservation measures and be ahead of related state laws.
- Climate change adaptation is a high priority tat could be addressed in parks.
- Decrease in pesticide use in parks is important.
- Evaluate the areas near and adjacent to parks for their impact on the parks.
- Desire for enhancements to the arboretum.
- Desire for more activity based areas – e.g., play fields, playgrounds, etc.
- The PPLAB offered a memo to City Council following this discussion stating their position on growth and development in Louisville included below.



City of Louisville
PARKS & RECREATION

Memorandum

To: City Council
From: Parks and Public Landscape Advisory Board
Date: 3/05/2025
Re: Comprehensive Plan

PPLAB wishes to express desire for lowest growth option as described, to include recommendations that designated area for parks be included in opportunity zones, with primary objectives of sustainability, biodiversity, open space, housing equity, and recreation features, including accessibility by soft surface and hard-scaped trails. New developments to include set amount biodiversity landscaping and tree canopy. Emphasis should be to maintain or improve our quality of life and maintain adequate funding for maintenance of these facilities.

Open Space Advisory Board (3/12/25)

City staff shared the following potential goals and strategies with the OSAB for input:

- Related to Enhance Trail Facilities, to:
  - Identify priority trail connections, particularly in areas where redevelopment is likely to occur (e.g., near Davidson Mesa, Redtail Ridge)
  - Identify priority trailhead improvements
- Related to Protecting and Enhancing Open Space Areas, to:
  - Encourage Biodiversity in Open Space areas
  - Identify attributes of desirable open space acquisition areas
  - Support update to PROS Master Plan
- Related to Recovery and Resilience, to:
  - Address natural hazard areas that interface with potential new residential development
- Related to Core Community Services, to:
  - Address Population Growth Impacts on Public Parks and Open Spaces.

<u>OSAB Comments</u>

- The goals and strategies should be more assertive than what was presented. For example, the City has already identified many of the priority connections and preservation areas – the plan should state that we need to implement, rather than identify.
- The community's highest priority when asked in various surveys is acquiring and managing open space areas, and this should be evident in both the Comprehensive Plan and PROS plan.
- The Plan (or PROS plan) should promote biodiversity in our open space areas, and state why the goal is so important (e.g., healthy ecosystems for plant and animal life).
- Support for improving our tree canopy.
- Its important to clarify the distinction between different types of open space areas – e.g., grasslands, riparian areas, etc.
- The City's Open Space division and OSAB have been working on identifying desirable future acquisition areas, and it is desirable if the Comprehensive Plan can help support the goal of acquiring these areas for open space. Such identification also includes criteria for prioritizing the most desirable open space areas that could be integrated into the Comprehensive Plan and PROS plan.
- Address that Louisville voters approved a 10 year extension of the 2C sales tax for open space and parks, and how that is a funding opportunity to capitalize on.
- The City needs to balance the management of open space properties with sometimes competing goals around recovery and resilience. E.g., between hazard mitigation and compromising the ecological value of these areas.
- Important to address growth impacts on open space areas.
- It is desirable to have a more established social trails policy that addresses any future population growth and to minimize or consolidate creation of social trails.

The existing social trails may be difficult to change, but the policy could address creation or management of new ones.

- Would love it if we could be a designated bee-friendly city.
- Any residential in Redtail Ridge is ok but should not encroach into any established open space areas. E.g., the open space area north of the existing hospital.
- The OSAB offered a memo to City Council following this discussion stating their position on growth and development in Louisville included below.

City of Louisville
PARKS, RECREATION & OPEN SPACE

MEMORANDUM

To: **City Council**
Jeff Hirt, Planning Manager
From: **OSAB**
Date: **April 9, 2025**
Re: **Comprehensive Plan**

We appreciate Jeff Hirt's presentation to us on March 12 regarding updates to the status of the Comprehensive Plan and how it aligns with OSAB's purview. He listened carefully to our suggestions and concerns, but we wanted to convey them directly to City Council as well.

Our ongoing priorities:

- The Plan should emphasize the goal to protect, enhance, and expand open spaces and trails.
- The Plan should recognize the link between economic vitality and funding open space, both for the economic benefit open spaces provide in making the city an attractive destination and for the need for healthy sales tax revenues to cover open space expenses.
- The Plan should address climate change, resilience, and our decarbonization plan as policy priorities.

We support the draft strategy outlined by Jeff but wish to make the following specific points, which we raised in our March meeting:

- The land-use framework needs to emphasize Open Space acquisition
- Include Open Space acquisitions options in future land-use maps, especially in the focus areas around Centennial Pkwy and the area around the current Avista Hospital when it relocates. Both these areas have potential parcels that could be part of open space expansion, as envisioned in the passage of referendum 2C.
- Emphasize the importance of biodiversity, restoration, and protection in all of our Open Space properties, especially the Coal Creek riparian area as well as other valuable ecosystems, including North, Coyote Run, and Davidson Mesa.
- Take into account that Open Space resources are for the benefit not only of our citizens but our plant and animal life as well.

- Be more specific about the definition of "Green Corridors." Are these Open Space properties or all planted areas (parks, medians, and the like)?
- Explicitly state in the Comp Plan that city policymakers and staff will take into account the recommendations of the PROS and Trails plans, which will be completed after the Comp Plan.

Louisville Revitalization Commission (3/12)

City staff shared the following potential goals and strategies with the LRC for input:

- Related to a Vibrant Downtown, to:
  - Maintain and enhance ground floor activation through design and land use (e.g., ground floor retail).
  - Allow residential "by right" in some areas (e.g., above ground floor commercial) to implement City housing policies and support economic vibrancy.
  - Support a robust program of community events year round.
  - Integrate land use, development, and transportation recommendations with the Downtown Vision Plan.
  - Evaluate improvements to Downtown Framework Plan.
- Related to Vibrant Commercial Areas Outside Downtown, to:
  - Maintain the McCaslin Blvd and South Boulder Road frontages as primarily retail corridors within Comprehensive Plan defined opportunity areas.
  - Allow mixed use with some residential near McCaslin Blvd and South Boulder Road in areas currently zoned exclusively for commercial uses and other areas to implement City housing policies and support economic vibrancy.
  - Enhance transportation connections from nearby residential areas to commercial areas and within the commercial areas.
- Related to a Supportive Business Environment, to:
  - Update Development Code to streamline procedures where possible addressing new commercial projects and expansions of existing businesses.
  - Support local business retention and expansion.
- Related to Transportation and Mobility Improvements, to:
  - Provide enhanced transportation connections for all modes from residential areas to activity areas within Downtown Louisville, the McCaslin corridor, South Boulder Road, and Redtail Ridge.
  - Increase connectivity and comfort of on-street bike facilities, bike paths, and sidewalks.
  - Increase regional transit connections.

LRC Comments:

- Support for the potential goals and strategies as presented.
- Support for the direction related to future land use and development in downtown and urban renewal areas, including specifically to allow more residential by right above ground floor commercial, and as freestanding in some locations near commercial frontages. LRC sees this as important to implement the Housing Plan and it also supports economic vitality goals.
- Strong support for updating the development code to streamline procedures to be more business friendly.
- Consider mandatory ground floor retail/commercial in downtown as a part of the development code update.
- Important to emphasize in the Plan the transportation and mobility improvements – especially if we're going to see more residential, to ensure that there are safe and accessible ways for people to get into downtown and other commercial areas to shop, play, etc. For example, to be able to safely cross McCaslin and South Boulder Road on foot/bike.
- Emphasis on ensuring the Downtown Vision Plan is integrated with the Comp Plan.
- One comment about supporting creative parking strategies for downtown.

Recreation Advisory Board (3/17/25)

City staff shared the following potential goals and strategies with the RAB for input:

- Related to Priority Public Facility Upgrades, to:
    - Support PROS Master Plan-identified priority investments in public facilities.
- Related to Placemaking and Public Realm, to:
    - Support Update to PROS Master Plan
    - Encourage Enhanced Design of Public Spaces
    - Encourage Development of New Public Places
- Related to Core Community Services, to:
    - Address Population Growth Impacts on Public Parks and Open Spaces

RAB Comments

- Mixed opinions on the City Council direction for new residential in some areas, with some RAB members stating they support adding more housing to the community.
- If Louisville does add residential, we must commit to maintaining our recreation amenities. Our recreation center is already crowded and our program schedule is robust but also at capacity.
- Important to ensure that recreation programming is for all ages.
- Some members see the existing General Development Plan for Redtail Ridge and identified open space areas as still valid and needing to be reflected in the Comprehensive Plan.
- The Comprehensive Plan should evaluate opportunities for new parkland.
- We need more and enhanced recreational facilities including but not limited to tennis courts, multipurpose fields, and improvements to the golf course clubhouse.

Historic Preservation Commission (3/17/25)

City staff shared the following potential goals and strategies with the HPC for input:

- Related to Preserve Community Character and Heritage, to:
    - Evaluate Historic Preservation Fund allocation criteria including acquisition opportunities and grant program updates;
    - Consider Update to Preservation Master Plan; and
    - Update Old Town Overlay Zoning District.
- Related to Vibrant Downtown, to
    - Maintain and enhance ground floor activation through design and land use (e.g., ground floor retail).
    - Allow residential "by right" in some areas (e.g., above ground floor commercial) to implement City housing policies and support economic vibrancy.
    - Integrate land use, development, and transportation recommendations with the Downtown Vision Plan.
    - Evaluate improvements to Downtown Framework Plan.

    HPC Comments
    - Not particularly interested in updated the Preservation Master Plan
    - Interested in updating incentives
    - Would like a focus on outreach and making sure there is more widespread awareness of the program.
    - Interested in updated the Old Town Overlay zoning.

Cultural Advisory Board (3/12/25)

City staff shared the following potential goals and strategies with the CAB for input:

- Related to Support Arts and Cultural Facilities, to:
    - Advance strategies and action items of the 2017 Cultural Arts Master Plan.
    - Identify arts and cultural facilities as an eligible community benefit for private development in exchange for higher levels of density, building heights.
- Related to Support Community Events, to:
    - Provide a robust schedule of community events.
    - Promote design enhancements to activate public areas to foster community interaction.

    CAB Comments
    - The are interested in economic vitality and intersection with culture – Create different hubs and areas of town to bring people to those areas and activate them. Current focus on Downtown and Rec Center – make new nodes to new areas.
    - They want cultural activities in more diverse locations. Move it out to McCaslin. Larger performing arts center or outdoor amphitheater is desired, maybe in McCaslin area.
    - Redtail – opportunities to work with developer on arts facility.

- South Street – make underpass so that art can be installed. Eg. McCaslin underpass had panels included in wall for future installation.
- Public Wall Space – they want public facilities with walls for murals.
- Spaces to host events and spaces designated for art in Front and Center plan – and any new development.
- Performing Arts Center – is Redtail amendable to have a space.
- Can we bring art into private development as requirement or development standards or in design guidelines.
- Bring art into new developments that have their own identity, like a new neighborhood in Centennial Valley
- Affordability for artists and amenities for artists are missing. Make it friendly place for artists. Need galleries.
- Public private partnerships on arts hubs. Artist in residence would be a great opportunity.
- Develop public art vision and strategy or master plan where to put art – create designated places for rotating art throughout the community.
- Can we conduct a feasibility study for cultural arts center – locate place, funding, policy support
- Bring art into all future underpass designs.
- Local arts and culture would help to keep local character in new development.

Sustainability Advisory Board (4/16/25)

City staff shared the following potential goals and strategies with the LSAB for input:

- Related to Decarbonization, to:
    - Advance the Community Decarbonization Plan.
    - Update Sustainability Master Plan.
    - Establish a Climate Action Plan.
    - Evaluate improvements to green energy building codes.
    - Support Greenhouse Gas Emissions and Reduction Targets (Reso 18, 2024).
    - Support City's waste management goals.
- Related to Recovery and Resilience, to:
    - Support natural hazard mitigation measures on balance with biodiversity goals.
    - Promote water conservation with private development and City facilities.
    - Support local agriculture and food production.
- Related to Biodiversity, to:
    - Prioritize ecosystem health and native species on public open space lands and other appropriate areas.
    - Support improved tree canopy.
    - Support acquisition of additional open space areas to address biodiversity goals.
- Related to Mixed Use, Transit Oriented Development, to:
    - Promote mixed use development (e.g., residential with commercial nearby) in areas close to transit.

- Promote a wider range of housing choices so people can live closer to where they work.

LSAB Comments

- New development needs more green spaces; how can we make sure that happens? So be more specific – what should the percentage be. Mesh the decarb plan with the comp plan. Would like to see more about equality and environmental justice. How can we get more diverse voices involved in the conversation?
- How do you go from conceptual to specific? The themes we've included echo what they have been talking about. How do you make sustainability practical? We have an opportunity to be a leader on this front. Opportunity to have a "flagship project". Goals are often framed are diluted and to focus on more of a bang for the buck items. Re: communication, to say this is who we are to get people on the bus.
- A little too motherhood and apple pie.
- Include what we're already doing under each of these categories.
- Be more specific and actionable – common theme.
- Frame affordability through the lens of sustainability, lower energy bills. It isn't just about having things costs more.
- They are interested in doing a memo stating their formal position. Include in May agenda item – to designate a comp plan memo writer. LSAB
- The LSAB offered a memo to City Council following this discussion stating their position on growth and development in Louisville included below.

Working Memorandum

To: Louisville City Council Members
From: Louisville Sustainability Advisory Board
Date: June 25, 2025
Re: Recommendations to Support a More Sustainable Comprehensive Plan

Dear Council Members,

We would like to begin by thanking the City Council for your leadership and vision in guiding the development of Louisville's Comprehensive Plan. We also want to extend our appreciation to Jeff Hirt and the Community Development and Planning team for their thoughtful work on this important initiative. In particular, we are grateful to Jeff for attending our April LSAB meeting and providing a detailed update on the plan's progress. His efforts in keeping us informed are greatly valued.

We are excited to see sustainability reflected in the draft plan and commend the city's efforts to ensure sustainability continues to be a priority for Louisville—both now and in the future. At the same time, we believe there are opportunities to strengthen and build upon this foundation by integrating more specific, forward-thinking, and action-oriented sustainability strategies. Since the Comprehensive Plan will guide the City's growth and development over the next decade and beyond, embedding sustainability as a consistent theme throughout the plan is essential. These enhancements will ensure the plan supports Louisville's long-term climate and environmental goals while maintaining a high quality of life for residents.

1. Specific and Actionable Sustainability Goals
We recommend that Louisville's Comprehensive Plan include clearly defined, measurable goals that prioritize sustainable development, open space preservation, and decarbonization. Specific targets—such as expanding green space by a defined percentage, reducing greenhouse gas emissions by a set amount by 2030 or 2050, or incorporating green infrastructure into a fixed share of new developments—are essential for making sustainability objectives both actionable and trackable. Providing clear sustainability standards helps foster shared understanding and alignment between the community and developers. This reduces uncertainty, supports efficient development, and delivers long-term benefits for the entire city. By replacing vague goals with clear, quantifiable benchmarks, the City can enhance transparency, strengthen accountability, and ensure meaningful progress over time.

Cities like Boulder, CO, and Minneapolis, MN demonstrate the benefits of integrating sustainability into comprehensive planning. Boulder's Comprehensive Plan includes detailed benchmarks across transportation, energy, and land use, while the Minneapolis 2040 Comprehensive Plan connects land use to climate action through goals for deep-carbon building retrofits and equitable access to green space. These examples show that embedding sustainability in planning helps cities grow strategically while advancing environmental and community resilience.

2. Emphasis on Nature-Based Solutions
We encourage the city to further emphasize nature-based solutions such as native landscaping, regenerative agriculture, green buffers, and natural stormwater systems. These strategies offer multiple co-benefits—including biodiversity protection, reduced heat islands, and improved water management—while aligning with broader resilience goals.

Comprehensive plans in cities like Chapel Hill, NC, and Fort Collins, CO have made nature-based approaches a core element of their long-term strategies. The Chapel Hill 2020 Comprehensive Plan highlights native vegetation and tree canopy preservation, while Fort Collins' City Plan prioritizes habitat restoration, soil health, and ecological buffers. These approaches demonstrate how integrating nature into urban design enhances environmental outcomes and quality of life.

3. Incentives and Regulations for Sustainability
A balanced approach that combines incentives ("carrots") and regulations ("sticks") will be key to supporting sustainable development in Louisville. We recommend that the plan explore tools such as density bonuses for green building or open space, streamlined permitting for sustainable projects, zoning incentives, and performance-based standards for energy and water use.

The Olympia Comprehensive Plan includes both incentives for compact, sustainable development and regulations that enforce energy efficiency and water conservation. San Antonio's SA Tomorrow plan similarly blends bonuses for sustainable site design with clear sustainability requirements in new construction. These examples demonstrate that blending flexibility with accountability can effectively promote progress and foster innovation. Adopting a similarly balanced approach in Louisville's plan would encourage innovative solutions while ensuring sustainability goals are met.

4. Promoting a Circular Economy
We recommend that Louisville's plan include explicit support for a circular economy—one that reduces waste, promotes reuse and repair, and extends the life of materials and products. Strategies might include public procurement of recycled and sustainable goods, supporting local repair and reuse businesses, and promoting waste-to-value programs.

The Minneapolis 2040 Comprehensive Plan and Olympia Comprehensive Plan both incorporate circular economy principles by promoting material reuse and local recycling. The City of Renton 2024 Comprehensive Plan goes even further by integrating circular economy goals across sectors, helping the city reduce environmental impacts and support green jobs and economic development. Incorporating similar approaches in Louisville would help create a more sustainable, resilient, and resource-conscious local economy while also creating new jobs, reducing costs for businesses, and fostering innovation.

Cities across the country have shown that comprehensive sustainability planning—spanning land use, infrastructure, the economy, and environmental health—can guide development effectively while building long-term resilience. While we've highlighted several cities as examples, Olympia's Comprehensive Plan stands out as a particularly strong model. Its approach closely aligns with the priorities we recommend for Louisville and demonstrates how sustainability can be deeply and effectively embedded into long-range planning. By incorporating the strategies outlined above, Louisville can ensure its Comprehensive Plan reflects national best practices, positioning the city to lead in climate action and set a strong example for future development.

We look forward to continuing our collaboration with the City Council and the Community Development and Planning team to strengthen the plan and advance Louisville's sustainability objectives.

Sincerely,
Louisville Sustainability Advisory Board

Library Board of Trustees (5/8/25)

City staff shared the following potential goals and strategies with the LBOT for input:

- Related to Enhance Library Levels of Service, to:
    - Evaluate and update Library funding sources, including development impact fees currently assessed on all new residential dwelling units to ensure the fee is calibrated to the community's library level of service expectations.
- Related to Support for Art and Culture in Louisville, to:
    - Evaluate options for a performing arts center.
    - Adopt policies supporting public art installations (e.g., as part of City capital projects, private development amenities, etc.).
    - Consider update to the Cultural Arts Master Plan (2017).

LBOT Comments

- Downtown parking impacts on library
- Missing: library is one of the anchors – highest # of visits
- How does this interface with downtown vision plan
- Library as economic vitality anchor – use the library as an opportunity to support downtown; e.g., the exterior of library – windows open to backs of shelves; we can draw traffic downtown of different demographics to support downtown.
- Think about painting a mural on outside of library
- Think about programming in the plaza and areas with DVP, if there was a good ped connector b/w library and other side of front street so spaces flowed together.

- Don't just think about downtown as retail and businesses, think about public open spaces and the library can be part of that.
- City needs a very versatile community meeting space, library can support or have priority to schedule.
- Our community uses library one of highest rates per capita; we are a community of readers. That is part of Louisville's social fabric.
- When we are trying to attract different households and more families, that kind of person is drawn to Louisville.
- We don't have a clear sense of what our goals/expectations are for what the library should have from a level of service perspective.
- Need more multipurpose space, either within library or external.
- Idea of a book cart – going into residential dense areas; lower income (e.g., to tie with more affordable housing)
- If there is going to be more senior housing, should look at the ability to serve that demographic (city has a homebound service to bring books to people).
- What are the common metrics for library level of service?
- Areas of the community that might be underserved with new residential – Redtail Ridge and McCaslin. Offsite, satellite locations.
- What about using schools, churches that are underutilized and seeing those places as able to host something related to library services?
- If we are going to promote a satellite library location, make sure the area is set up for success – parking, access, etc.
- We have an IGA with Superior that is part of our funding stream.
- Staffing levels need to be factored in.
- Interest in evaluating performing arts center, it needs to be have plenty of parking.

LOUISVILLE
COMPREHENSIVE PLAN

COMMUNITY ENGAGEMENT SUMMARY

Prepared by
DESIGNWORKSHOP

Issued: December 2024

1. Introduction

The City of Louisville has conducted community-wide engagement to understand the community's preferred growth scenarios as a part of the process to create a new Comprehensive Plan. Once understood, these will inform the City's Future Land Use Map. This summary document outlines the feedback received in Engagement Window 2, which included an open house event and a community survey. Questions in these activities were focused on understanding the preferred growth scenarios of the community and asked about topics such as opportunity areas for development, job growth, transportation and the environment. Engagement Window 2 built off the feedback in Engagement Window 1. The summary of Engagement Window 1 can be found here.

Engagement

The Louisville community survey was conducted online from November 7 to December 3, 2024 and was hosted via the ESRI's survey platform. Over the course of four weeks, 81 responses were collected. The survey was noticed on EngageLouisville.com, and flyers with QR codes were posted around the city. The survey was also noticed through social media posts.

The open house was held in Louisville on November 7, 2024 at the Recreation and Senior Center and drew over 100 participants. Three Workshops were help throughout the day, from 11-12:30, 1:30-2:00, 2:30-4:00. These meetings included a presentation followed by a map activity. The evening open house was held from 5:00-7:00 and was an open pass through format with a scavenger hunt to visit different 'stations' around the room. The boards for this event are located on the adjacent page and full size images are in the Appendix.

The results from these activities are used to refine the future land use map and develop the draft goals and strategies of the Comprehensive Plan. This is the third effort in this process to gather feedback from the community.

This document includes the following sections:

1) Introduction
2) Analysis Methodology
3) Community Values
4) Scenario Planning Workshops
5) Preferred Scenarios
6) Key Findings
7) Appendices

Open House Participants from November 8th, 2024

Engagement Activities

2. Analysis Methodology

The following analysis includes a summary of responses and insight into the community's vision, values and priorities. To analyze the individual responses to each of the questions, key sub-themes were formulated based on the frequency of responses.

The following factors influenced how data is shown throughout the report.

- Not every survey participant answered every question and as a result, summaries of each set of results is based on the individuals who answered the specific question.
- Questions at the open house and workshop events were similar to the community survey, and where possible the results have been combined in this summary to share the overall community feedback from this Engagement Window.

Each question identifies key understanding from the responses and references quotes from Louisville residents.

Engagement Workshops at the Louisville Recreation and Senior Center

Open House Participants from November 8th, 2024

Workshop Participants from November 8th, 2024

3. Community Values

A core values answers the question 'Who are we and what guides us? There are six theme areas, each of which has evolved from the previous 2012 Values through extensive outreach and discussion with staff, leadership, and the community. Each of these values has been reviewed and endorsed by Louisville Planning Commission and City Council. The following analysis includes a summary of responses from the community values boards. The community could provide open comments at the open house and online survey. The following includes a summary of understanding, themes and selected quotes. Open comments are included in the Appendix.

1. What strategies or actions would you like to see to enhance COMMUNITY CHARACTER in Louisville?

Key Understanding

To enhance community character in Louisville, residents emphasize housing diversity and affordability, calling for zoning changes to allow denser, mixed-use developments, more affordable options, and diverse housing types at appropriate locations, such as duplexes and triplexes, to sustain families and promote inclusivity.

Revitalization and preservation efforts focus on restoring downtown as a vibrant core while protecting the city's small-town charm. Adjustments in zoning and land use to repurpose underutilized spaces and integrate mixed-use developments into suitable areas are desired.

Equity and inclusivity are highlighted as critical gaps needing attention in vision statements and policies. Improved pedestrian and cyclist safety infrastructure, like better crossings and bike routes, is a shared priority, alongside expanding recreational amenities and safeguarding natural areas and wildlife to maintain Louisville's unique identity and quality of life.

Housing Diversity and Affordability

"More mixed use and denser housing options with commercial space on the ground floor."

"More affordable housing options so people can afford to live here."

"Housing diversification is most needed."

"Permit more units within existing old town neighborhoods."

"Housing for families with young kids. More affordable. Support our schools."

"Would like to see zoning changes so that duplexes/triplexes could be integrated into existing residential neighborhoods."

Revitalization and Preservation

"Revitalize downtown – we need our core gathering spaces back."

"Keep Louisville unique; it's fast losing all of its once charming character."

"Put small-town character back in the vision statement and core values."

Land Use Changes and Pedestrian Safety

"Redo residential zoning districts; allow more mixed use in some areas that have been residential."

"Instead of reducing and confusing car traffic lanes, make crossings that light up or stop traffic for pedestrians and bikes."

"Safer pedestrian crossings. Blinking lights at Cherry/Bella Vista crossing."

"Repurpose existing commercial buildings."

"Safer bike routes in the downtown area."

COMMUNITY VALUES

2. What strategies or actions would you like to see to enhance COMMUNITY PLACES in Louisville?

Key Understanding

To enhance Louisville's community places, residents prioritize expanding housing and economic diversity with affordable multi-unit housing, senior housing, and retail developments to attract families and support workers. Enhancing community spaces through parks, plazas, food halls, and downtown events fosters vibrant public life.

Improving infrastructure with better multi-modal connections, mixed-use developments, and recreational facilities like pickleball and indoor tennis courts is also emphasized. Long-term planning includes protecting natural areas, planting more trees, preparing for disasters, and managing growth to maintain Louisville's small-town charm.

Housing and Economic Diversity

"No more single-family houses; more multi-units and retail developments to attract young families."

"More affordable housing units, such as apartments, for people who work in Louisville."

"Senior housing that is cheap to build."

Community Spaces and Gathering Areas

"Rework McCaslin to have community spaces like parks. Think big."

"More community gathering spots – food halls, public markets."

"Downtown community events like street fairs, ice skating, food fests, and farmers markets."

"Create a public plaza in Centennial Valley."

"An amphitheater downtown."

Infrastructure and Accessibility

"Strong multi-modal connections around town. Create new and enhance existing."

"Mixed use in downtown; remove/reduce arbitrary height restrictions."

"Dedicated pickleball courts."

"Indoor tennis courts."

Environmental and Long Term Planning

"More trees for birds/raptors; we are losing trees."

"There needs to be a real disaster planning budget."

"Move Avista to Red Tail Ridge property."

"Cap growth to keep Louisville's small-town feel."

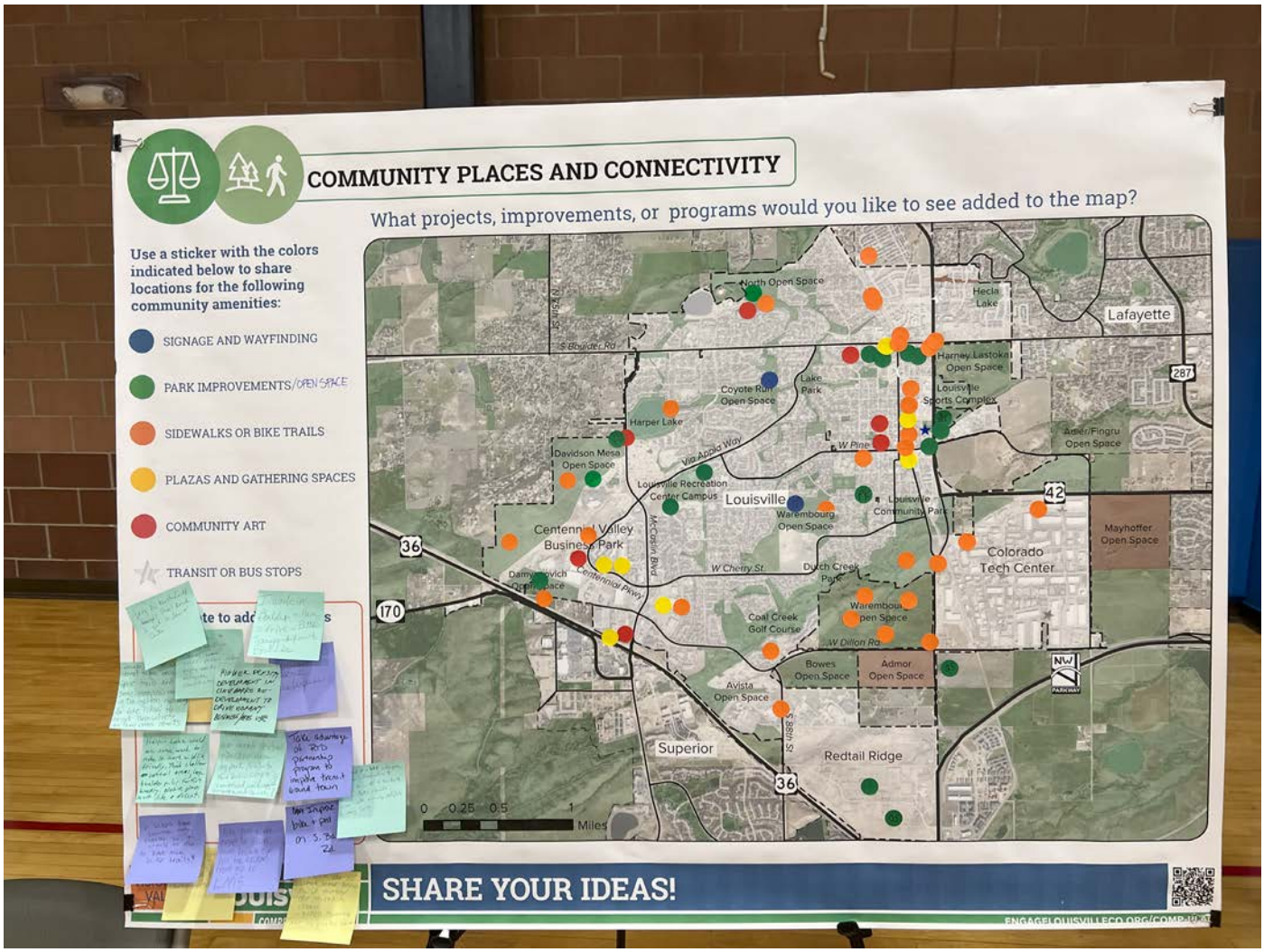
COMMUNITY VALUES

3. What projects, improvements, or programs would you like to see added to the map related to COMMUNITY CHARACTER and COMMUNITY PLACES?

Key Understanding

To enhance community character and places in Louisville, residents suggest projects such as improving connectivity with better multi-modal transportation connections to Boulder, more bike trails, and underpasses for safer bicycle crossings. Enhancements include adding signs and maps on open space trails for easier navigation and improving bike/pedestrian access on South Boulder Road.

They also propose wildlife-friendly upgrades to Harper Lake, benches and structures at Davidson Mesa dog park, and better utilization of open space behind the police station. Higher-density development at the Cinebarre site could foster vibrant business and arts use. Partnerships like RTD could expand transit options, while downtown bike path alternatives address e-bike congestion.



Community Places and Connectivity Board at Open House

COMMUNITY VALUES

4. What strategies or actions would you like to see to enhance CIVIC LEADERSHIP in Louisville?

Key Understanding

To strengthen civic leadership in Louisville, residents propose strategies to increase responsiveness from City Council and providing more opportunities for town and youth civic leadership.

Suggestions include hosting regular ward meetings, "coffee with your local official" events, and leveraging local stakeholder groups for collaboration. Enhanced regional cooperation with Superior and Lafayette on community activities is also encouraged to foster broader community connections.

Accessible and Responsive Governance

"More online engagement from city council"

"Coffee with your local official."

Enhanced Leadership Opportunities

"More opportunities for town civic leadership."

"More opportunities for youth civic leadership."

"Regular monthly ward meetings."

Community Collaboration and Stakeholder Engagement

"Utilize local stakeholder groups/ individuals more often."

"Collaborate with Superior and Lafayette on community activities."

COMMUNITY VALUES

5. What strategies or actions would you like to see to enhance COMMUNITY CONNECTIVITY in Louisville?

Key Understanding

To enhance community connectivity in Louisville, residents suggest stronger regional coordination, particularly with county trails, and solving the "last mile" problem to improve transit accessibility. Ideas include extending the Powerline Trail to connect key bike routes, adding more bike lanes, and expanding public transit options, such as connections to the CTC and reduced car dependency.

Proposals also include a pedestrian underpass across South Boulder Road at the Highway 42 intersection to encourage walking, partnering with school districts for connectivity, and exploring county-level transportation management instead of RTD. Balancing car access with pedestrian and bike priorities remains a key concern.

Regional and Local Connectivity

"Coordinate to have stronger regional connections, especially with county trails."

"Public transit to CTC from other communities."

"Powerline Trail should connect to Lookout Road and eventually link the diagonal bikeway and highline trail."

Addressing Transportation Gaps

"Need to solve the 'last mile problem' – make it easy to get from McCaslin Park to ride to residences."

"Tunnel from Union Jack area to King Soopers to promote walking from Delo to grocery."

Transit Infrastructure Alternatives

"More bike lanes, more access to transit. We need people to get out of their car dependency."

"Need more transit connections. Fewer cars as time goes on."

"Focusing/prioritizing bicycle and pedestrian connectivity is a huge mistake. Bottom line, people want to drive their cars."

Governance and Partnerships

"Dissolve RTD and handle transportation at the county level."

"How could the city partner with school districts?"

6. What strategies or actions would you like to see to enhance ECONOMIC VIBRANCY in Louisville?

Key Understanding

To boost economic vibrancy in Louisville, residents propose prioritizing retail over office spaces and encouraging mixed-use developments with condos, ground-floor retail, and parks. Suggestions include attracting local businesses that cater to residents, offering incentives for commercial stores on McCaslin, and creating spaces for artists and small shops.

Enhancing the McCaslin corridor with residential, business, and light industrial uses, increasing density to blend residences with retail, and attracting high-quality restaurants are key strategies. Downtown revitalization, including tidying up unsafe structures, supporting businesses through tax breaks or lower rents, and adding multi-family housing, is also emphasized to create a more dynamic and accessible local economy.

Revitalization of Commercial Areas

"Redo McCaslin corridor with more residential, business, and light industrial."

"Support more businesses downtown. Tax breaks? Lower rents?"

"Downtown needs some tidying up. Some business structures are unkept and unsafe."

Diversified Housing Options

"Condos for diversity of housing with ground floor retail."

"New urbanism for McCaslin. More affordable and attainable housing, mixed-use, and parks."

"More density and intermingling of residences and retail."

"More multi-family housing."

Local Businesses and Retail Development

"Include local businesses aimed at residents, not tourists."

"Attract nicer restaurants."

"Can incentives be used to attract and maintain commercial stores on McCaslin?"

"Artist space or studios or small shops."

Mixed-Use and Urban Design

"Less office, more retail."

"Mixed-use development."

COMMUNITY VALUES

7. What strategies or actions would you like to see to enhance ENVIRONMENTAL SUSTAINABILITY in Louisville?

Key Understanding

To enhance environmental sustainability in Louisville, residents emphasize prioritizing fire mitigation and disaster planning to ensure safety. Suggestions include incorporating climate change considerations into all city decisions and providing incentives to encourage decarbonization efforts.

Safety and Disaster Preparedness

"Safety of residents, less sustainability, more fire mitigation and disaster plan."

"More fire mitigation preparedness."

Climate Change and Sustainability

"Consider climate change in all decisions."

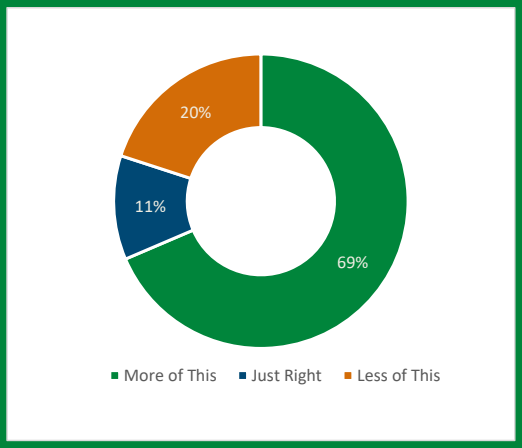
"Need to inform of and add incentives to decarbonize."

COMMUNITY VALUES

8. Which land uses would you like to see more or less of?

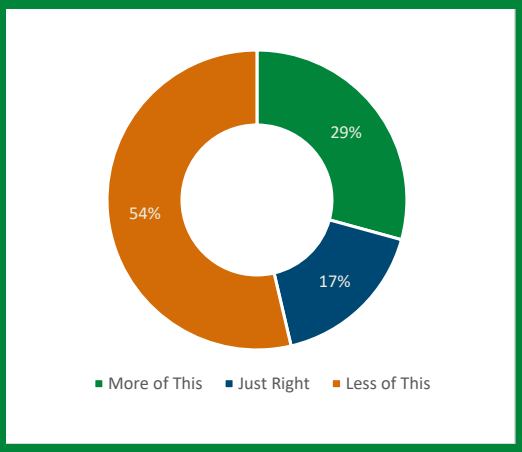
Mixed Use Retail:

69% of open house participants indicated that they would like to see more mixed use retail in Louisville. 20% indicated that they would like to see less of it while 11% indicated that Louisville already has the right amount.



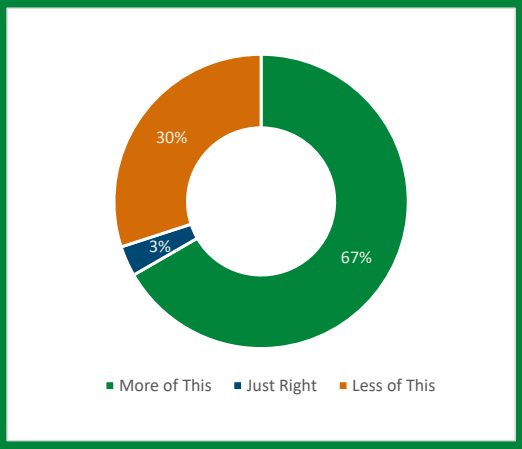
Low Density Residential:

29% of open house participants indicated that they would like to see more low density residential development. 54% indicated that they would like to see less of it while 17% indicated that Louisville already has the right amount.



Mid Density Residential:

62% of open house participants indicated that they would like to see more mid density residential development. 3% indicated that they would like to see less of it while 30% indicated that Louisville already has the right amount.

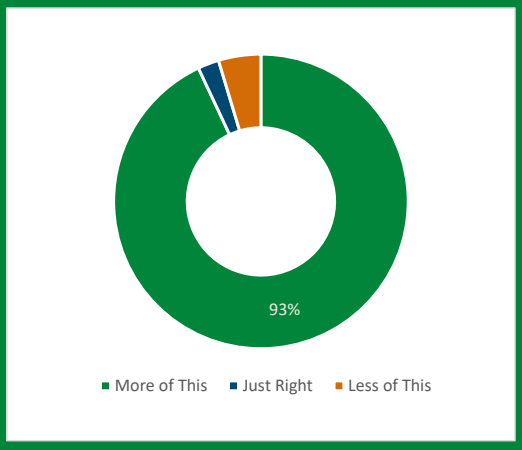


COMMUNITY VALUES

8. Which land uses would you like to see more or less of?

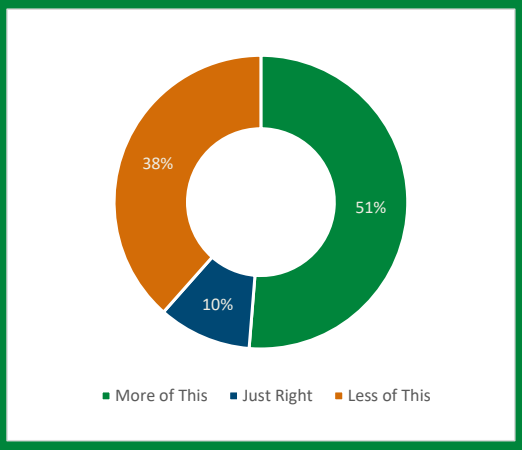
Mixed Use/Mid Density Residential:

93% of open house participants indicated that they would like to see more mixed use/ mid density residential in Louisville. 5% indicated that they would like to see less of it while 2% indicated that Louisville already has the right amount.



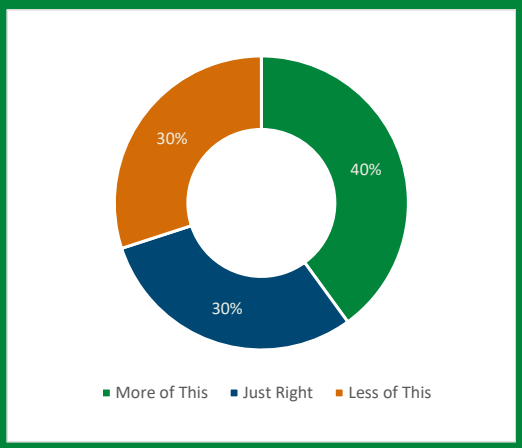
Mixed Use/High Density Residential:

51% of open house participants indicated that they would like to see more mixed use/ high density residential development. 38% indicated that they would like to see less of it while 10% indicated that Louisville already has the right amount.



Commercial:

40% of open house participants indicated that they would like to see more commercial development. 30% indicated that they would like to see less of it while 30% indicated that Louisville already has the right amount.

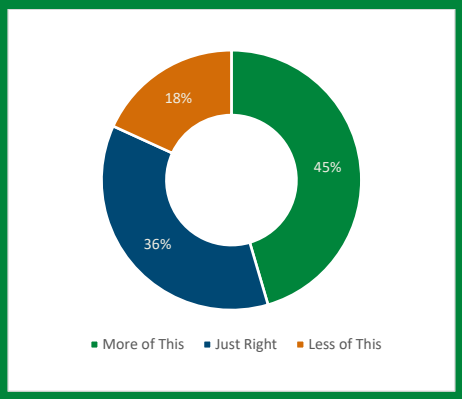


COMMUNITY VALUES

8. Which land uses would you like to see more or less of?

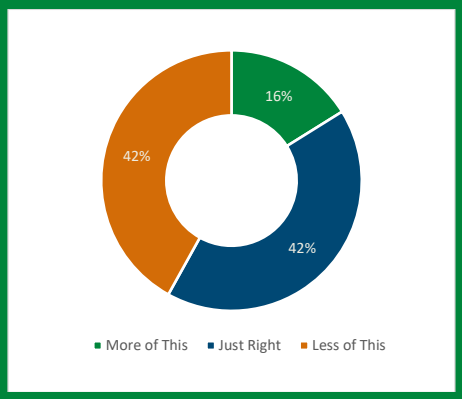
Industrial Mixed Use:

45% of open house participants indicated that they would like to see more industrial mixed use development in Louisville. 18% indicated that they would like to see less of it while 36% indicated that Louisville already has the right amount.



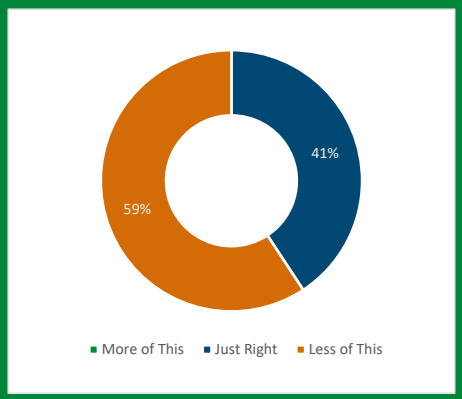
Industrial Office/R&D:

16% of open house participants indicated that they would like to see more industrial office/R&D development in Louisville. 42% indicated that they would like to see less of it while 42% indicated that Louisville already has the right amount.



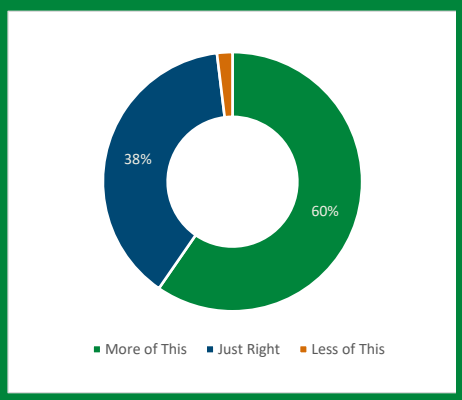
Office:

0% of open house participants indicated that they would like to see more office development in Louisville. 59% indicated that they would like to see less of it while 41% indicated that Louisville already has the right amount.



Park/Plaza/Open Space

60% of open house participants indicated that they would like to see more parks/plazas/open space in Louisville. 2% indicated that they would like to see less of it while 38% indicated that Louisville already has the right amount.



4. Scenarios

Scenario planning explores and evaluates potential future developments and outcomes in a city by creating multiple possible scenarios based on driving forces about key factors like population growth, economic trends, and the community vision. This effort engaged the Louisville community on three future growth and development scenarios to inform the Comprehensive Plan.

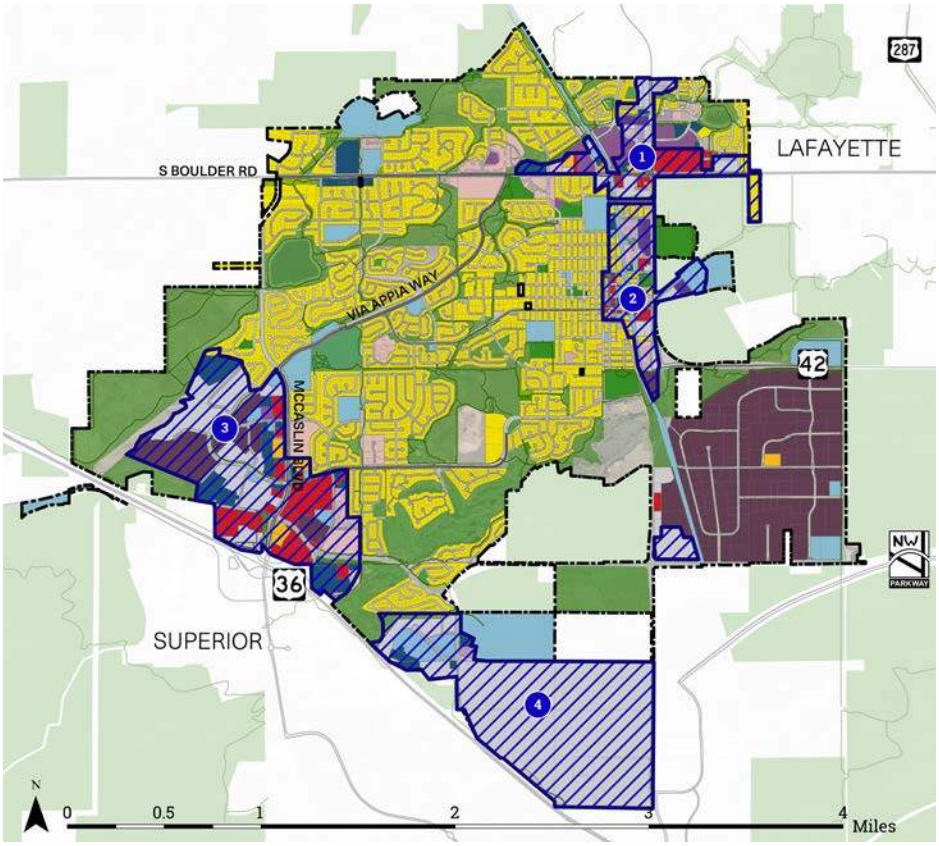
In an effort to create a shared vision for the city's growth, community members were presented with three distinct growth scenarios, each reflecting potential paths the city could take over the next several decades. These scenarios explored different priorities, such as housing density, transportation networks, green space preservation, and economic development strategies. Residents were encouraged to carefully consider the implications of each scenario, comparing their benefits and trade-offs.

LEGEND

- Louisville boundary
- Major road
- Trails
- Opportunity Areas
- 1 South Boulder Road Corridor
- 2 Downtown
- 3 McCaslin Corridor
- 4 Redtail Ridge

Existing Place Types

- Commercial
- Mixed Use Retail
- Low Density Residential (1-10 DU)
- Mid Density Residential (10-20 DU)
- Mixed Use/Mid Density Residential (20-30 DU)
- Mixed Use/High Density Residential (30-40 DU)
- Park/Plaza/Open Space
- Public Use
- Industrial Mixed Use
- Industrial Office/R&D
- Office



Areas of Opportunity map

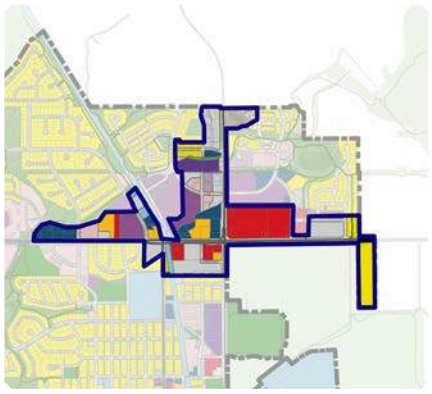
THE FOUR OPPORTUNITY AREAS

AREAS OF STABILITY AND AREAS OF CHANGE

Scenario planning focused on specific areas that are more likely to change, referred to as opportunity areas. For this exercise, other areas less likely to change are referred to as Areas of Stability. The scenario planning activities asked the Louisville community what should change look like within these Opportunity Areas.

Opportunity Area 1: South Boulder Road Corridor

South Boulder Road has potential for infill/redevelopment. Scenario planning will explore trade-offs between increased housing, retail/ commercial uses, and connectivity.

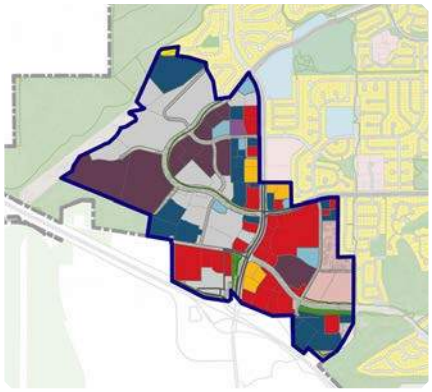


Opportunity Area 2: Downtown

Downtown Louisville is a mix of historic buildings and local businesses along Main Street. A future transit station north of Downtown is a central opportunity for redevelopment. As population in this area increases, the opportunity for successful retail also increases.

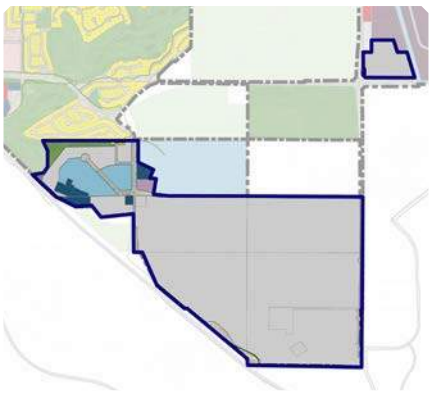
Opportunity Area 3: McCaslin Corridor

With current commercial vacancies, this area has potential to include infill/redevelopment. Scenario planning will explore trade-offs between increased housing, retail, commercial uses, and connectivity.



Opportunity Area 4: Redtail Ridge

Redtail Ridge can address potential opportunities for growth and density of different land uses. Adventist Hospital property may become a redevelopment site if the hospital moves to Redtail Ridge.

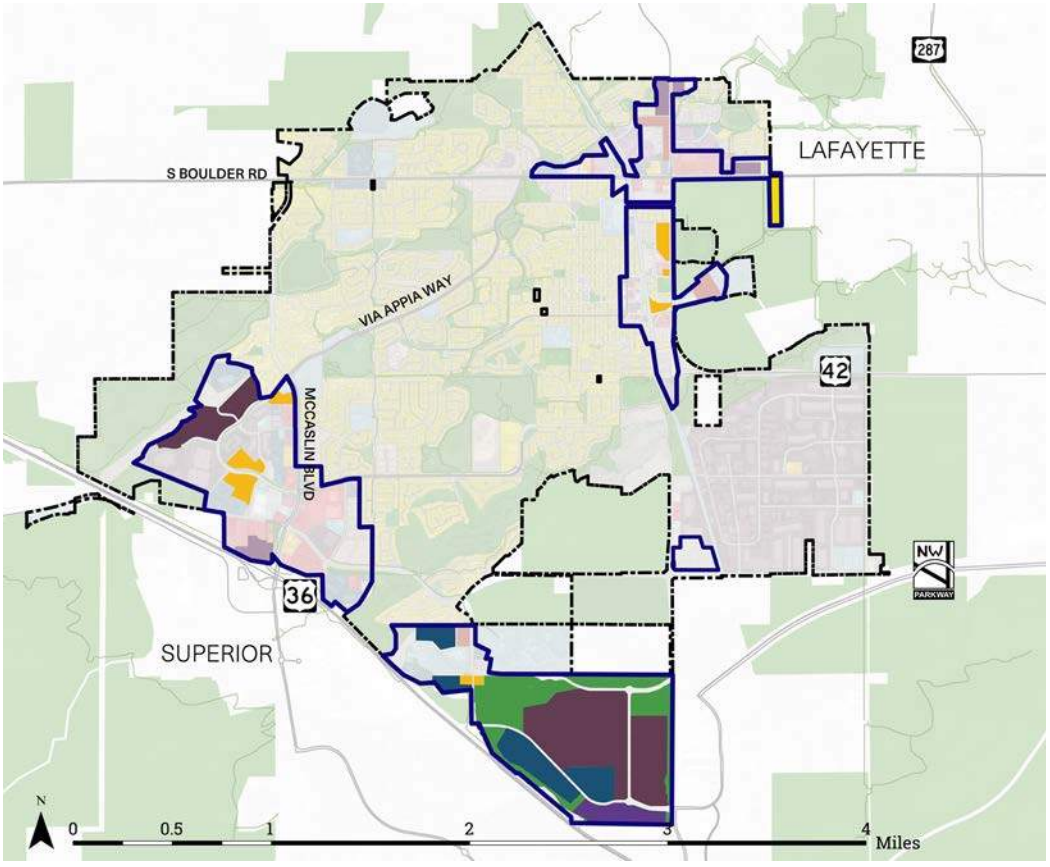


SCENARIOS

Scenario A: Stay the Course

Scenario A looked at a potential future where current trends continue with minimal intervention or change within the community. Based on these existing trends, in this scenario, jobs would continue increasing, but the population would grow minimally. Scenario A explored the following potential trade-offs based on interal assessment:

- **Housing:** This scenario would include limited housing growth and focus on single-family housing typologies with a few mid-density projects along commercial corridors. Potential trade-offs to maintaining a limited growth approach/less supply of inventory may continue the trend of out pricing for young families and an increasing ageing population.
- **Employment:** Current trends indicate significant job growth in R&D and industrial/manufacturing. Louisville would continue to attract employees who do not live in Louisville, but without addressing the housing supply, the trend of high commute numbers and possible loss of retail may continue.
- **Commercial Growth:** The current leakage of spending indicates more money being spent in adjacent communities and may continue to experience retail vacancy along commercial corridors and Downtown.
- **Scenario A Values Alignment:** Scenario A aligns with the community value to maintain the small-town character and the unique character of the neighborhoods. Connected transit options and environmental sustainability are lower alignment due to increased need for vehicle trips to surrounding communities.



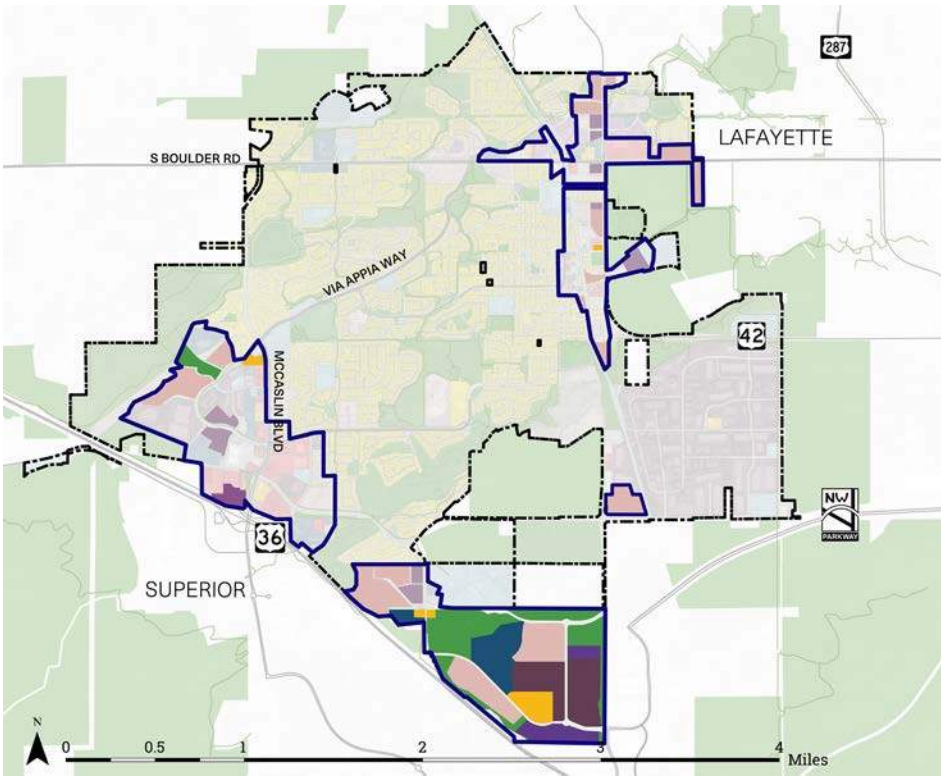
Scenario B: A Stay the Course map

SCENARIOS

Scenario B: A Home for Everyone

This scenario focused on economic stability. This included a decrease in the amount of commuting for employees as the job market increases in Louisville and an increase in housing supply, such as different housing types and choices. More affordable housing options for employees would support the future and current workforce to live in Louisville. This scenario also focused on increased retail spending and commercial growth. Mixed commercial centers would be concentrated along McCaslin Blvd. and South Boulder Road. Essential needs retail, like grocery, along with specialty sources would line these roads, creating easy access for locals and direct connections to bring in regional business. Local commercial growth would be focused on Downtown Louisville. This scenario would also consider the impacts of Redtail Ridge development- focused as a workforce center. Scenario B explored the following potential trade-offs based on internal assessment:

- **Housing:** This scenario explored a mix of housing types, with a focus on targeting the employment sector and proximity and access to jobs. The density in the opportunity areas was measured in this scenario and had an emphasis on community centers and transit-oriented development. This included an increased population in focused areas, looking at the number of possible units to capture potential employees. Traffic and connectivity in relation to increased units in key areas was also considered.
- **Employment:** This scenario explored the number of jobs created from increased focus on employment and retail centers. It also explored the redevelopment of Downtown Louisville and the number of housing units needed in certain areas of town to be walkable and connected. This resulted in a decrease in out-of-Louisville commute numbers and increased opportunities for biking and walking to local jobs.
- **Commercial Growth:** This scenario identified additional opportunities for commercial and retail space and anticipated number of jobs tied to it. It is anticipated that this would decrease retail and commercial leakage in Louisville. The possible impacts to Downtown Louisville were also considered.
- **Scenario B Values Alignment:** Scenario B aligns with the community values to support vibrant commercial areas and increase transportation options. This scenario would result in higher density in employment areas which may be lower in alignment with the small-town character and moderate alignment with the unique character of the neighborhoods.



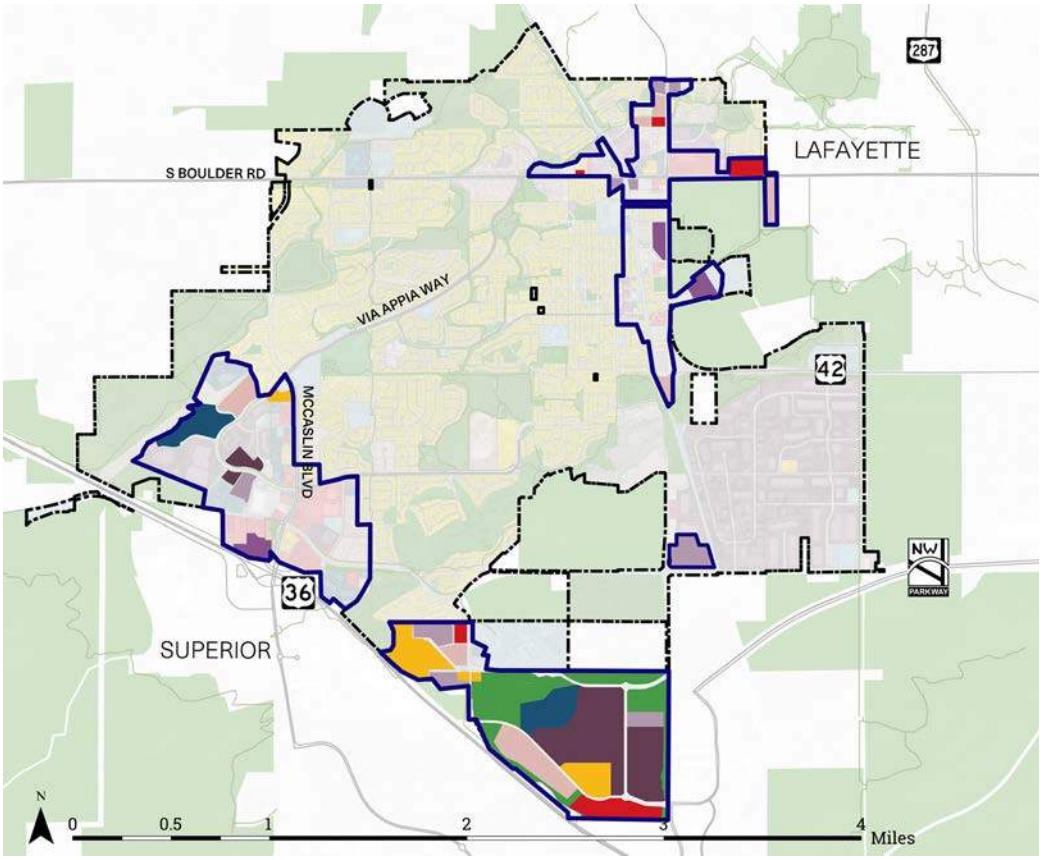
Scenario B: A Home for Everyone map

SCENARIOS

Scenario C: Live and Work in Louisville

Scenario C included different types of housing and density along McCaslin Blvd., Highway 42, and South Boulder Road and explored redevelopment scenario to encourage mixed-use districts to include both commercial and residential. Housing types concentrated in these areas included TOD, mixed-use of commercial-residential and office-residential. An opportunity existed to increase ADUs in existing residential areas as well as missing middle housing types such as duplexes and townhomes. To accommodate increased housing, the Redtail Ridge area presented the greatest opportunity. The focus on increasing housing supply would improve affordability and create opportunities for younger generations to call Louisville home. Scenario C explored the following potential trade-offs based on internal assessment:

- **Housing:** This scenario explored a mix of housing types, with a focus on increasing housing throughout the community, including Redtail Ridge and infill/redevelopment along McCaslin Blvd., South Boulder Road, and Highway 42. Density in the opportunity areas was measured by measuring units per acre in this scenario. To accommodate future growth, higher density or smaller housing types were necessary. Impacts on roadways and services which were right sized.
- **Employment:** This scenario maintained the current economic forecast as anticipated and measured the number jobs within the current and projected employment and retail centers and redevelopment of Downtown Louisville. The focus on housing would likely still result in result in a decrease in out-of-Louisville commute numbers and increased opportunities for biking and walking within the community.
- **Commercial Growth:** This scenario identified possible additional square footage of commercial and retail, anticipated number of jobs, and where in Louisville this may be captured, with a focus on local jobs and downtown revitalization.
- **Scenario C Values Alignment:** Scenario C aligns with the community values to support the unique quality of life, transportation and connectivity. This could result in a mix of housing types that are lower in alignment with the unique character of the neighborhoods.



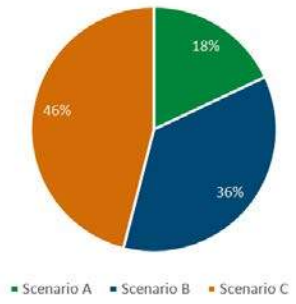
Scenario C: Live and Work in Louisville

SCENARIOS

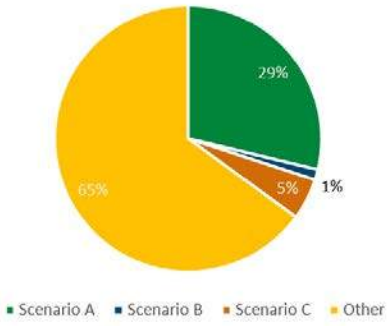
1. What is your preferred scenario and why did you choose this scenario?

The boards at the Open House, the scavenger hunt card, and the Online Survey asked participant to select their preferred scenario. The open house received 50 responses while the online survey received 80 responses. A total of 130 responses were collected.

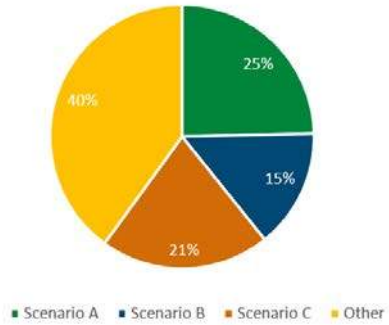
Open House Responses



Online Survey Responses



Total Responses



Key Understanding

Scenario A

(Open House) Supporters appreciate its alignment with Louisville's small-town scale, valuing minimal growth and its potential to maintain the city's character. Some see it as a plan that works well for jobs and aligns with their preference for "less is more" in community development. However, others find it uninspiring, with insufficient housing options and a failure to address key issues such as affordability, economic diversity, and transportation. Concerns include lack of vibrant commercial spaces and fears of creating a commuter city. Some call for a greater focus on inclusivity, housing affordability, and improved public infrastructure to better meet the city's future needs.

(Online Survey) Participants who preferred Scenario A emphasized their desire for lower residential/housing density and more open space, aligning with their reasons for moving to or appreciating the area. They valued features like fewer stoplights and less parking congestion, which contribute to the town's unique charm. Some appreciated the mixed-use focus but stressed preserving commercial zones to support fiscal health rather than adding residential developments. Additionally, they saw the scenario as a way to maintain livability and preserve the community's identity.

Scenario B

(Open House) Scenario B received more positive feedback, with many participants viewing it as their favorite option. Supporters appreciate its balance between housing and job growth, highlighting opportunities at Redtail Ridge and the McCaslin area. Suggestions include improving walkability through new urbanism, integrating housing near businesses, and including public spaces in higher-density areas. While some worry that high-density housing could erode community bonds, others argue that increased housing is essential for addressing affordability and attracting young families. Concerns about traffic and transportation infrastructure persist, but overall, Scenario B is praised for its forward-thinking approach and alignment with Louisville's growth needs.

(Online Survey) Participants who favored Scenario B highlighted its perceived balance between housing and job growth, with many appreciating its realistic approach to development. They supported the inclusion of more housing, especially affordable options and better distribution, but preferred a limit of no more than three stories to maintain a lower-density feel. Some noted the importance of walkability and open space integration, such as "ribbons" of green areas, while others emphasized the need for housing where people can easily access jobs and services. Specific mentions included updates to McCaslin Boulevard, keeping Redtail Ridge commercial, and avoiding additional office space.

SCENARIOS

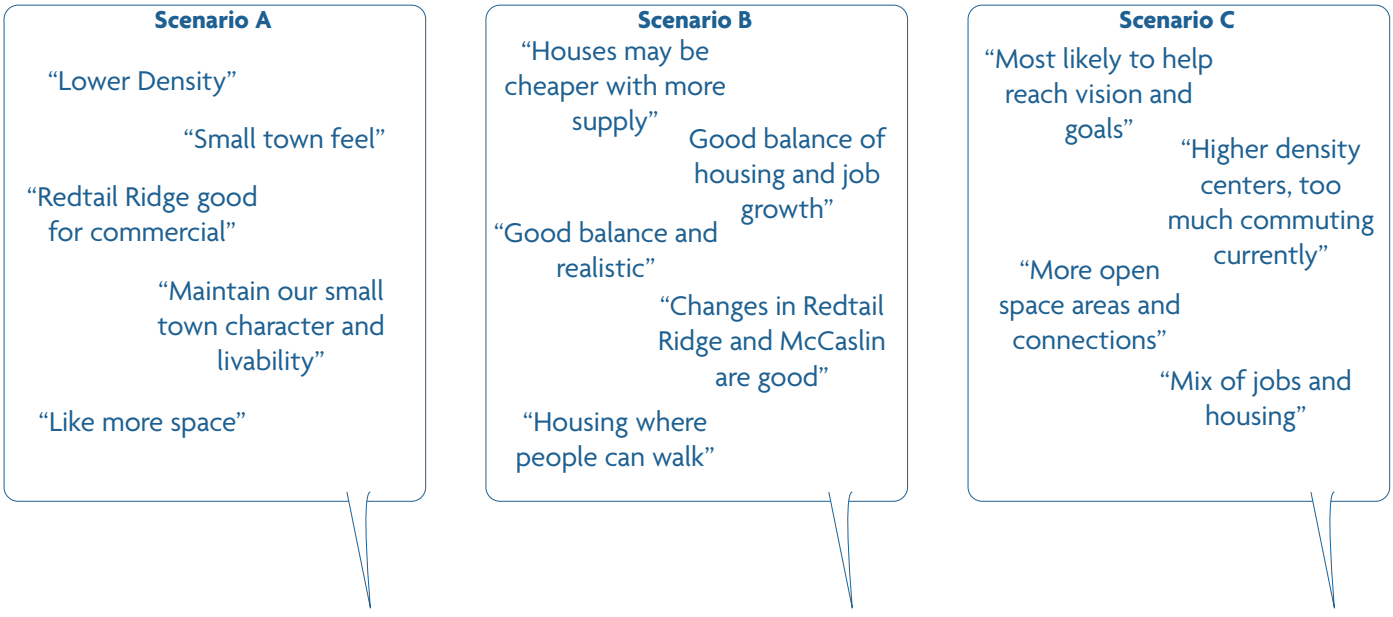
Scenario C

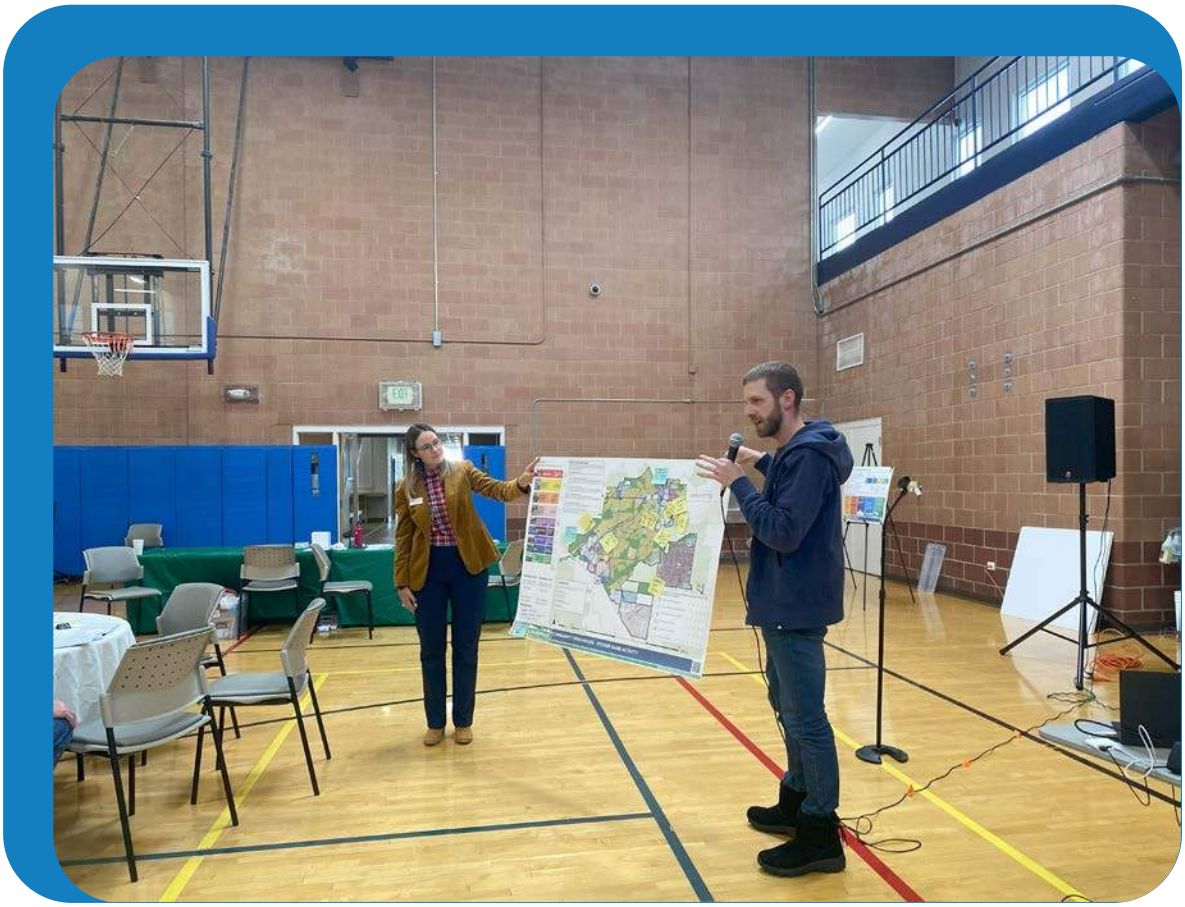
(Open House) Supporters admire its emphasis on climate action, economic vitality, and sustainability, viewing higher-density housing as a way to promote inclusivity and reduce the city's carbon footprint. They appreciate the focus on place-making and fostering diversity. However, some argue that the proposal for over 4,000 new housing units is excessive and incompatible with Louisville's low-density character and quality of life. Many are opposed to housing development at Redtail Ridge, preferring infill opportunities near existing areas such as South Boulder and the North End.

(Online Survey) Participants who chose Scenario C valued its alignment with broader goals like economic vitality, sustainability, and community vision. This scenario was seen as a balanced approach to integrating housing and job growth while addressing critical issues such as climate change, economic and cultural diversity, and affordability. Many appreciated its focus on clustering higher-density development near public transit and mixed-use areas to reduce commuting and improve efficiency in utilities. The intentional inclusion of green space and path connections, especially along the McCaslin corridor, was also a key factor. Participants saw Scenario C as a way to create a more vibrant and diverse Louisville, supporting local businesses, accommodating population growth sustainably, and fostering a stronger sense of community.

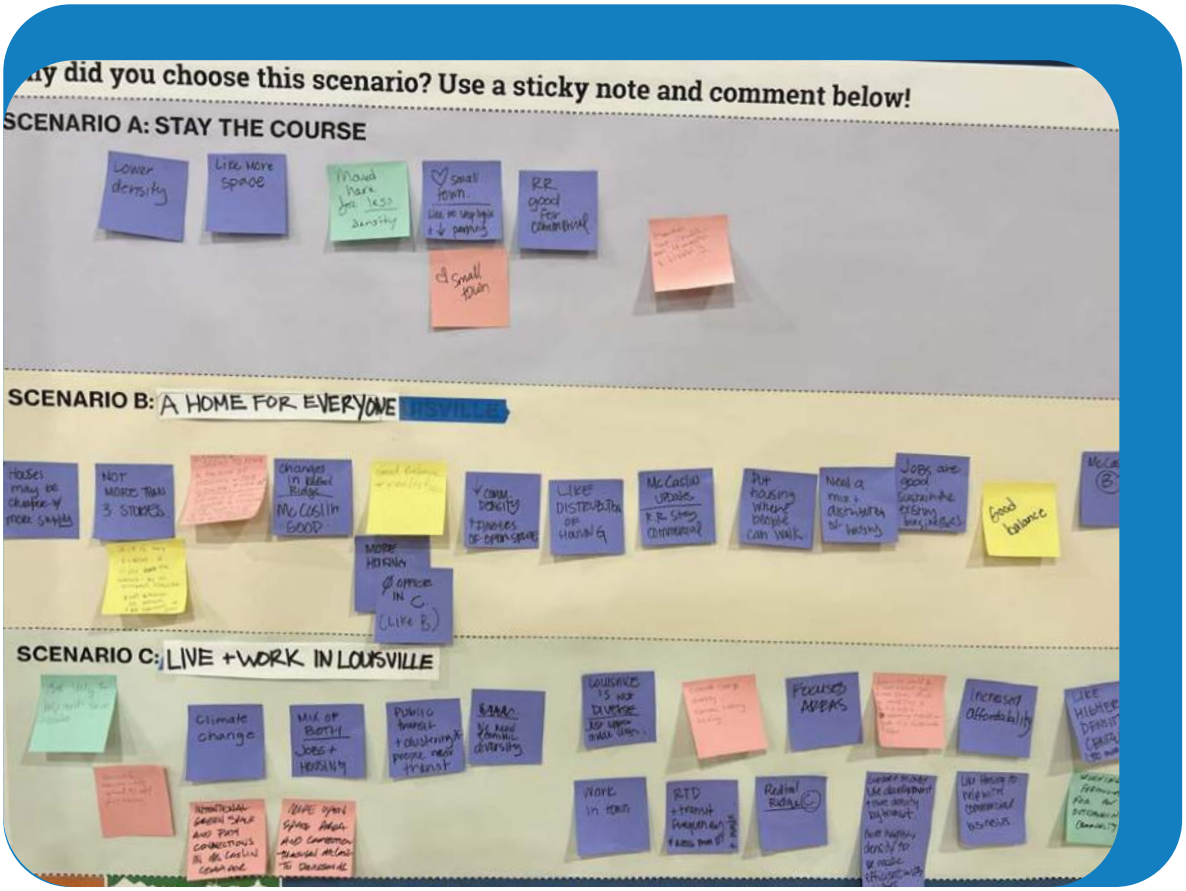
Other

(Only available on the Survey) Participants who selected "Other" within the online survey generally expressed dissatisfaction with the proposed scenarios, citing concerns about overdevelopment, urban sprawl, and a departure from Louisville's small-town character. Many preferred preserving green space and wildlife habitats, particularly at Redtail Ridge, and advocated for limiting growth to within already developed areas. Infrastructure capacity, such as traffic congestion and city services, was a frequent concern, with participants emphasizing the inability to support additional housing or jobs without degrading quality of life. Suggestions included focusing on infill development along transit corridors, maintaining affordability, and ensuring sustainability.





Open House Participants from November 8th, 2024



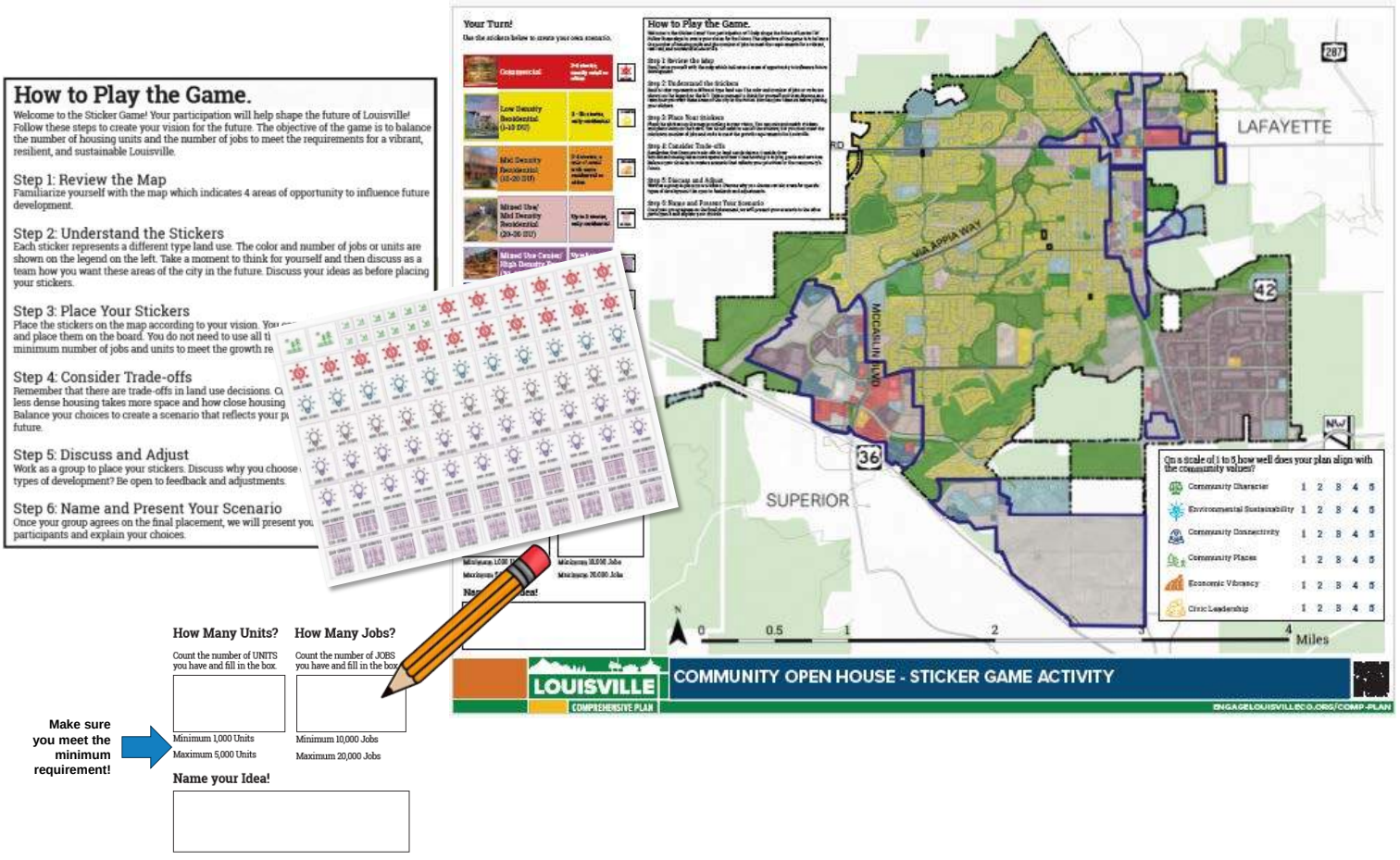
Comments on Scenarios from Open House

5. Scenario Planning Workshops

During the November Workshops, Louisville residents participated in a mapping activity focused on scenario planning to help shape the city's future. Scenario planning was introduced as a strategic process that explored and evaluated potential developments and outcomes by creating scenarios based on key driving forces such as population growth, economic trends, and the community's vision. By considering various possibilities, this approach provided a framework to think critically about how Louisville could evolve over time.

The workshop activity began with a presentation that provided participants with essential background information, context, and updates on the planning process. This ensured everyone was informed and aligned on the purpose of the upcoming activities. The presentation set the stage for the rest of the workshop by outlining key objectives and insights. Residents were introduced to two key concepts: Areas of Stability and Opportunity Areas. Areas of Stability referred to parts of Louisville expected to experience minimal change, such as established neighborhoods or preserved green spaces, while Opportunity Areas represented places more likely to evolve and develop, such as underutilized commercial corridors or areas with potential for redevelopment. There were four identified Opportunity Areas for the scenario planning activity, these area are described on the adjacent page.

Following this, a chip game/sticker activity engaged participants in exploring future development scenarios for the city. A large map of the planning area was displayed, and participants worked corroboratively at tables to allocate stickers, each representing different land uses or development types, on the map. Guided by facilitators and instructional materials, participants prioritized and placed the stickers to reflect their preferences for development, ensuring alignment with community values. After the allocation, participants discussed the implications of their choices, considering factors such as infrastructure, environmental impacts, social equity, and economic feasibility. Facilitators led these discussions to encourage diverse perspectives and address critical issues. The exercise promoted collaborative decision-making and provided valuable insights for the planning process.



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SCENARIO PLANNING KEY

Each participant was provided with a set of stickers, each representing a different type of land use, scaled to 1-acre increments. The stickers allowed residents to visualize and actively plan options such as residential single-family, residential multi-family, retail/commercial, mixed-use, parks/open space, and employment/industrial, each clearly marked with corresponding units or jobs.

The stickers represented a variety of land uses, including:

Commercial
Areas with three to four establishments, primarily consisting of retail stores or office spaces, designed to serve the community's shopping and professional needs.

Office
Buildings with three to four stories, primarily dedicated to office spaces, providing workplaces for businesses and professional services.

Industrial Office/R&D
Facilities designed for light industrial use combined with office spaces, research areas, or laboratory environments, supporting innovation and specialized industries.

Industrial Mixed Use
Areas that incorporate light industrial uses alongside limited retail or office spaces, blending industrial functions with commercial or professional activities in a flexible environment.

Mixed Use Center/High Density Residential (30-40 DU)
Buildings of up to five stories, featuring high-density residential units (30-40 dwelling units per acre) alongside some retail or office spaces, creating a vibrant, multi-functional environment.

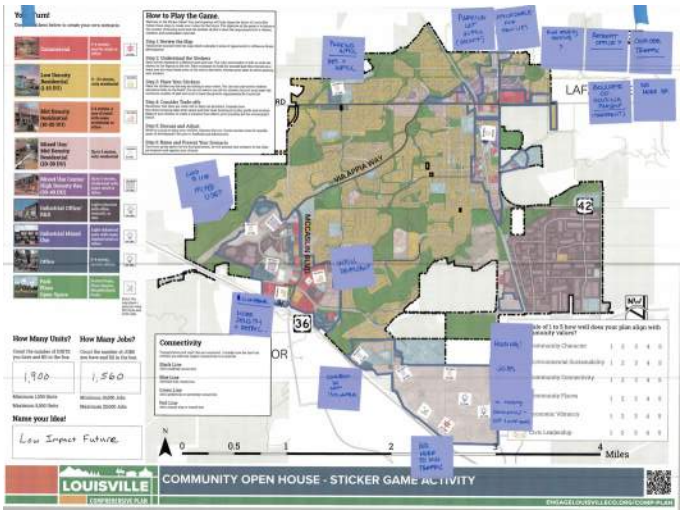
Mixed Use/Mid Density Residential (20-30 DU)
Buildings of up to three stories, primarily residential with a density of 20-30 dwelling units per acre, designed to provide a balanced, community-oriented living space.

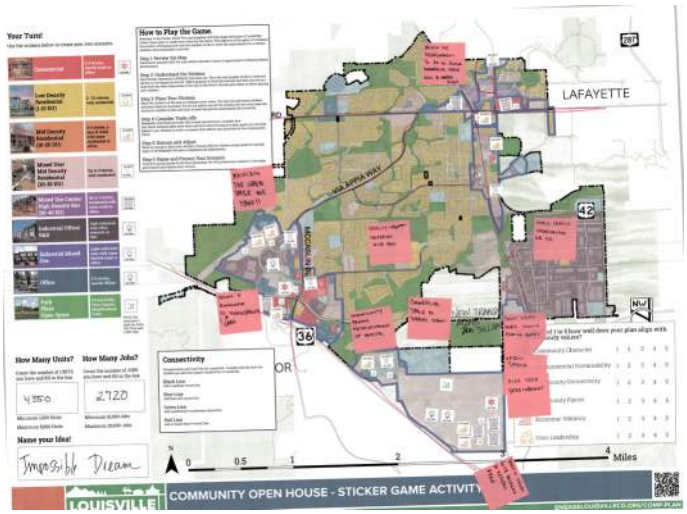
Mid Density Residential (10-20 DU)
Buildings of three to four stories, featuring a mix of residential units, retail spaces, and some office areas, creating a balanced environment with both living and commercial opportunities.

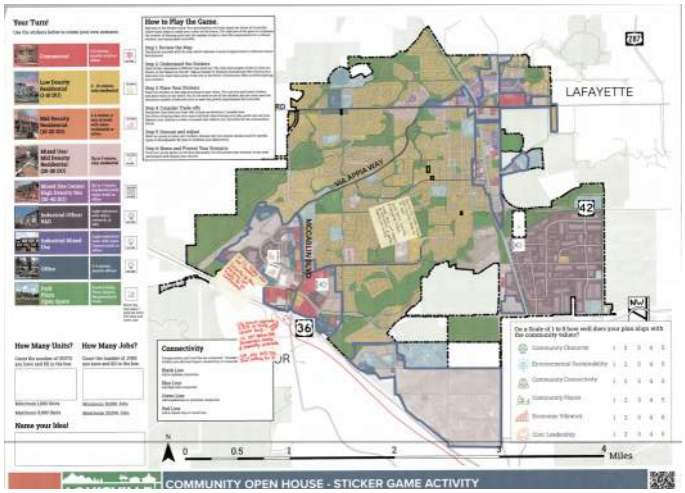
Low Density Residential (1-10 DU)
Buildings of two to two-and-a-half stories, consisting solely of residential units with a density of 1-10 dwelling units per acre, offering a more suburban, single-family or small multi-family living environment.

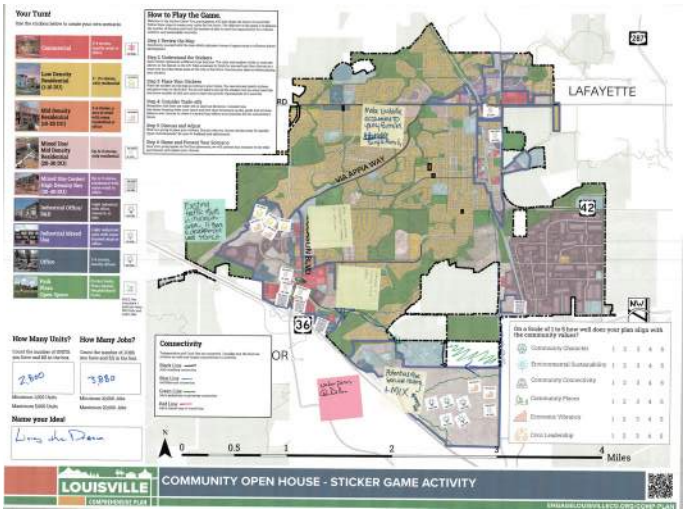
Park, Plaza, Open Space
Areas designated for pocket parks, plaza spaces, or neighborhood parks, providing green, recreational spaces for the community to relax, gather, and engage in outdoor activities.

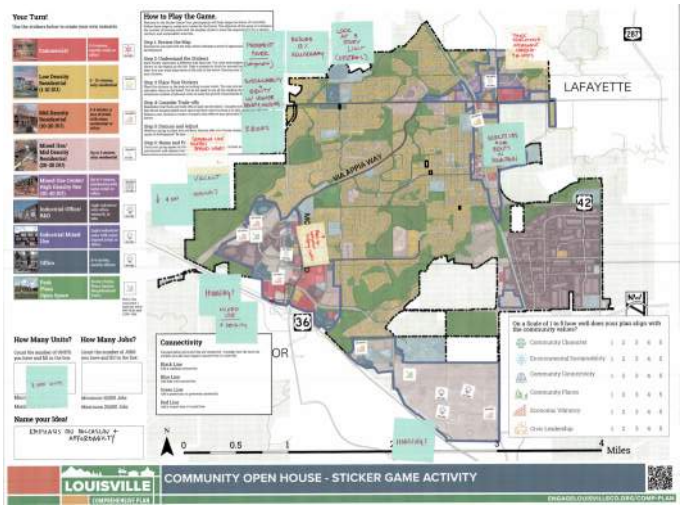
STICKER ACTIVITY RESULTS

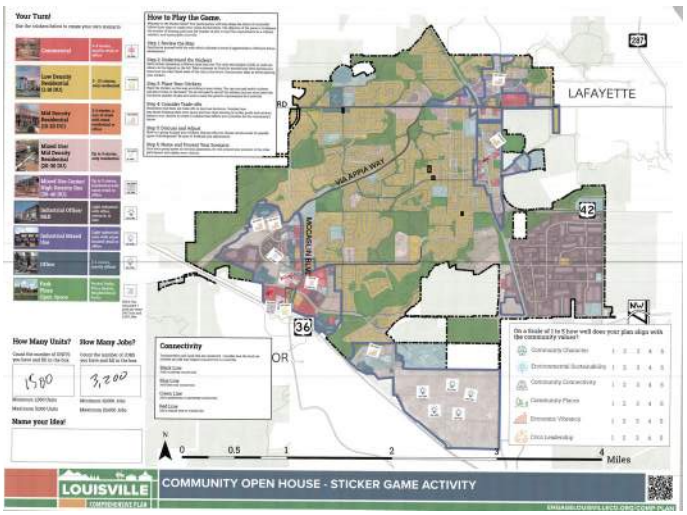




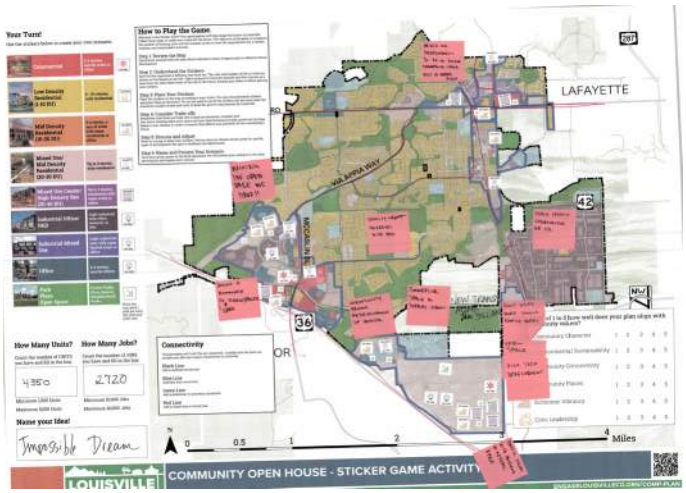


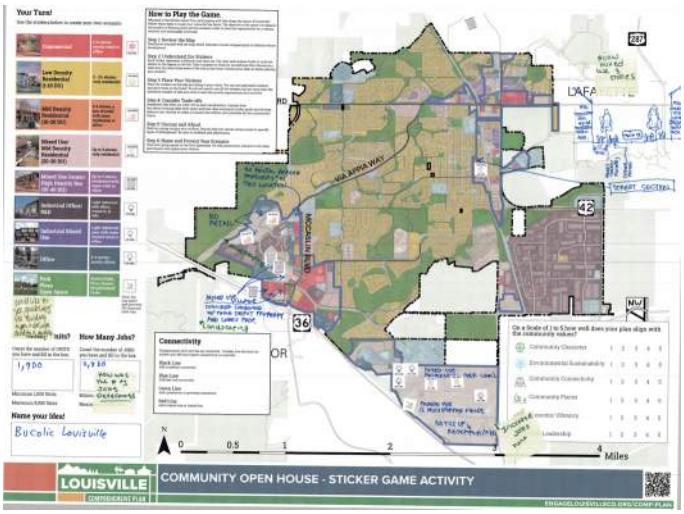


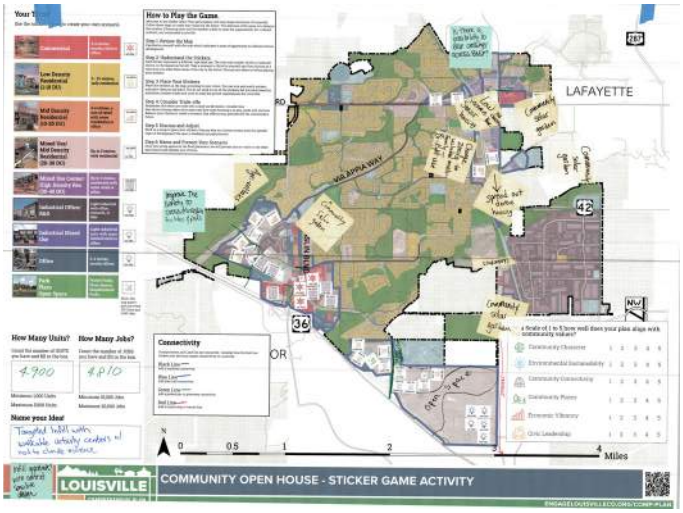


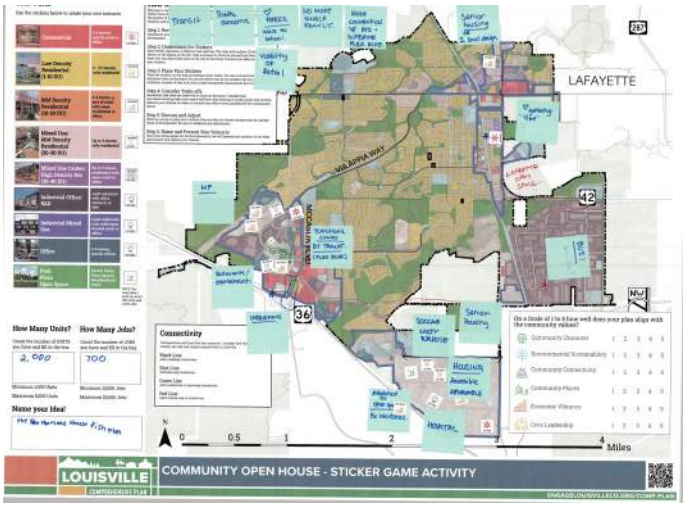


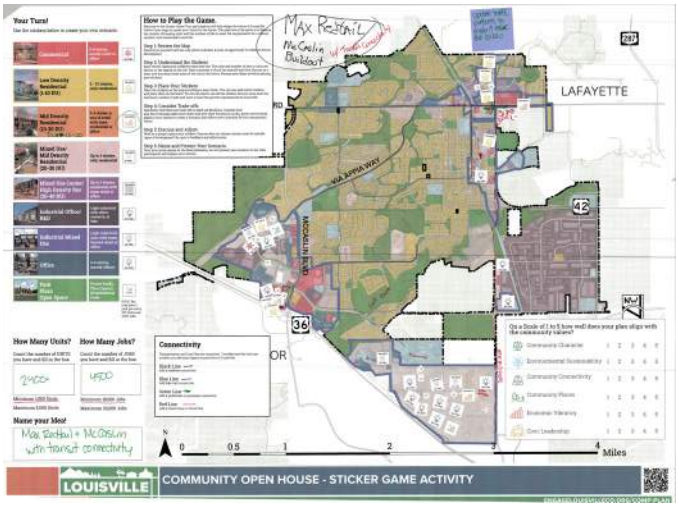
STICKER ACTIVITY RESULTS

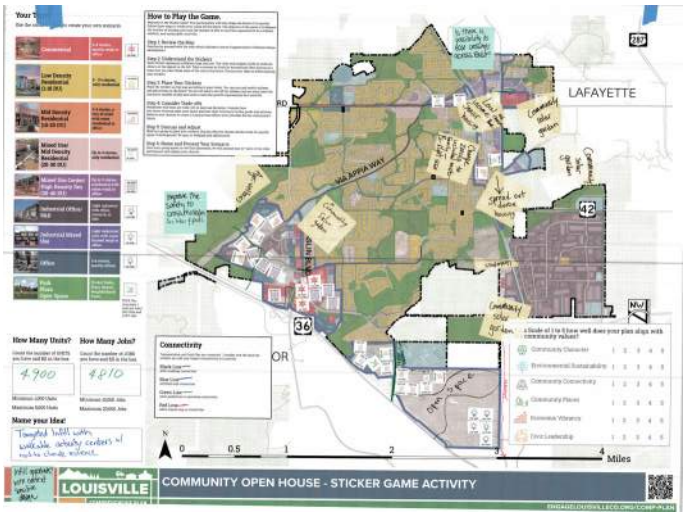












OPEN RESPONSE FEEDBACK

The chip/sticker activity provided an opportunity for participants to voice specific thoughts, concerns, and action items in support of their decisions for the mapping activity with sticky notes. These ideas were recorded and are as follows.

Land Uses

"More affordable housing"

"No more single family homes"

"Low income senior housing"

"Rent incentives for downtown businesses"

"Give incentives for renting downtown"

"Change zoning to allow for more multi-family housing"

"Change zoning to allow for multi-family housing as a by right use"

"Mixed-use development to re-do existing commercial space next to Hunters Ridge"

"More density, more retail"

"Senior housing"

Transportation

"Consider traffic with high density"

"Improved traffic safety"

"Update traffic patterns to make it easier for bikes"

"Public transit opportunities for CTC"

"Need better transportation networks for bikes and pedestrians"

"More RTD connections"

"New RTD bus stop at intersection of 42 and South Boulder Road"

"Underpass crossing across Dillon"

"Connect areas of Louisville versus isolating them"

Parks, Recreation, and Open Space

"Provide 12 multi-purpose fields"

"Community Gardens"

"Maintain open space"

"Invest in wayfinding for trails"

"More Parks"

"Dedicated open space in Redtail Ridge"

"Community Solar Gardens"

"Integrate open space into developments"

"Soccer/multi-purpose fields in Redtail Ridge"

OPPORTUNITY AREA 1: SOUTH BOULDER ROAD CORRIDOR FEEDBACK

The sticker activity results for Opportunity Area 1: South Boulder Road Corridor highlighted a strong preference for a mix of residential and mixed-use development, with a particular emphasis on integrating housing, open space, and some commercial elements. The majority of participants favored mixed-use/mid-density residential (20-30 dwelling units per acre) and mixed-use center/high-density residential (30-40 DU) as key land uses, aiming to provide a blend of housing types along with retail or office space. There was also strong support for low-density residential options to maintain a balance with more urban development while preserving some residential character in the area. An overarching theme throughout the feedback was the desire to incorporate parks and open space throughout the area, creating a walkable and family-friendly environment, with some commercial uses along South Boulder Road to serve local needs.

In terms of redevelopment, there was significant interest in utilizing vacant parking lots for infill development. This approach would repurpose underused spaces to accommodate the growing demand for both residential and commercial spaces. The community also expressed a clear need for affordable housing, with particular support for low-income senior housing and housing options suitable for families. Multiple participants agreed with this need, along with eliminating single-family housing options, which helps stress the importance of creating diverse housing opportunities to ensure that the development is inclusive and accessible to all segments of the population. Residents also voiced strong support for high-density housing, emphasizing the need for well-planned vertical development to make efficient use of available space. A number of participants advocated for retrofit office spaces, suggesting that existing commercial buildings could be repurposed to meet the needs of the community.

Traffic concerns were raised, with several participants urging the Plan to consider the impact of increased density on traffic flow and overall mobility in the area. The Boulder Colorado Housing Project was cited as a precedent for integrating sustainable housing and community-focused development.

Composite sticker activity summary

Key Understanding

Housing Focus: Mixed-use/mid-density (20-30 DU) and high-density (30-40 DU) residential, with low-density options. Desire to see less single-family housing.

Parks & Open Space: Integrate parks, open space, and commercial along South Boulder Road.

Affordable Housing: Support for low-income senior and family housing.

Redevelopment: Parking lot infill and retrofit office spaces.

Community: Gathering spaces to promote community.

OPPORTUNITY AREA 2: DOWNTOWN FEEDBACK

Results from the sticker activity revealed a vision for Opportunity Area 2: Downtown, emphasizing a vibrant, dynamic district that balances residential, commercial, and mixed-use development. Feedback highlighted a desire to create a downtown that is inviting, with diverse housing options, thriving businesses, and a focus on sustainability. Participants desired the downtown to remain a central hub for the community.

Participants gave the suggestion to change zoning regulations to permit multi-family housing and by-right uses, which reflect a desire to streamline development, accommodate diverse housing needs, and encourage innovative projects. To maintain a balanced urban layout, participants stressed the importance of spreading out dense housing, ensuring no single area becomes overly congested.

Mixed-use development also emerged as a priority, with broad support for allowing three-story mixed-use buildings that would help blend residential and commercial spaces. Such developments would attract foot traffic, foster economic vitality, and create a sense of community. Incentives for renting downtown spaces, both for residential and commercial purposes, were also strongly encouraged. These incentives could play a pivotal role in drawing businesses and residents to the area, further solidifying downtown as a thriving, multi-functional space.

Land use preferences focused on a mix of commercial and mid-density residential developments to create a balanced and lively downtown. Proposed housing options ranged from mid-density residential units (10-20 dwelling units per acre) to higher-density residential within mixed-use centers (20-30 dwelling units per acre). The community expressed a clear vision for a downtown that integrates vibrant commercial activity, accessible housing, and sustainability features, creating a dynamic environment that serves diverse community needs and enhances the city's overall appeal.

Composite sticker activity summary

Key Understanding

Sustainability Focus: Promote eco-friendly initiatives and position downtown as a progressive, sustainable hub.

Flexible Zoning: Update zoning to allow multi-family housing and by-right uses, encouraging diverse and innovative development opportunities.

Mixed-Use Development: Prioritize three-story mixed-use buildings that combine residential and commercial spaces to boost vibrancy and economic activity.

Incentives for Growth: Introduce incentives to attract renters for both residential and commercial spaces, ensuring a thriving and balanced downtown community.

Balanced Land Use: Emphasize mid-density residential (10-20 du/ac) and mixed-use developments (20-30 du/ac) alongside increased commercial activity for a dynamic urban core.

OPPORTUNITY AREA 3: MCCASLIN CORRIDOR FEEDBACK

Participants envisioned Opportunity Area 3: McCaslin Corridor, as a dynamic, well-connected area with a focus on mixed-use development, sustainability, and integrated open spaces. The proposed land uses reflect a thoughtful balance between density, functionality, and preserving natural elements, creating a versatile corridor that accommodates both growth and community priorities.

There was a strong emphasis for mixed-use development, particularly along Centennial Parkway, which participants supported for higher-density land uses such as Mixed-Use Center/High-Density Residential (30-40 dwelling units per acre), complemented by commercial and industrial mixed uses. The western side of the corridor transitions into mid-density residential areas, blending with the adjacent open space. Areas adjacent to Highway 36 focus on commercial uses, while open spaces were integrated throughout the corridor to enhance livability and maintain connections to nature.

Participants also emphasized strategic infill development, particularly in the Cinebarre site, along with increased density and expanded retail opportunities. Support for higher-density residential options designed to promote inclusivity and environmental stewardship are desired. A community solar garden was also proposed, aligning with the area's sustainability goals. However, some participants supported additional community-focused uses in the area.

With the anticipated increase in development, safety and security were prominent concerns. Participants stressed the importance of improving pedestrian and bicycle safety along McCaslin Boulevard, advocating for infrastructure enhancements that promote accessibility and connectivity. Additionally, calls for better security measures with new developments underscored the need to maintain a safe, welcoming environment. Support to increase the presence of RTD services to enhance mobility and reduce reliance on personal vehicles, reinforce the participant's desire to make McCaslin Corridor a connected, accessible hub.

Composite sticker activity summary

Key Understanding

Strategic Land Use: Prioritize mixed-use development along Centennial Parkway, transition to mid-density housing near open spaces, and emphasize commercial activity near Highway 36.

Sustainability and Inclusivity: Promote higher-density housing with a focus on equity and sustainability, and preserve open spaces throughout the corridor.

Improved Connectivity: Enhance pedestrian and bicycle safety on McCaslin Boulevard and advocate for the return of RTD regional transit to strengthen regional accessibility.

Targeted Growth and Security: Encourage infill development with increased density in areas like Cinebarre while implementing measures to ensure safety and align new projects with community priorities.

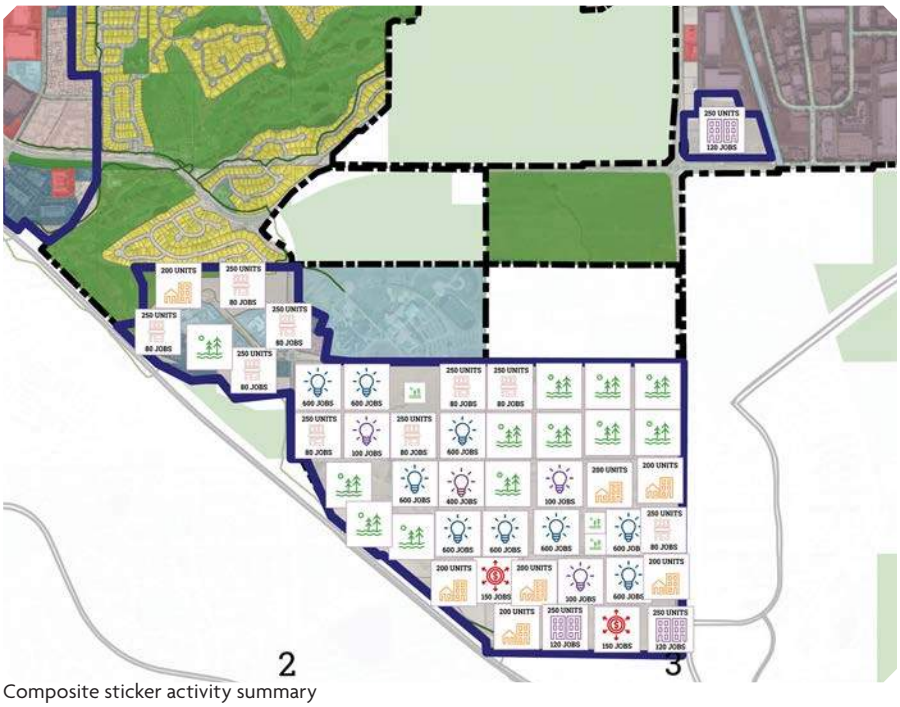
OPPORTUNITY AREA 4: REDTAIL RIDGE FEEDBACK

Sticker activity feedback showed that participants envisioned Opportunity Area 4: Redtail Ridge, as a hub for balanced development that promotes job growth, diverse housing options, and open space preservation, while maintaining strong connections to the broader Louisville community.

A strong emphasis was placed on creating employment opportunities through office, industrial, and mixed-use developments. These spaces were seen as integral to fostering economic vitality in the area. The southern portion of Redtail Ridge near US 36, and the existing location of the AdventHealth Avista site on the northwest, were identified as a prime location for mixed-use developments that blend residential and commercial uses. This area was viewed as ideal for mid-density residential housing (20-30 dwelling units per acre), mixed-use/mid-density housing, and high-density residential housing (30-40 dwelling units per acre), with an emphasis on multi-family options to address growing housing demands.

Participants also highlighted the need to ensure Redtail Ridge is not an isolated enclave but fully integrated into the rest of Louisville. Connectivity was seen as essential, with calls for improved transportation planning to minimize traffic congestion while ensuring accessibility for all residents. Preserving open spaces and integrating green areas throughout the development were recurring themes, reflecting the community's desire to maintain Louisville's character and environmental integrity.

Sustainability was another significant focus, with participants proposing innovative ideas such as a community solar garden to promote renewable energy use within the development. Commercial development was emphasized as a key factor in supporting the local economy, schools, and community needs. Additionally, participants called for senior housing to address the needs of Louisville's aging population, emphasizing the importance of inclusivity in the area's design.



Composite sticker activity summary

Key Understanding

Balanced Development: Redtail Ridge should integrate job-generating uses, diverse housing options, and open spaces to create a vibrant and sustainable community.

Housing Diversity: The community prioritizes multi-family, mixed-use, and mid- to high-density residential developments to address growing housing needs.

Connectivity and Accessibility: Ensuring strong connections to Louisville while minimizing traffic is essential to avoid isolation and enhance integration.

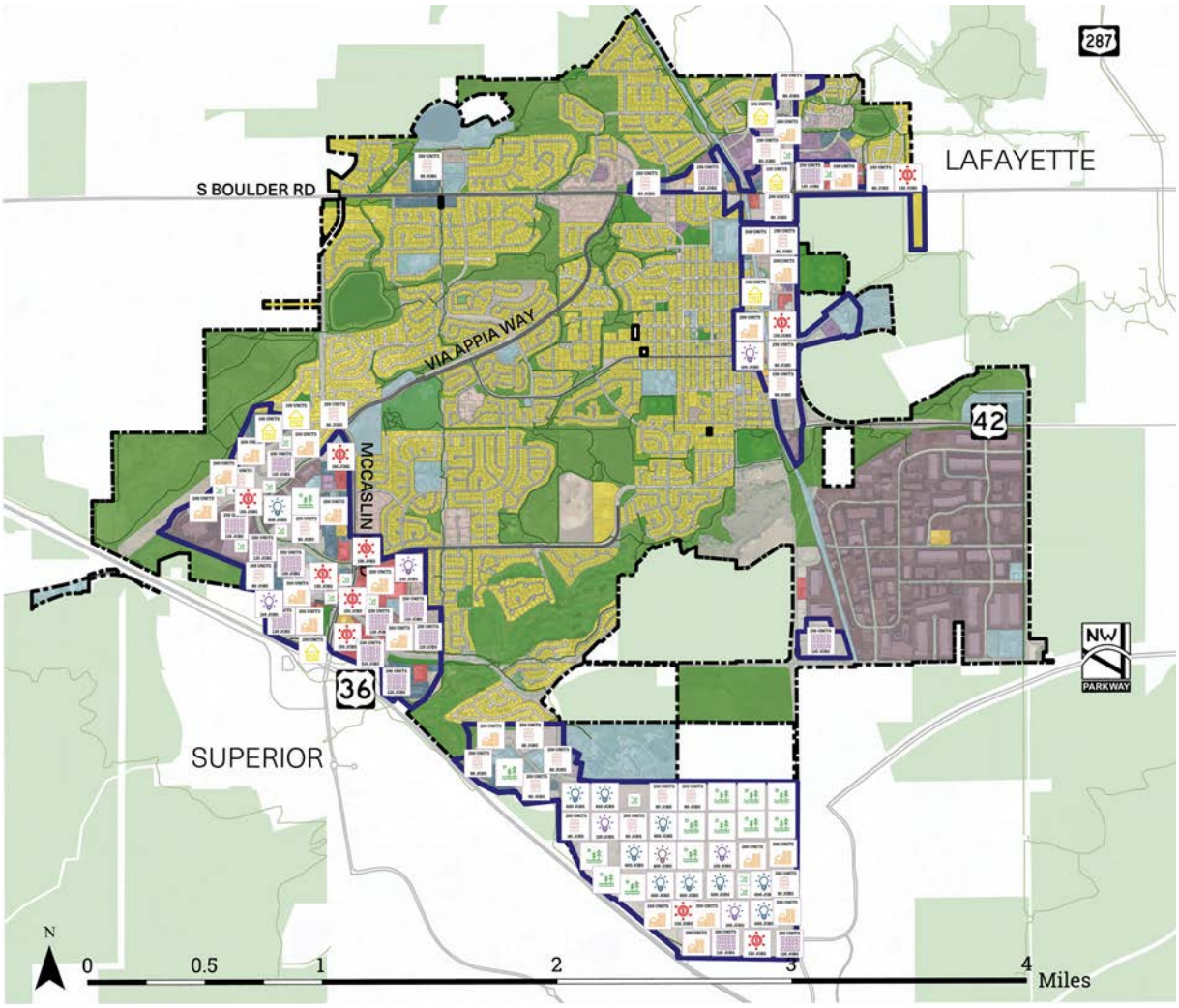
Sustainability and Supportive Services: Open space preservation, renewable energy initiatives, and commercial developments are critical to supporting schools, seniors, and the broader community.

OVERALL RESULTS

Feedback from the activity highlighted varying preferences for growth, with some participants prioritizing residential development while others emphasized expanding employment opportunities. This balance of perspectives showcased the community's diverse needs and priorities, setting a foundation for a comprehensive approach to planning Louisville's future.

In addition to engaging in a sticker activity where participants visually indicated their preferences, residents contributed detailed feedback through sticky note comments. Common themes that emerged from these notes included strong support for mixed-use and infill development, reflecting a desire to optimize land use and encourage vibrant, multi-functional spaces. Many participants advocated for increased density paired with retail opportunities but expressed concerns about the potential traffic issues that could accompany high-density development. Maintaining open space while pursuing denser urban environments was another priority for many residents. Connectivity and safety were frequently mentioned as critical considerations in the face of potential growth. Residents called for improvements to transportation infrastructure, increasing the presence Regional Transportation District (RTD) services and enhancing safety measures for pedestrians and cyclists. Ideas for creating a more interconnected city included expanding multi-family zoning, utilizing parking lot infill for vacant areas, and providing incentives to strengthen the downtown core. There was also a strong emphasis on making Louisville feel more cohesive, ensuring that all areas are well-integrated and accessible rather than isolated.

Overall, the feedback emphasized a forward-thinking approach to development, with calls for innovative zoning changes, sustainable land use, and investment in connectivity. Participants expressed a clear vision of a vibrant, inclusive Louisville where growth is carefully planned to balance residential and employment needs, improve accessibility, and maintain the city's unique character and sense of community.



6. Key Findings

The three scenarios presented in community Engagement Window #2 provide feedback from the community on their preferred direction. These possible outcomes explore how different decisions may impact land use and development. When applied to the creation of a Future Land Use Map (FLUM), the feedback will help to inform a shared vision for the community's future. A review of the comments indicate the communities desire for a combination of the three scenarios. Several themes have emerged from the community to inform the next stages of the Comprehensive Plan. Community input supports the Future Land Use Map (FLUM) addressing the following:

Land Use: Support increased housing options and focus on density toward centers in appropriate locations. This includes encouraging mid-to-high density housing along McCaslin Boulevard with the potential for up to 5-stories in certain areas by Hwy 36, mid-density infill in downtown with the potential for up to 3-stories for multi-family development, and a mix of housing types in Retail Ridge and along South Boulder Road. Continue to maintain existing single-family neighborhoods, while allowing gentle infill for contextually appropriate Accessory Dwelling Units (ADUs), duplexes and triplexes.

Circulation: Promote transit centers and encourage connectivity through transit, bus lines, and micro-transit options. Improve pedestrian crossings, including those over rail lines, and consider adding flashing lights for pedestrian safety. Enhance signage and wayfinding along trail corridors, and add more underpasses to improve accessibility. There is a desire for an pedestrian underpass at Coal Creek and Dillon Road.

Economy: Support increased job opportunities and a retail balance along McCaslin Boulevard. Focus on job and commercial development in Redtail Ridge and along McCaslin, as appropriate. Promote increased job opportunities in downtown to enhance vitality and consider events or programs to attract people to the area.

Parks and Open Space: Encourage the development of gathering spaces, particularly in downtown, and explore the addition of a soccer field. Maintain and improve open space, with particular emphasis on preserving habitat. Comments suggest maintaining some open space in Retail Ridge, such as a large community green.

Sustainability: Ensure future housing and development is efficient and sustainable. Identify locations for solar energy infrastructure. Integrate transit connections into new developments to reduce commuting and vehicle miles traveled (VMT). Encourage sustainable building practices, including smaller and more compact development. Increase focus on disaster planning and response.

Equity: Support the development of senior housing and affordable housing for families. Ensure transit stops and connections are available to support new development.

Next Steps

Future Land Use Map (FLUM) is a critical component of comprehensive planning to guide long-term development and land use decisions. It serves as a visual representation of how land is intended to be used in the future, based on the community's goals and vision. To support the uses on the map, Future Land Use Classifications (e.g., residential, commercial, industrial, open space) outline the types of development that are encouraged for the future. This is not zoning but can help to support future decisions related to zoning and policy.

KEY FINDINGS

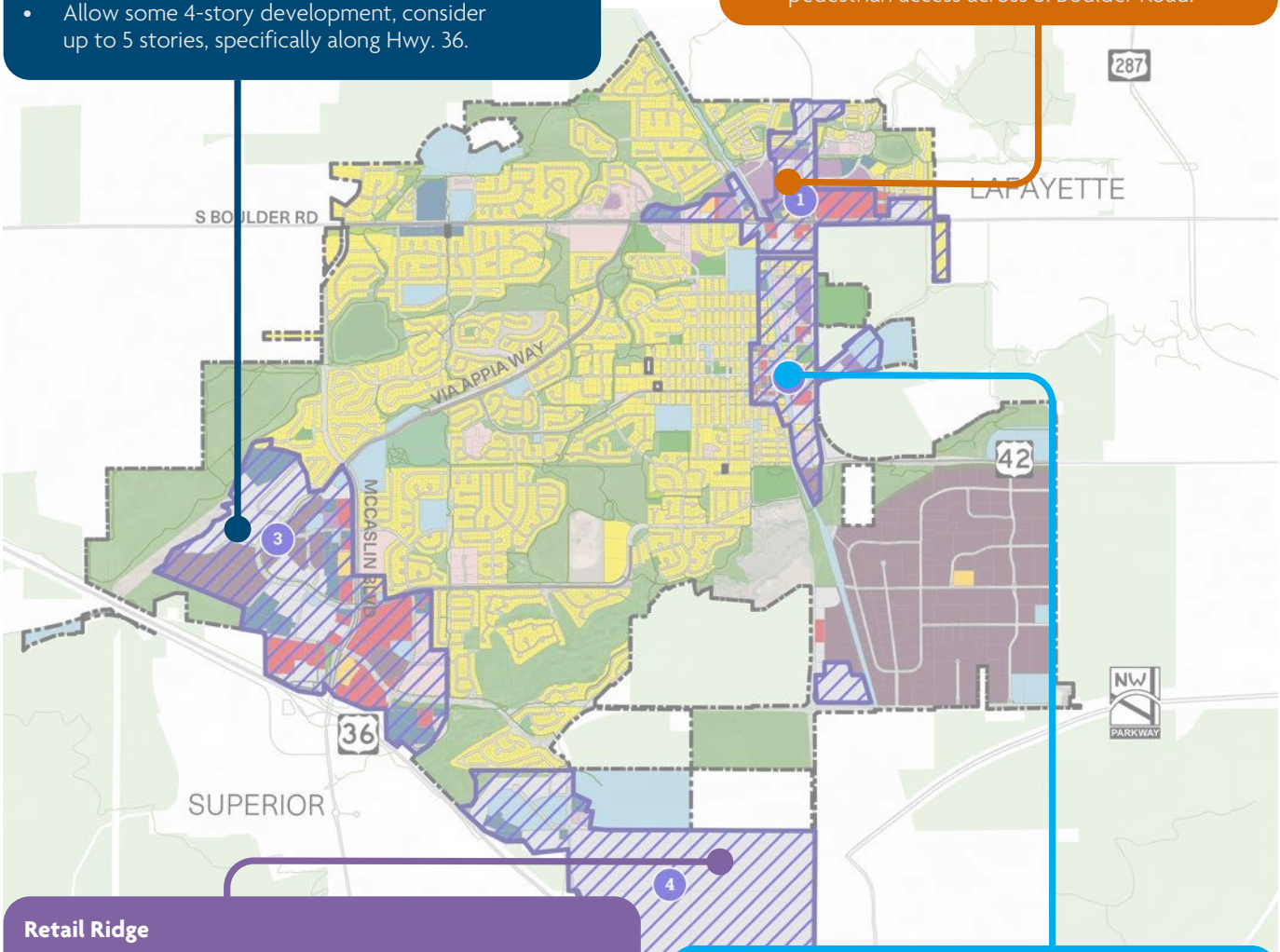
Future Land Use Map Framework. The following indicates general direction for the Future Land Use Map, based on areas of alignment from the community.

McCaslin Blvd..

- Infill, higher density residential along Hwy. 36/ Cinnebarre site.
- Mid-density housing along Centennial Blvd..
- Increased pedestrian-bike connectivity and gathering-green space.
- Allow some 4-story development, consider up to 5 stories, specifically along Hwy. 36.

South Boulder Road

- Mid-density infill, good location for affordable and/or senior housing.
- Encourage mixed retail/commercial along roadways.
- Improve infrastructure that enables safe pedestrian access across S. Boulder Road.



Retail Ridge

- Jobs and retail-commercial should be prioritized.
- Some limited housing, mid-to higher density may be appropriate.
- Housing on former Adventist site.
- Desire to see some open space maintained.
- Traffic and circulation needs to be studied with future development.
- Support for higher-density 4-story development, specifically along Hwy. 36.

Downtown

- Incentives for infill housing in Downtown.
- Encourage increased retail opportunities.
- Increased programs, events and gathering spaces.
- Encourage bike-pedestrian connectivity to downtown to and from other areas of the community.
- Higher density, 3-story residential development in some areas of downtown.

Appendix

The following indicates additional information included as appendices.

1) Open House Engagement Boards

2) Copy of Online Survey and Story Map

3) Open Response Comments from Open House

WHAT IS SCENARIO PLANNING? Scenario planning explores and evaluates potential future developments and outcomes in a city by creating multiple possible scenarios based on driving forces about key factors like population growth, economic trends, and the community vision. The City is asking for Louisville community input on three future growth and development scenarios to inform the Comprehensive Plan.

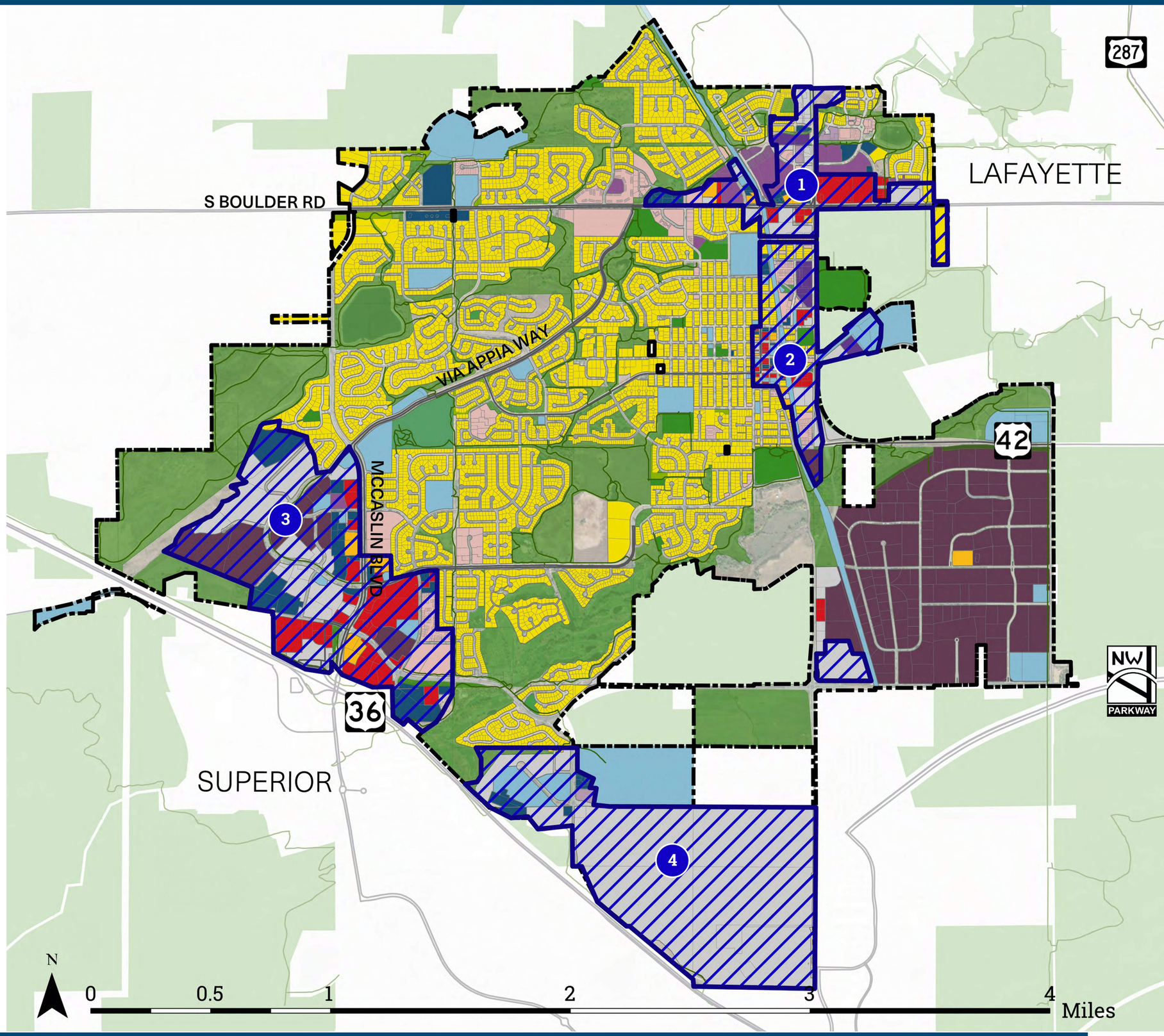
OPPORTUNITY AREAS

Areas of Stability and Areas of Change

Scenario planning will focus on specific areas that are more likely to change, referred to as Opportunity Areas.

For this exercise, other areas of Louisville less likely to change are referred to as Areas of Stability.

We are asking the Louisville community - what should change look like within these Opportunity Areas.



LEGEND

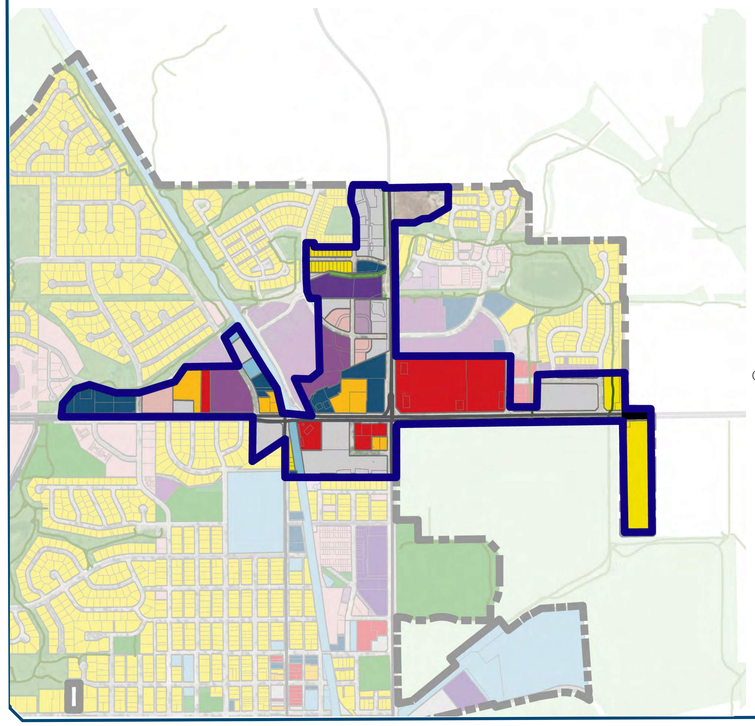
- Louisville boundary
- Major road
- Trails
- Opportunity Areas
- 1 South Boulder Road Corridor
- 2 Downtown
- 3 McCaslin Corridor
- 4 Redtail Ridge

Place Types

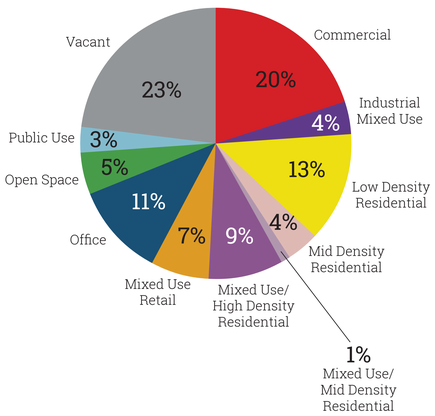
- Commercial
- Mixed Use Retail
- Low Density Residential (1-10 DU)
- Mid Density Residential (10-20 DU)
- Mixed Use/ Mid Density Residential (20-30 DU)
- Mixed Use Center/ Higher Density Residential (30-40 DU)
- Park/Plaza/Open Space
- Public Use
- Industrial Mixed Use
- Industrial Office/R&D
- Office

OPPORTUNITY AREA 1: SOUTH BOULDER ROAD CORRIDOR

South Boulder Road has potential for infill/redevelopment.
Scenario planning will explore tradeoffs between increased housing, reatil/ commercial uses, and connectivity.

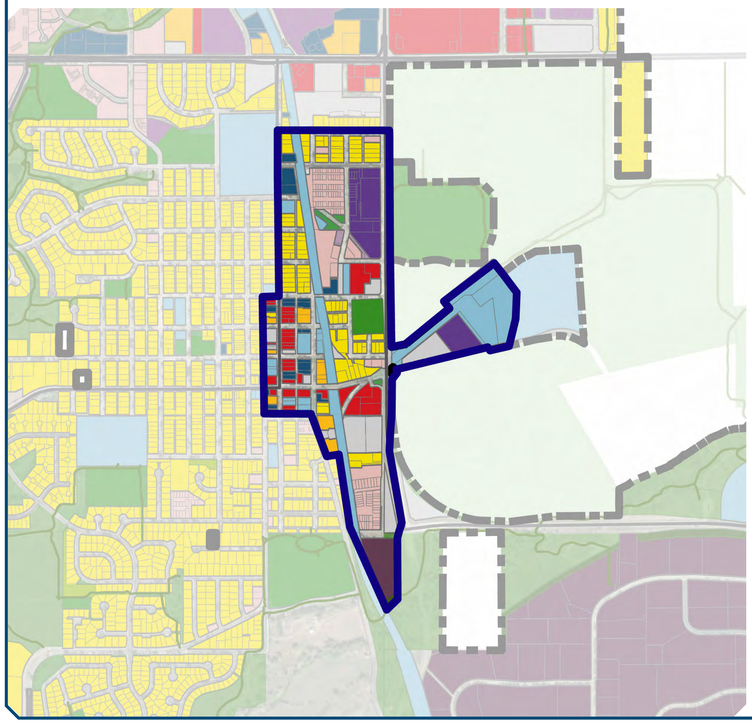


Total acreage:
144.04

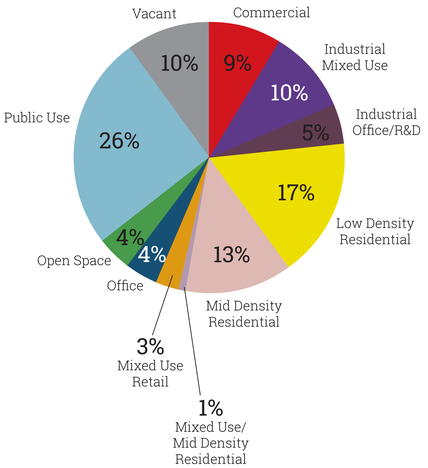


OPPORTUNITY AREA 2: DOWNTOWN

Downtown Louisville is a mix of historic buildings and local businesses alogn Main Street.
A future transit station north of Downtown is a central opportunity for redevelopment.
As population in this area increases, the opportunity for successful retail also increases.

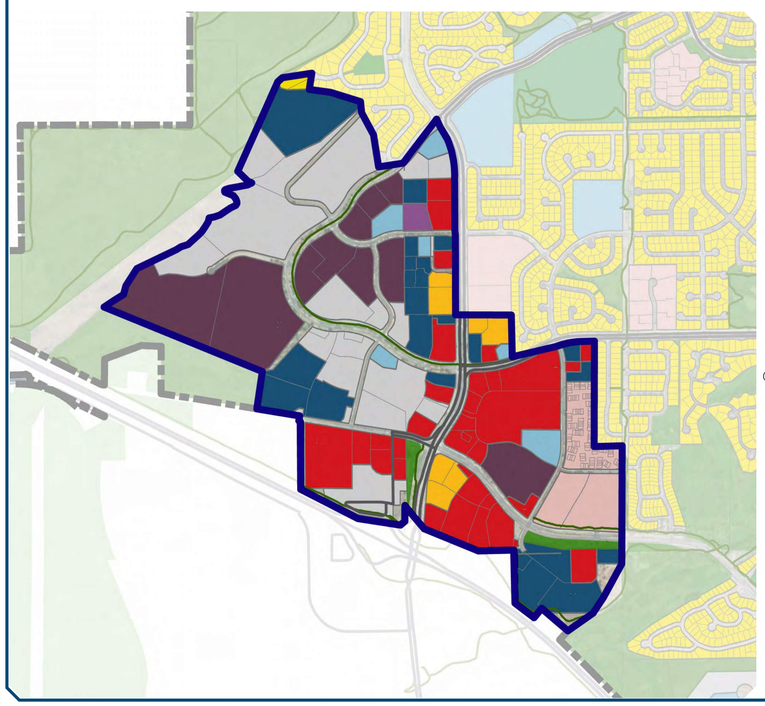


Total acreage:
136.42

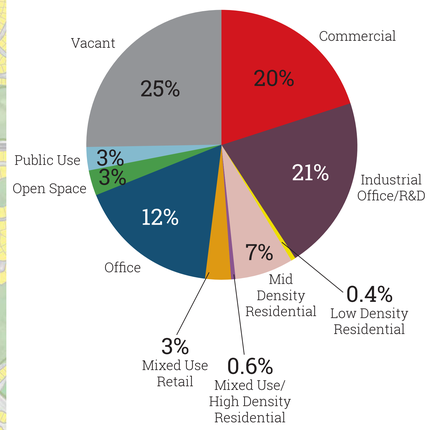


OPPORTUNITY AREA 3: MCCASLIN CORRIDOR

With current commercial vacancies, this area has potential to include infill/redevelopment.
Scenario planning will explore tradeoffs between increased housing, reatil/ commercial uses, and connectivity.

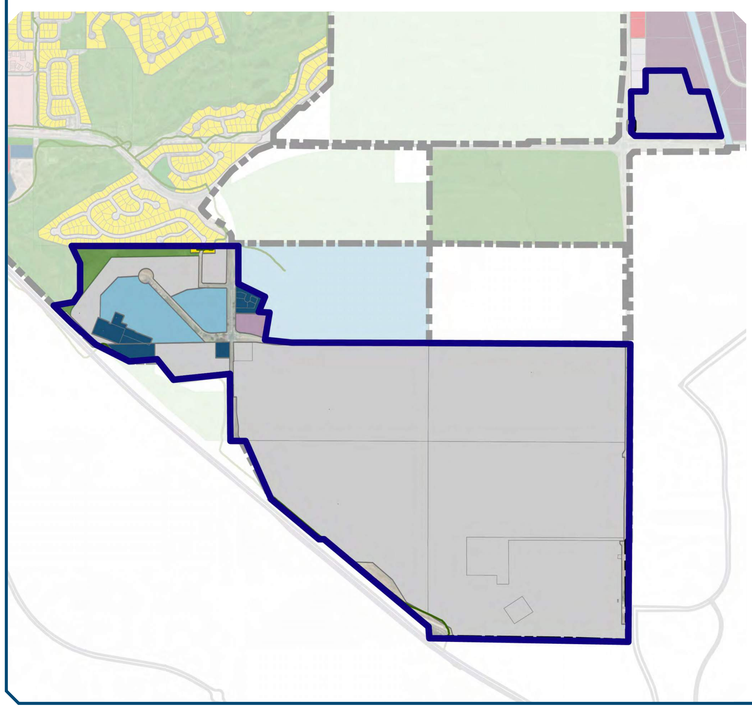


Total acreage:
444.96

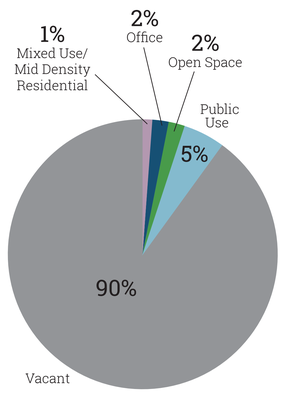


OPPORTUNITY AREA 4: REDTAIL RIDGE

Redtail Ridge can address potential opportunities for growth and density of different land uses.
Adventist Hospital property may become a redevelopment site if the hospital moves to Redtail Ridge.



Total acreage:
496.44



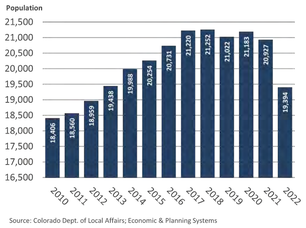
LOUISVILLE
COMPREHENSIVE PLAN

OPPORTUNITY AREAS: EXISTING LAND USE

DRIVING FORCES

COMMUNITY CHARACTER

Population is both declining and aging.



Source: Colorado Dept. of Local Affairs; Economic & Planning Systems

Louisville's population peaked in 2018 and decreased by 1,789 residents (8.4%) from 2020 to 2022.

Population is projected to decline with out new housing development.
(Source: Colorado Dept of Local Affairs)

Median Age: 43 years. Highest in Boulder County

Age: Residents ages 25-44 dropped 27%, 2011-2021

(Source: Louisville Housing Plan, 2024)

Housing is increasingly unattainable.

FOR MORE INFORMATION REFER TO THE LOUISVILLE HOUSING PLAN (2024)

Louisville lacks a diversity of housing choices with about 70% of the City's housing stock single family detached units

The median price of a home in 2023 in Louisville is $896,000, an increase of 132% over the last decade.

74% of Louisville households would not be able to afford the current median home sales price.

About 2,500 new housing units would be needed in Louisville to maintain its current share of Boulder County's population by 2047.

THE GOALS OF THE HOUSING PLAN ARE TO:

Goal 1: Increase Residential Development Opportunities in Louisville

Goal 2: Expand and Maintain Access to Affordable Housing

Goal 3: Diversify Louisville's Housing Stock

(Source: Louisville Housing Assessment, 2024)

ENVIRONMENTAL SUSTAINABILITY

Hazard mitigation, biodiversity, and decarbonization are high priorities as Louisville evolves.

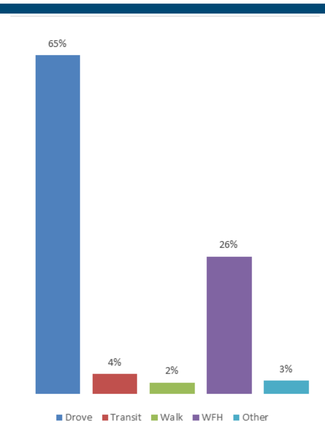
Habitat restoration and Wildland Urban Interface (WUI) mitigation are needed to reduce hazards and maintain biodiversity. The City of Louisville continues to be a leader in establishing aggressive clean energy and carbon emission reduction goals. As the community changes, these goals need to be monitored closely.

COMMUNITY CONNECTIVITY

Residents commute out, the workforce commutes in.

40% of Louisville employed residents leave the city for work.

Most employees live in surrounding areas such as Boulder, Lafayette, Longmont, and Broomfield.



Types of commute for Louisville employees
(Source: Fehr & Peers)

ECONOMIC VIBRANCY

Employment is Strong.

Employment growth will be significant, as Louisville projects as many as 17,349 more jobs in the next 20 years.

Residents spend $ outside of Louisville.

Louisville retail businesses capture only about 40% of total Louisville resident spending, largely due to significant retail development in surrounding cities.

COMMUNITY PLACES

Louisville has 2x more parks than neighboring communities.

98% of Louisville residents live within a 10-minute walk of a park.

45 parks in Louisville (835 acres), which is nearly double neighboring municipalities of Lafayette (20 parks) and Superior (26 parks).
(Source: Louisville Parks and Rec, Spirit Environmental)

The community continues to highly value these places, which also means any new development in Louisville is redevelopment" or something like this.

Downtown is the Heart of Louisville.

WHY THIS MATTERS...

ENVIRONMENTAL SUSTAINABILITY

Learn More About Louisville's Sustainability Action Plan Here

Environmental sustainability for Louisville requires fostering climate resilience and adaptation across the entire community. This includes promoting inclusive community engagement and ensuring equitable access to resources that advance environmental justice and social equity. Sustainability is defined by Louisville's Sustainability Action Plan as "creating balance among the environment, the economy, and society to ensure that practices and decisions do not compromise the quality of life for future generations."

Restoring and maintaining the integrity of riparian areas is vital to Louisville's environmental sustainability as these ecosystems enhance biodiversity, improve water quality, mitigate flood risks, and reduce the impacts of erosion.

Infrastructure hardening is a crucial wildfire mitigation strategy that enhances environmental sustainability. By using more fire-resistant landscaping and building materials, Louisville can minimize risk, preserve more durable buildings, and minimize water consumption.

Appropriate density is key to Louisville's environmental sustainability because it supports more efficient use of resources such as energy and water, encourages walkability and public transit, and reduces an individual's environmental footprint by limiting the need for expansive infrastructure.

Efficient transportation plays a pivotal role in reducing emissions and improving air quality, advancing the Louisville's environmental sustainability goals. As the electric grid integrates more renewable energy, the expansion of EV charging infrastructure will be instrumental along with the increased use of public transportation.

Maintenance and habitat management of open spaces can not only help preserve and restore the natural environment, but also help mitigate the risk of fires, invasive species, and other threats.

Community involvement can be supplemented with technical workshops and landscape requirements to help ensure residents are incorporating fire-resistant and habitat friendly practices.

Continuing to invest in Louisville's mass transit options will enable greater ridership, accessibility for all community members, and lower individual emissions.

Highlighting sustainability issues with community art can raise awareness and create a shared sense of pride.

WHY THIS MATTERS...

ECONOMIC VIBRANCY

RESIDENTIAL DEVELOPMENT

How do we provide local employees the opportunity to live in Louisville, and grow in an economically sustainable way?

Single Unit housing is the predominant housing type in Louisville currently. Neighborhoods with these homes are a major community attribute and attraction.

Multi Unit housing and other housing typologies beyond single unit provide opportunities for a range of employees to live and work in the community.

Implications and Takeaways: This development generates **residents** - local spending supports retail & services; property tax revenue supports city services.

COMMERCIAL DEVELOPMENT

How do we continue to attract jobs, and ensure that existing and future retail and service businesses can thrive?

Retail - Current market support for retail growth is limited; need new residents to sustain additional retail.

Office - Lousiville has 3 successful office/business parks, with room to expand to accommodate future job growth.

Industrial/R&D - Louisville is becoming a high-tech industrial hub, attracting jobs and economic development in this field.

Implications and Takeaways: This development generates **employees** - daytime spending supports retail & services; job growth is an opportunity for new residents for employees who want to live locally.

GROWTH TAKEAWAYS

- In general, **infill** growth is more sustainable than **greenfield** growth because it can utilize existing infrastructure and services.
- Growth should generate adequate revenues (sales tax, property tax, fees) to pay for required city services (fire, police, water, sewer, roads, parks, etc), which often means a balance of **users** (residents and employees) and **land uses** (residential and commercial of all types)

WHY THIS MATTERS...

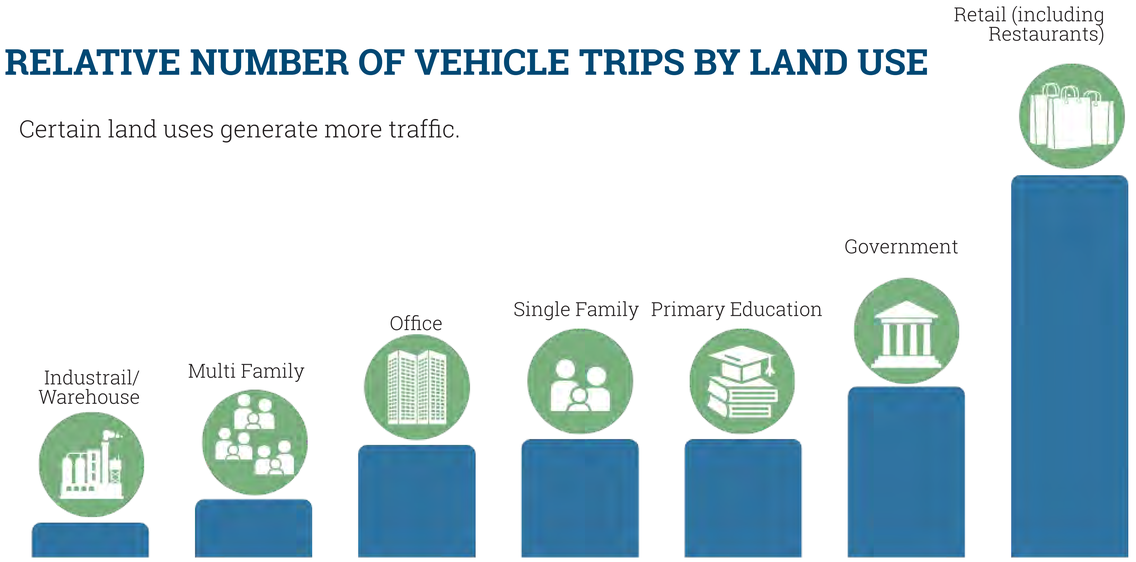
COMMUNITY CONNECTIVITY

WHY DO TRANSPORTATION OPTIONS MATTER?

- Improves environmental and community health
- Enhances livability and small town atmosphere
- Improves safety
- Increases mobility options for people of all ages, abilities and income levels
- Supports economic opportunities

RELATIVE NUMBER OF VEHICLE TRIPS BY LAND USE

Certain land uses generate more traffic.



LAND USE ⟷ TRANSPORTATION

Land use and transportation are integrally connected.

In higher-density mixed-use areas, there are more residents, visitors, and employees traveling. This transportation demand then supports increased transit frequency and more comprehensive bicycle/pedestrian facilities.

These transportation options result in a higher land value and more capacity for moving people. The process then begins again, with Town's capacity to densify as transportation options expand.

Different land uses generate different amounts of vehicle traffic. The chart to the right shows the relative number of cars generated by different types of land uses, based on national data.

ALIGNMENT WITH OTHER CORRIDOR PLANS

Future42 (SH-42): Improve safety for all modes by implementing comfortable bicycle/pedestrian facilities, adjusting vehicle speeds, and accommodating future Bus Rapid Transit (BRT).

South Boulder Road Connectivity Plan: Provide facilities to improve safety for pedestrians, bicyclists, and drivers (especially at intersections), and optimize transit performance.

VISION STATEMENT

Louisville is committed to being an equitable, resilient, and sustainable community where everyone has the opportunity to thrive – now and for future generations. We strive for a vibrant future where Louisville will evolve and adapt to change in ways that respect our past and supports our high quality of life.

CORE VALUES

Core values answer the question 'Who are we and what guides us? There are six theme areas, each with a Core Value Statement. Each of the Core Values has evolved from the previous 2012 Values through extensive outreach and discussion with staff, leadership, and the broader community. Each of these Core Values serves to support the overarching Vision Statement for the community. The key ideas in the Vision Statement – equitable, resilient, sustainable and vibrant – are important organizing principles to the Comprehensive Plan.

We value a balanced approach to change that maintains and enhances our community character.

We value transparent, collaborative, and fiscally responsible local government.

We value climate action, environmental resilience, and adaptation to promote environmental sustainability for the enduring vitality of our community.

We value thriving and dynamic businesses that support and engage the community.

We value knowing our neighbors through a community network that is inclusive and inter-connected.

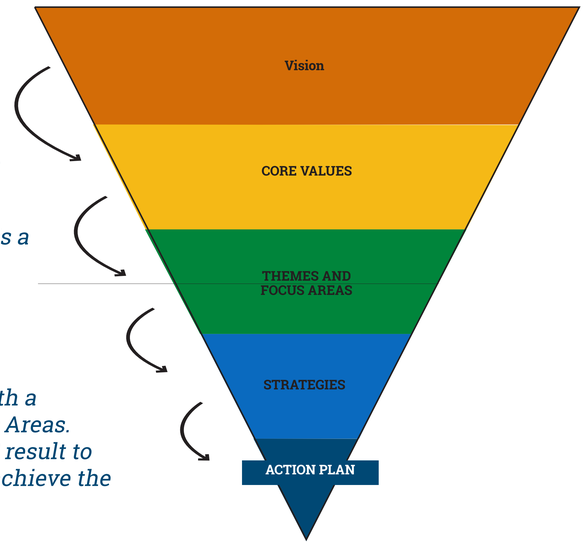
We value community places that bring people together and support healthy living including parks, open spaces, and other public places.

PLAN FRAMEWORK

1. Vision: A vision statement serves as an aspirational future statement, speaking to what the Louisville community hopes to achieve.

2. Core Values: A core value is a community ideal to guide decision-making.

3. Themes and Focus Areas: Each core value is aligned with a Theme and supporting Focus Areas. These are an effort or desired result to provide direction for how to achieve the community's vision.



4. Goals and Strategies: Strategies are the 'how-to achieve your goals', and may include projects, programs, policies or partnerships. These will be developed later in the process.

5. Action Plan: The action plan outlines the steps forward including timing/priorities, leadership/personnel, and resources/budget for the plan. These will be developed later in the process.

WHAT'S NEXT...

The following broads outline the themes and focus areas for the City Comprehensive Plan.
Please share you comments and ideas for what you would like to see in the Plan as we move into strategies and implementation.

* Louisville City Council affirmed the above mentioned Comprehensive Plan Vision Statement and Core Values in September 2024. These will act as the foundation for the plan.

COMMUNITY CHARACTER

KEY FACTS

- The average home price of Louisville is **$831,000**, approximately **$150,000** more expensive than the rest of the county.
- About **70%** of Louisville's housing is single-family detached, which are typically the most expensive.
- There are over **2 jobs for every housing unit** in Louisville, and about **90% of employees** live outside the city.
- The City has design standards for new development that addresses community character for commercial development and in Downtown, but most of those standards are **over 20 years old**.

THEMES AND FOCUS AREAS

Housing Diversification: Advance the City's recently adopted Housing Plan to diversify and increase Louisville's housing supply at appropriate locations.

Jobs and Housing Balance: Address an overall balance between employment and housing availability to better ensure that residents can live and work in Louisville.

Community Identity: Protect and promote cultural landmarks, historic sites, and preserve a sense of identity in neighborhoods through contextual building design

Multimodal Transportation Connectivity: Support all modes of transportation for a network that provides multiple options with a focus on increased trails and sidewalk connections, safe crossings, and bus access.

WHAT STRATEGIES OR ACTIONS WOULD YOU LIKE TO SEE TO ENHANCE COMMUNITY CHARACTER IN LOUISVILLE?

Add a sticky note with your ideas!

COMMUNITY PLACES

KEY FACTS

- Louisville has **45 designated parks** that encompass **835 acres** and jointly manages **1,225 acres** of open space with other communities.
- The City Parks Division is responsible for landscape maintenance in over **70 neighborhood entrance areas** and over 10 miles of streets with landscaped areas.
- The City organizes numerous community events throughout the year including the Summer Concerts in the Park, Street Faire, Farmers Market, Old Town Skate, July 4 Fireworks, Labor Day Parade, and Fall Festival in City parks like Community Park and the Steinbaugh Pavillion.

THEMES AND FOCUS AREAS

Public Parks: Enhancements to facilities to address functionality, accessibility, and beauty and to encourage community connections.

Open Space: Enhancements to natural areas to address both active (e.g., hiking) and passive (e.g., birdwatching) activities.

Public Plazas and Comunity Gathering Places: Inclusion of publicly accessible places to gather or recreate with larger developments on private property.

WHAT STRATEGIES OR ACTIONS WOULD YOU LIKE TO SEE TO ENHANCE COMMUNITY PLACES IN LOUISVILLE?

Add a sticky note with your ideas!

COMMUNITY PLACES AND CONNECTIVITY

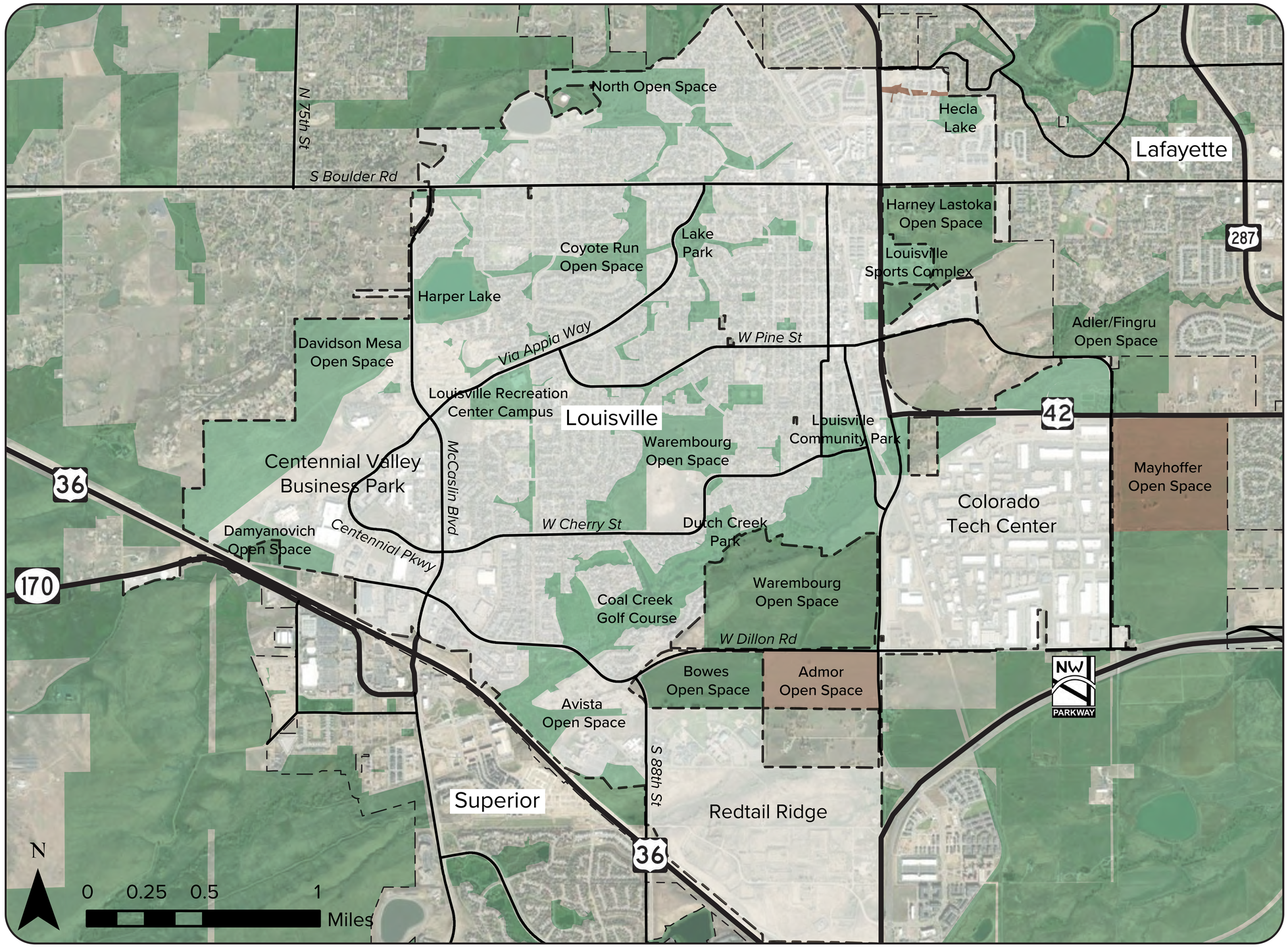
What projects, improvements, or programs would you like to see added to the map?

Use a sticker with the colors indicated below to share locations for the following community amenities:

- SIGNAGE AND WAYFINDING
- PARK IMPROVEMENTS
- SIDEWALKS OR BIKE TRAILS
- PLAZAS AND GATHERING SPACES
- COMMUNITY ART
- TRANSIT OR BUS STOPS

Use a note to add your ideas

Add a sticky note with your ideas!



CIVIC LEADERSHIP

KEY FACTS

• The City of Louisville has **14 boards and commissions** served by volunteers addressing topics ranging from historic preservation, open space, parks, economic vitality, and sustainability.

• The City of Louisville participates in numerous regional partnerships to collaborate on a range of issues. A few such groups include the **Boulder County Regional Housing Partnership, Boulder County Wildfire Partners, Commuting Solutions**, and various roles with the Denver Regional Council of Governments.

• The City has a biennial budgeting process that uses Key Performance Indicators (KPIs) addressing topics like **Financial Stewardship, Reliability of Core Services** and creating a **Vibrant Economic Climate.**

THEMES AND FOCUS AREAS

Core Community Services: Essential services that are "givens" that the City needs to address like public safety, social services, and accessibility of such services to all.

Transparency and Inclusivity: Practices related to openness, accountability, and equity in City decision-making processes involving clear communication, access to information, honesty about actions and decisions, and ensuring a diversity of voices and perspectives are represented.

Fiscal Responsibility: Addressing the impacts that City decisions have on the City's budget to ensure there are financial resources to meet the community's expectations in the future.

Regional Collaboration: Supporting cooperative efforts between neighboring communities to address common challenges and leverage collective strengths. Topics of regional concern may include transportation, economic development, environmental protection, and emergency response.

WHAT STRATEGIES OR ACTIONS WOULD YOU LIKE TO SEE TO ENHANCE CIVIC LEADERSHIP IN LOUISVILLE?

Add a sticky note with your ideas!

COMMUNITY CONNECTIVITY

KEY FACTS

• Of the 16,000 people who commute to Louisville for work **65% drive, 4% take public transit, and 2% walk.**

• Fehr and Peer's transportation assessment of Louisville in 2023 included a focus group focused solely on transportation where participant's **top priorities** for transportation included **bicycle and pedestrian safety and connectivity.**

• **No existing transit options** provide access to the **suburban neighborhoods**, and there is **no transit available in the Colorado Technology Center**, a major employment hub.

THEMES AND FOCUS AREAS

Equity, Diversity, and Inclusion (EDI): Ensuring EDI is an overarching lens on impactful City decisions.

Community Events: City organized events to bring the community together throughout the year.

Community Partnerships: Enhancing relationships between the City and community members to foster collaboration on topics like neighborhood safety and volunteerism (e.g., serving on City boards/commissions, trail restoration works, etc.).

Community Resilience and Adaptation: This may include strategies to address social networks and programs, and the capacity to adapt to economic and social change and respond to natural disasters, with a focus on multi-generational support and underrepresented communities

WHAT STRATEGIES OR ACTIONS WOULD YOU LIKE TO SEE TO ENHANCE COMMUNITY CONNECTIVITY IN LOUISVILLE?

Add a sticky note with your ideas!

ECONOMIC VIBRANCY

KEY FACTS

• Local Louisville businesses capture about **41% of total retail spending** of Louisville residents. This means nearly 60% of Louisville resident retail spending leaves the city.

• The City of Louisville budget relies heavily on retail spending in the form of sales tax. Sales tax revenue accounts for about **40% of the City's overall revenue**. The City's open space programs are **100% funded by sales tax.**

• Of the City's total retail sales in 2022, **47% occurred on McCaslin Boulevard**, 34% occurred on Highway 42, and 15.1% occurred in Downtown Louisville.

THEMES AND FOCUS AREAS

Downtown Vibrancy: This may include strategies to promote a dynamic downtown Louisville such as attraction and retention of a mix of businesses and land uses, pedestrian-friendly streets and active street life, events, public spaces, and catalysts for redevelopment.

Supportive Business Environment: This may include strategies to support the growth and sustainability of businesses along commercial corridors like McCaslin and South Boulder Road while balancing local business, incubators, R&D spaces through workforce retention, business development programs, and initiatives that encourage entrepreneurship and innovation.

Placemaking and Public Realm: This may include strategies to design and enhance communal spaces to be vibrant, accessible, and attractive areas for people to engage in community life and to support local business vibrancy by bringing people to shop, eat, and play in core commercial and mixed use areas.

WHAT STRATEGIES OR ACTIONS WOULD YOU LIKE TO SEE TO ENHANCE ECONOMIC VIBRANCY IN LOUISVILLE?

Add a sticky note with your ideas!

ENVIRONMENTAL SUSTAINABILITY

KEY FACTS

• In 2024, Louisville City Council established several innovative environmental sustainability goals including **100% of the City's electric** needs to be 100% carbon free by 2025 and to achieve **carbon-neutrality by 2050**.

• The City completed a Wildfire Risk Assessment in 2023. This developed **valuable new wildfire hazard and vulnerability information** following the Marshall Fire for public lands in and around Louisville that is aiding decision making.

• The Marshall Fire burned more than **6,000 acres of land** and **destroyed 1,084 homes.**

THEMES AND FOCUS AREAS

Recovery and Resilience: Address natural and human-made disaster preparedness and hazard mitigation. Examples include open space hazard mitigation (e.g., mowing practices to address wildfire risk), strategies to protect private property, and public communications.

Open Space and Habitats: Protect or enhance natural areas including forests, grasslands, wetlands/river corridors, and other undeveloped lands to ensure habitat preservation for biodiversity, environmental health, and providing residents with access to natural landscapes.

Sustainability and Decarbonization: Reduce greenhouse gas emissions including but not limited to renewable energy, electrification of buildings and transportation systems, air quality improvement, energy efficiency measures, water usage and conservation, waste diversion, and the creation of a circular economy.

Equitable Resilience and Adaptation: Develop and implement strategies to support all of Louisville, especially vulnerable and underserved populations, in withstanding and adapting to climate impacts. This includes deploying sustainable infrastructure, implementing nature-based solutions, prioritizing inclusive community engagement, and ensuring access to resources and services that promote environmental justice and social equity.

WHAT STRATEGIES OR ACTIONS WOULD YOU LIKE TO SEE TO ENHANCE ENVIRONMENTAL SUSTAINABILITY IN LOUISVILLE?

Add a sticky note with your ideas!

Scenario A looks at a potential future where current trends continue with minimal intervention or change within the community. Based on these existing trends, jobs will continue increasing, but the population will grow minimally.

How well does this scenario align with your values for the City of Louisville?

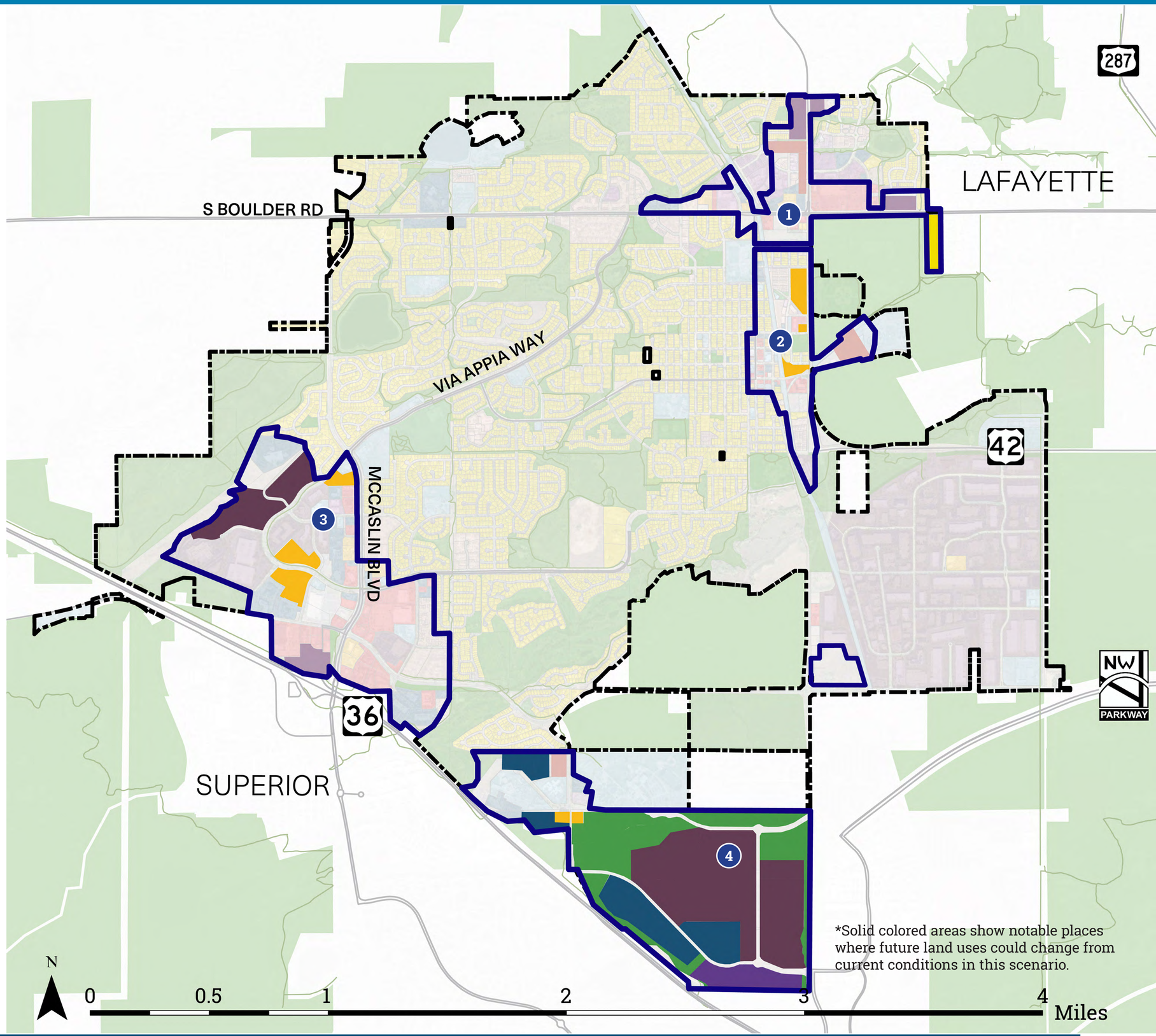
Add a sticky note with your ideas!

LEGEND

- Louisville boundary
- Major road
- Trails
- Opportunity Areas
- 1 South Boulder Road Corridor
- 2 Downtown
- 3 McCaslin Corridor
- 4 Redtail Ridge

Place Types

- Commercial
- Mixed Use Retail
- Low Density Residential (1-10 DU)
- Mid Density Residential (10-20 DU)
- Mixed Use/ Mid Density Residential (20-30 DU)
- Mixed Use Center/ Higher Density Residential (30-40 DU)
- Park/Plaza/Open Space
- Public Use
- Industrial Mixed Use
- Industrial Office/R&D
- Office

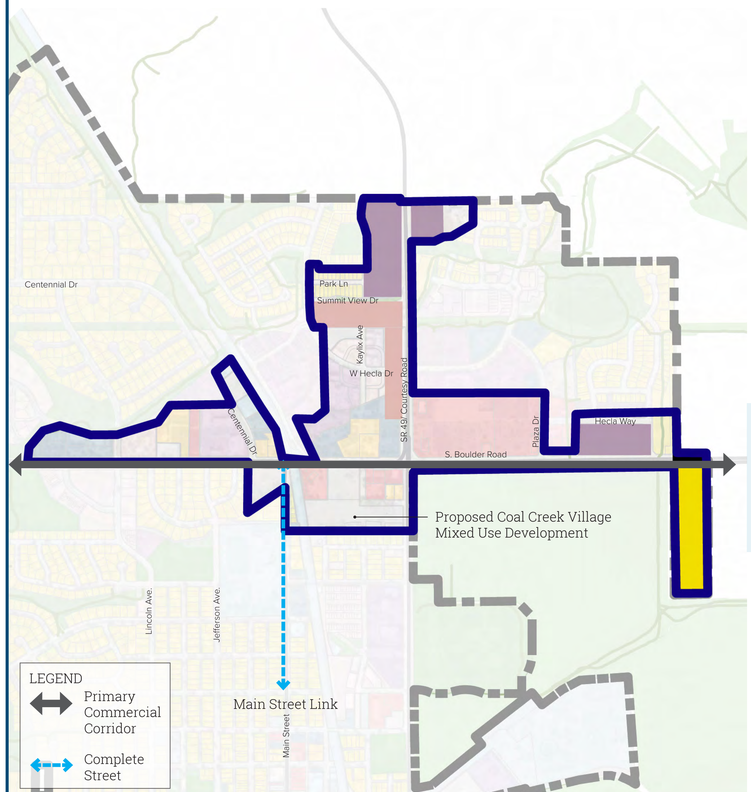


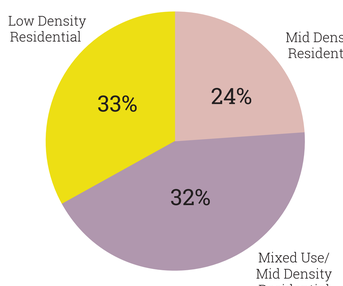
*Solid colored areas show notable places where future land uses could change from current conditions in this scenario.

LOUISVILLE COMPREHENSIVE PLAN

SCENARIO A: STAY THE COURSE

OPPORTUNITY AREA 1: SOUTH BOULDER ROAD CORRIDOR



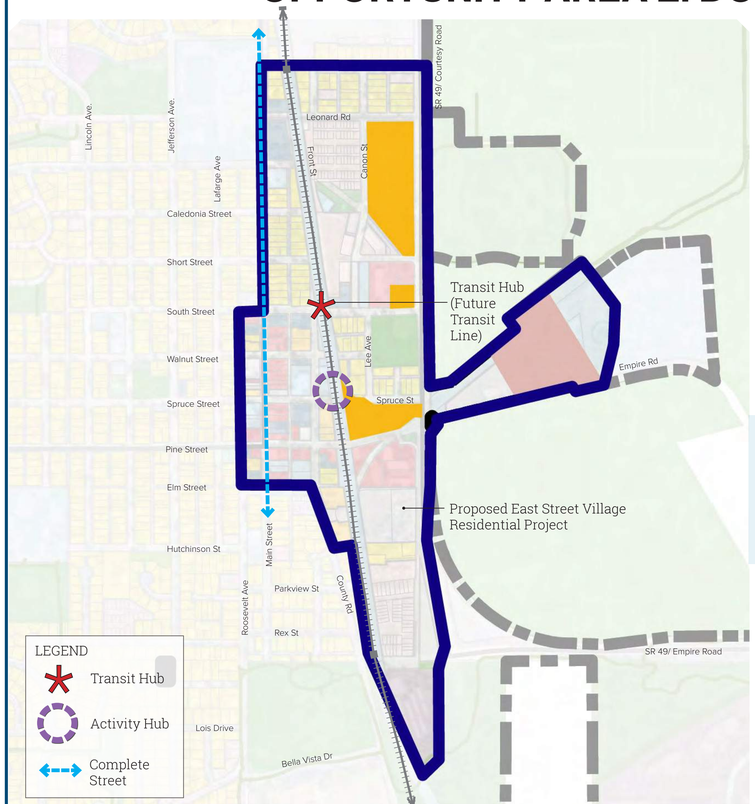


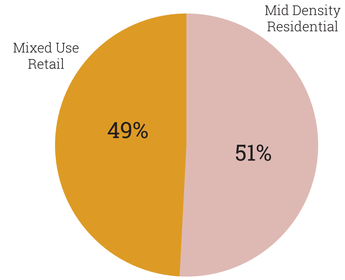
66 jobs created

608 new housing units

- Continuation of adjacent uses.
- Low-density residential infill development.
- Commercial box store, strip retail adjacent to SR 49 and S.Boulder Road.

OPPORTUNITY AREA 2: DOWNTOWN



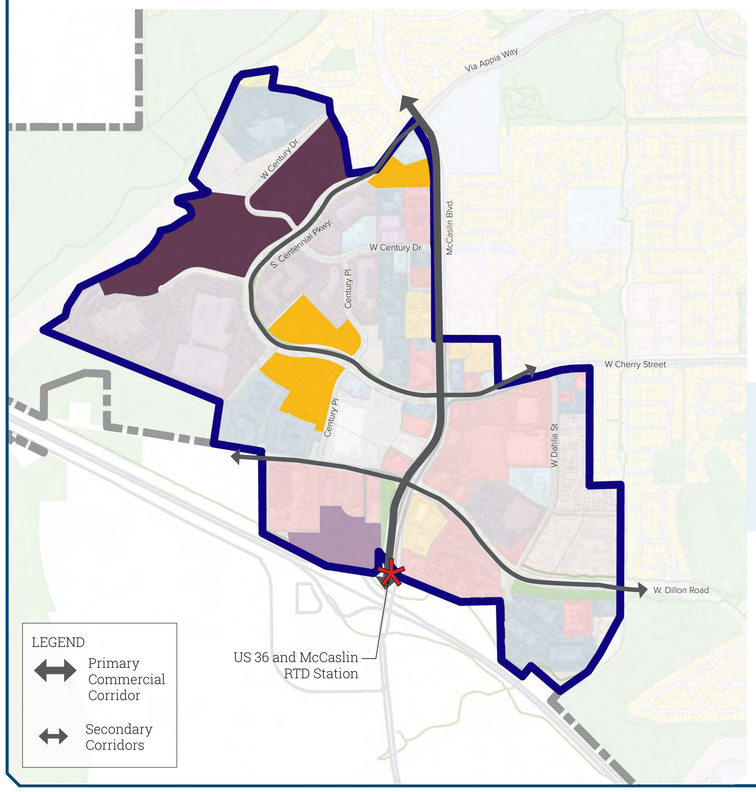


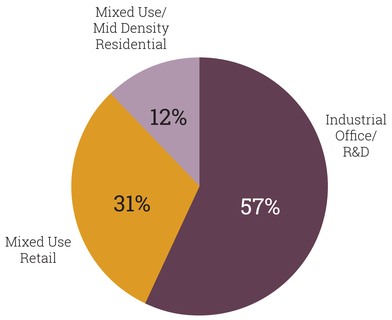
226 jobs created

176 new housing units

- Lower density uses and infill development consistent with existing land use patterns in downtown.
- Maintains current infill development pattern in downtown.
- Slightly increased density adjacent to future transit, consistent with surrounding land uses.

OPPORTUNITY AREA 3: MCCASLIN CORRIDOR



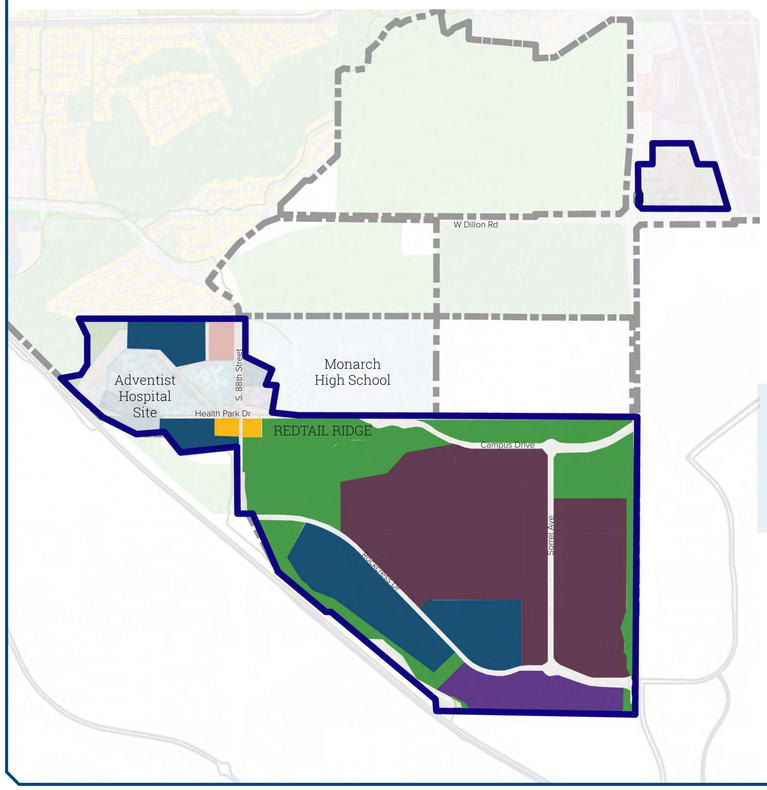


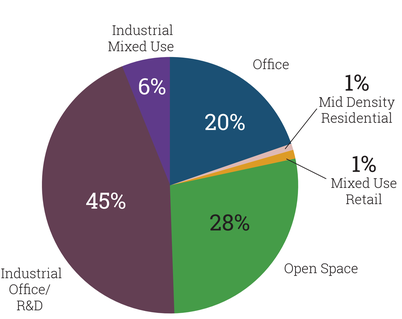
2,330 jobs created

234 new housing units

- Maintains current pattern of office, research and development and business services.
- Commercial corridors remain auto-centric corridor with significant land area dedicated to parking lots.
- Uses remain disconnected, limiting walkabilty and community spaces.

OPPORTUNITY AREA 4: REDTAIL RIDGE





13,659 jobs created

45 new housing units

- Maintains current PUD uses.
- Future Adventist Hospital site.

*Retail Ridge is shown as indicated by the final plat. All future planning is subject to change based on future applications to the City.

LOUISVILLE COMPREHENSIVE PLAN

SCENARIO A: STAY THE COURSE

BASELINE

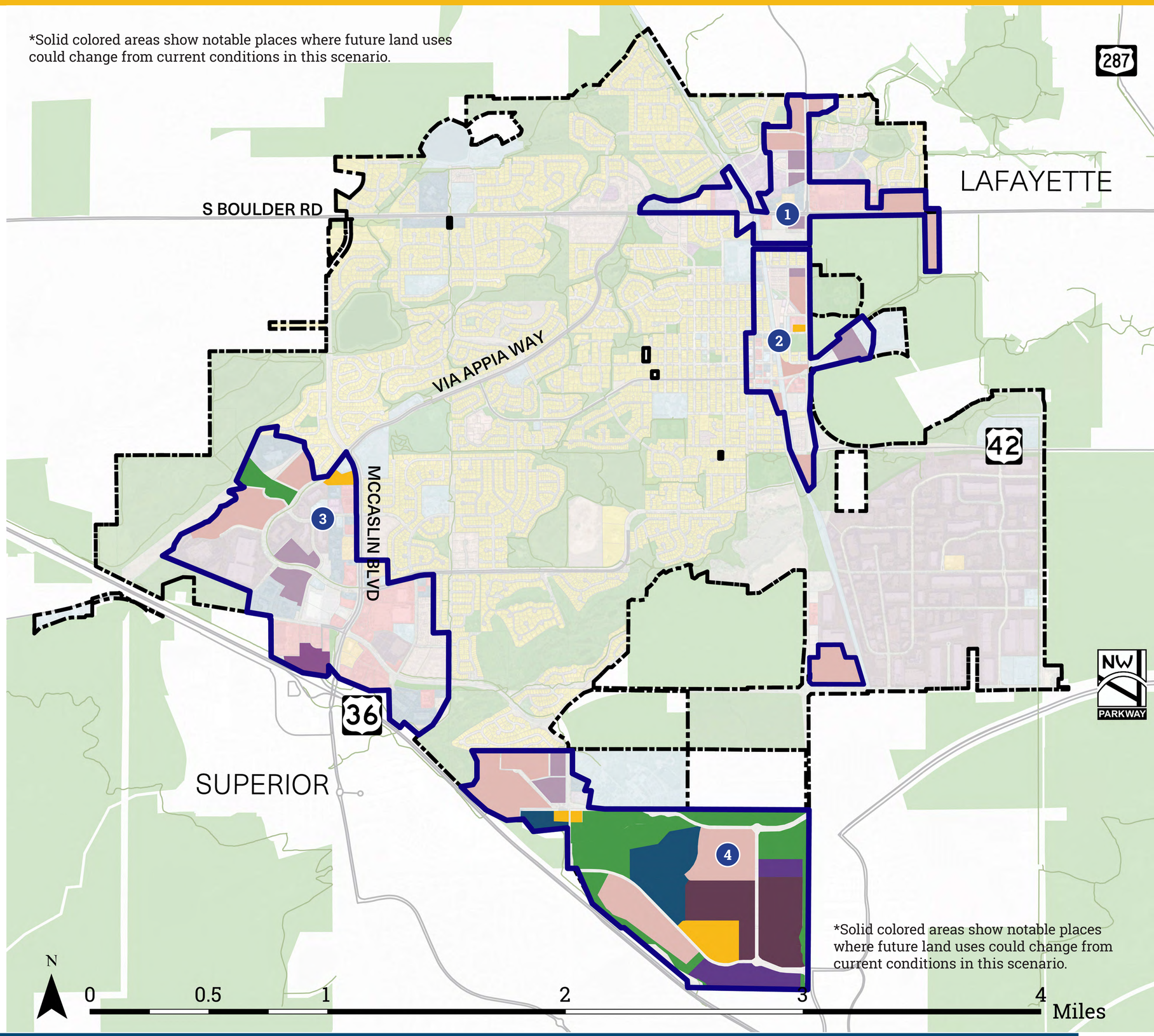
ENGAGELOUISVILLECO.ORG/COMP-PLAN

Scenario B **focuses on economic stability that envisions less commuting as Louisville's job market and housing supply grow, providing affordable housing options for the workforce. Mixed-use commercial centers along McCaslin Blvd and South Boulder Road will focus on retail, while Downtown Louisville will see local commercial growth.**

How well does this scenario align with your values for the City of Louisville?

Add a sticky note with your ideas!

*Solid colored areas show notable places where future land uses could change from current conditions in this scenario.



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LEGEND

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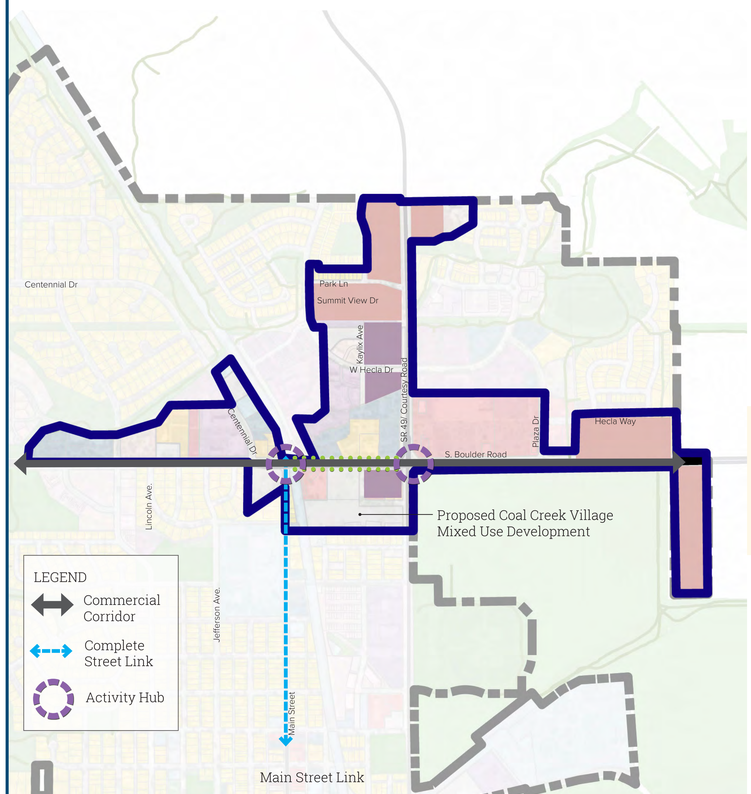
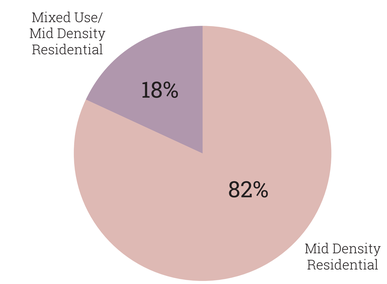
- Park/Plaza/Open Space
- Public Use
- Industrial Mixed Use
- Industrial Office/R&D
- Office

OPPORTUNITY AREA 1: SOUTH BOULDER ROAD CORRIDOR



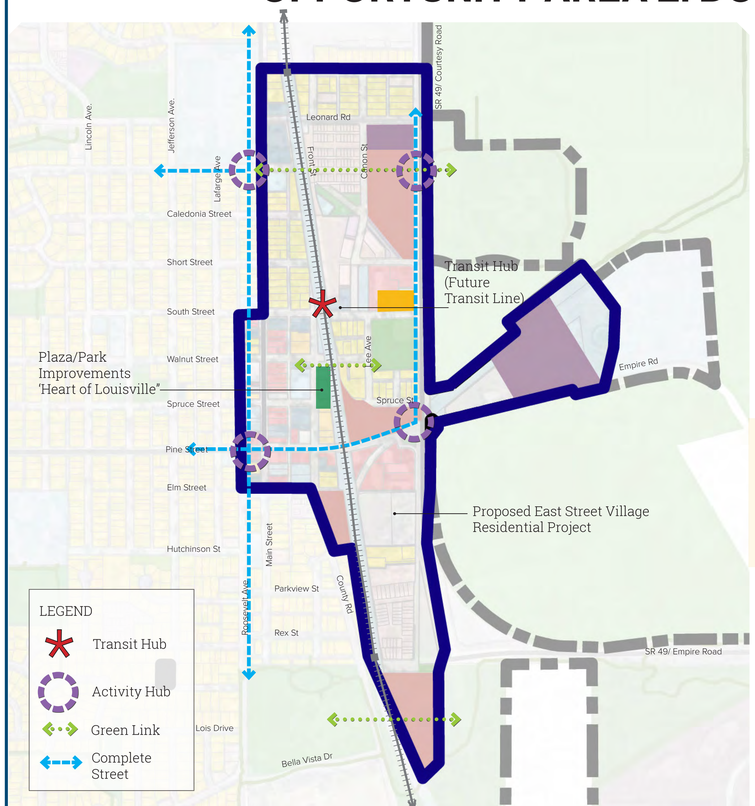


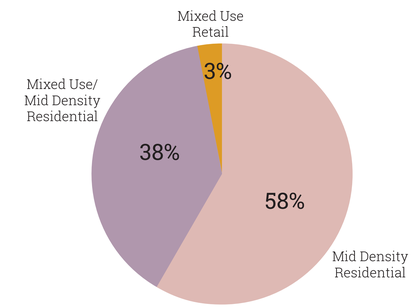
30 jobs created

812 new housing units

- South Boulder Road remains a commercial corridor, but with improved mobility for bikes and pedestrians as well and aesthetic improvements including landscape, wayfinding and identity.
- Trails and Complete Street Links connect to S. Boulder Road.
- Increased retail and commercial is encouraged around Activity Hubs.
- Increased mid-density housing along Hwy. 49 supports localized retail and neighborhood services.

OPPORTUNITY AREA 2: DOWNTOWN



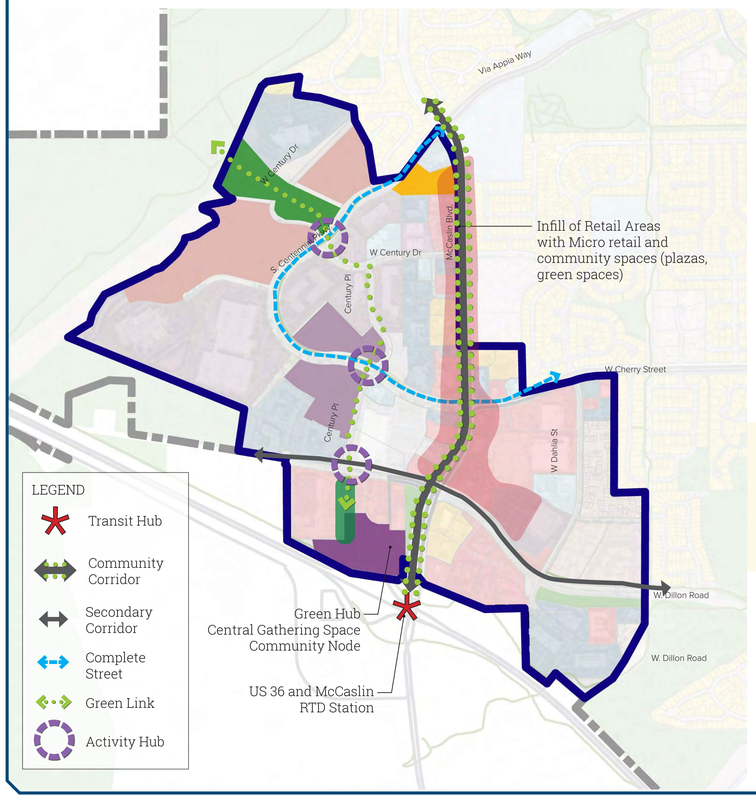


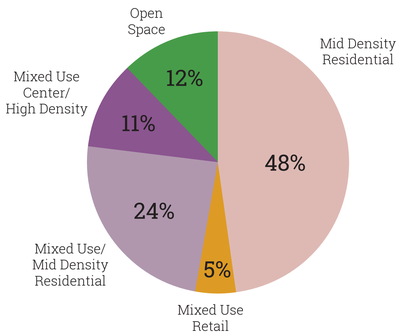
63 jobs created

482 new housing units

- A focus on mid-density housing infill housing brings people to live in downtown and support retail vibrancy.
- A focus on green linkages and community spaces bring people together, promote walkability and gathering.
- The Future Transit Hub serves as a secondary space to Downtown, with mutlimodal connections connecting the community to transit.

OPPORTUNITY AREA 3: MCCASLIN CORRIDOR



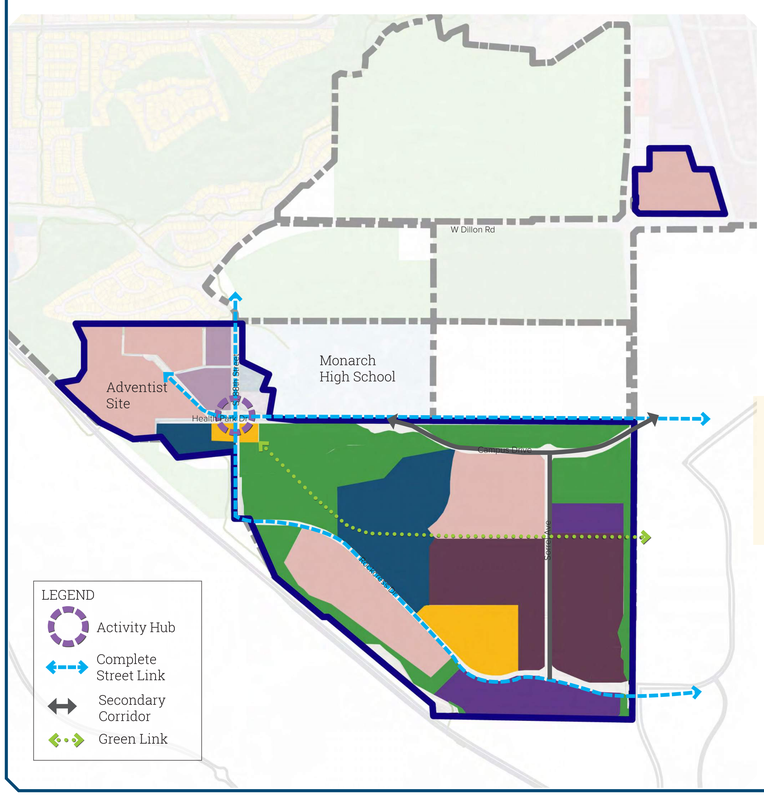


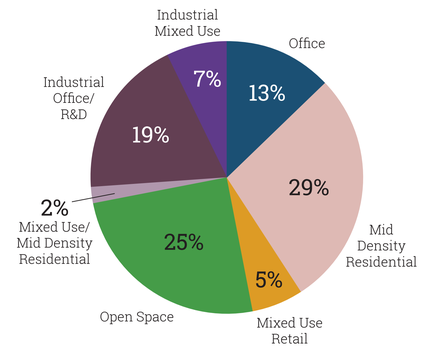
338 jobs created

1,548 new housing units

- Increase mid-density housing to support success of current retail centers, located at neighborhood hubs.
- A central green spine includes mixed use infill and mid-density housing along the greenway.
- The green spine links to a central hub with green gathering spaces, high-density housing, and a mix of uses to support transit riders.
- McCaslin is improved with streetscape, sidewalks/bike lanes, and community identity features such as signage, wayfinding and monumentation.

OPPORTUNITY AREA 4: REDTAIL RIDGE





8,983 jobs created

2,766 new housing units

- Considers increased housing and mixed use development on the Adventist Hospital site to provide support to the Redtail Ridge campus.
- Considers introducing a mix of housing and uses along Campus Drive to buffer industrial and office uses from the High School.
- Considers adding a green network internal to Redtail Ridge to promote multi-modality and access to adjacent open spaces.

*Retail Ridge is shown as indicated by the final plat. All future planning is subject to change based on future applications to the City.

LOUISVILLE COMPREHENSIVE PLAN

SCENARIO B: A HOME FOR EVERYONE

COMMUNITY HUBS AND LINKAGES - FOCUS ON HOUSING

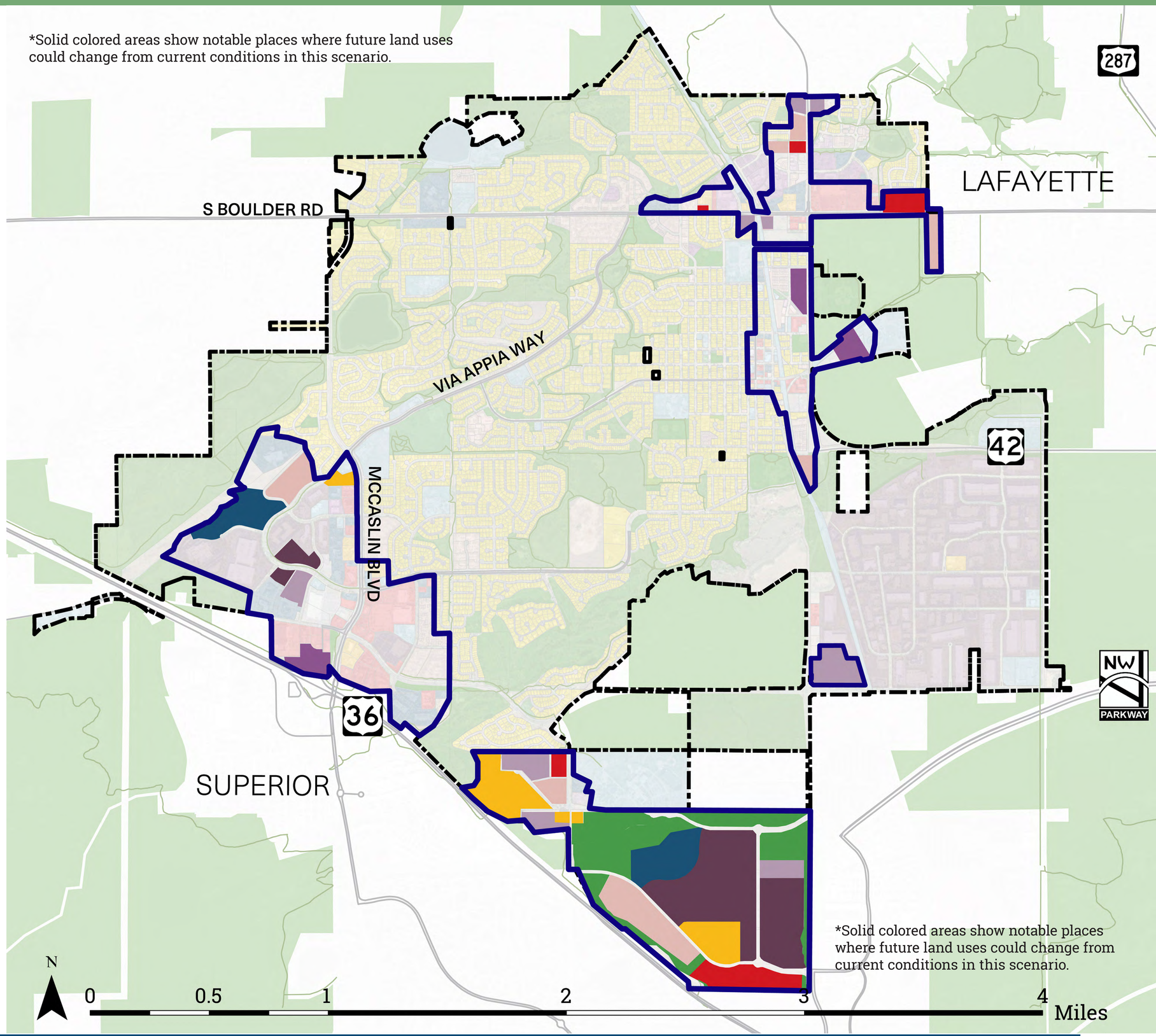
ENGAGELOUISVILLECO.ORG/COMP-PLAN

Scenario C offers a diversity housing types and densities along McCaslin Blvd, Highway 42, and South Boulder Road, encouraging mixed-use districts. It emphasizes Transit-Oriented Development (TOD), missing middle housing, and sees Redtail Ridge as a key area for expanding housing, improving affordability, and attracting younger generations to Louisville.

How well does this scenario align with your values for the City of Louisville?

Add a sticky note with your ideas!

*Solid colored areas show notable places where future land uses could change from current conditions in this scenario.



*Solid colored areas show notable places where future land uses could change from current conditions in this scenario.

LEGEND

- Louisville boundary
- Major road
- Trails
- Opportunity Areas
  1. South Boulder Road Corridor
  2. Downtown
  3. McCaslin Corridor
  4. Redtail Ridge

Place Types

- Commercial
- Mixed Use Retail
- Low Density Residential (1-10 DU)
- Mid Density Residential (10-20 DU)
- Mixed Use/ Mid Density Residential (20-30 DU)
- Mixed Use Center/ Higher Density Residential (30-40 DU)
- Park/Plaza/Open Space
- Public Use
- Industrial Mixed Use
- Industrial Office/R&D
- Office

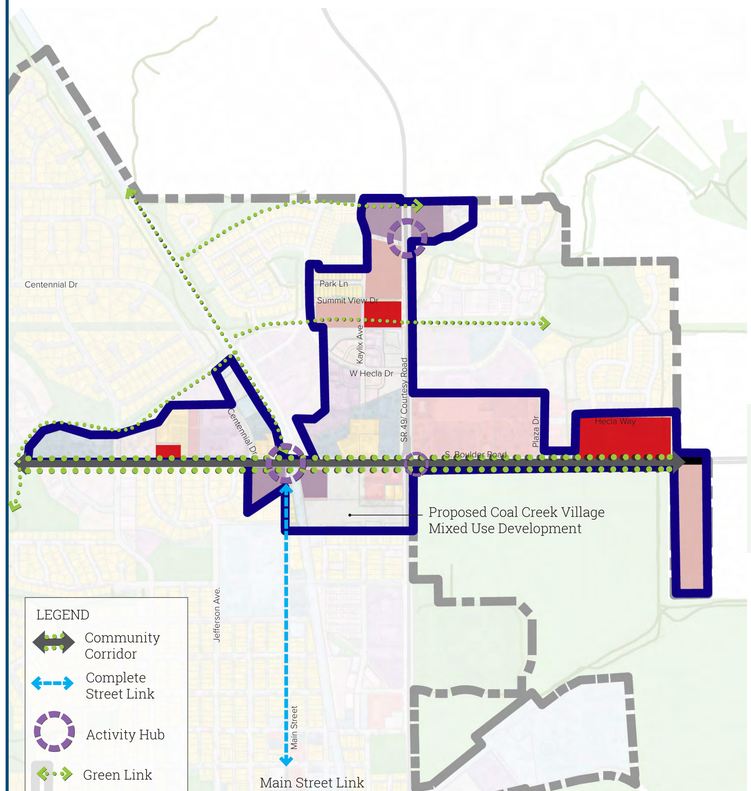
LOUISVILLE COMPREHENSIVE PLAN

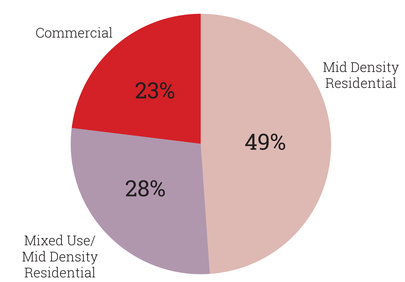
SCENARIO C: LIVE AND WORK IN LOUISVILLE

COMMUNITY CENTERS, INFILL, AND TRANSIT ORIENTED DEVELOPMENT - FOCUS ON DIVERSIFICATION

ENGAGELOUISVILLECO.ORG/COMP-PLAN

OPPORTUNITY AREA 1: SOUTH BOULDER ROAD CORRIDOR



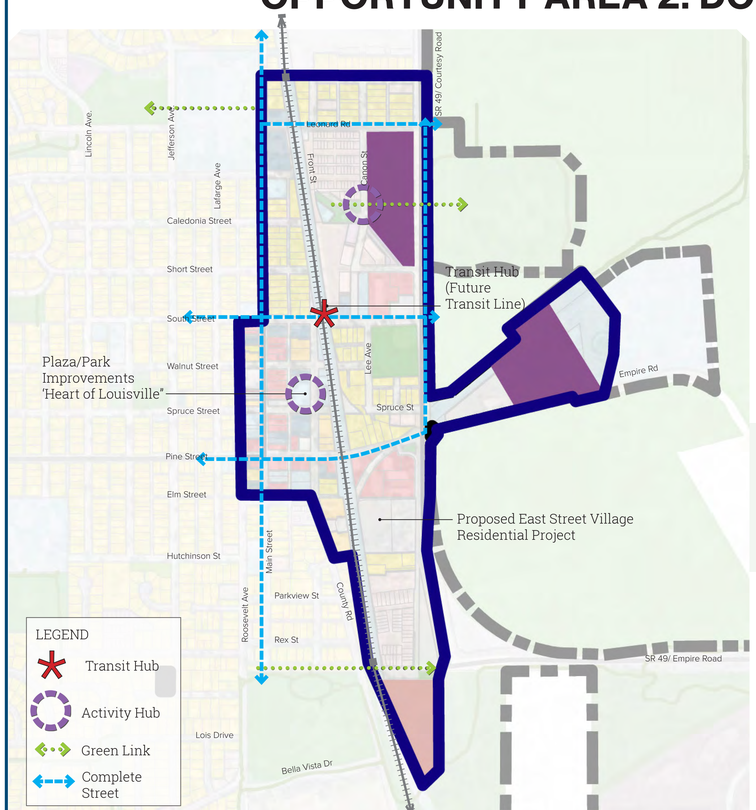


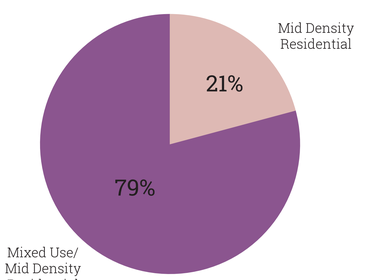
225 jobs created

685 new housing units

- Neighborhood centers with increased density and green linkages to open spaces.
- Commercial infill along South Boulder Road.
- Improvements to South Boulder Road to be more pedestrian and bike friendly.

OPPORTUNITY AREA 2: DOWNTOWN



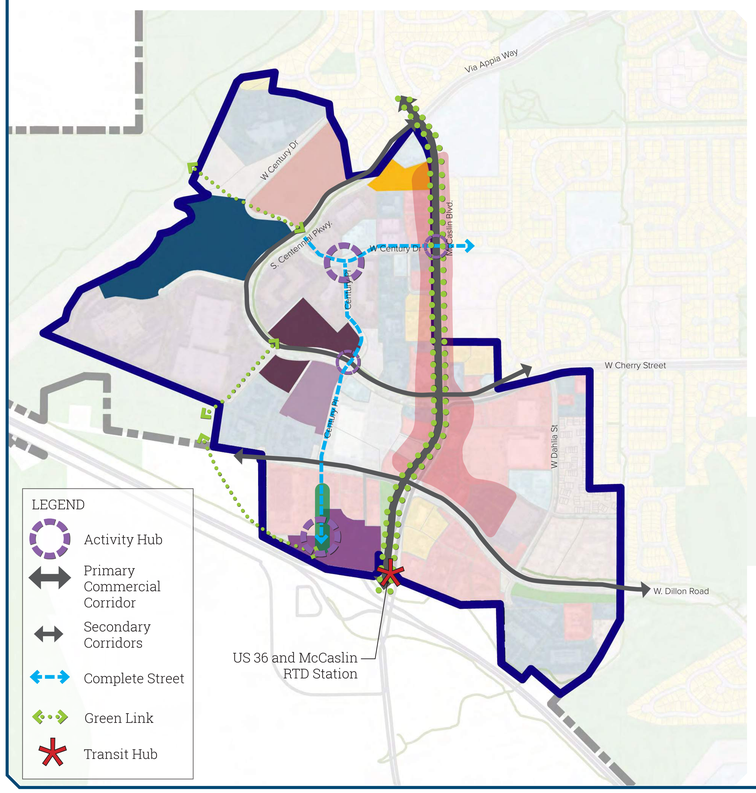


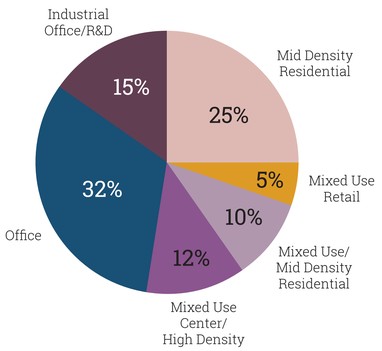
109 jobs created

526 new housing units

- Focuses on density adjacent to Transit Hub.
- Complete Street connections align the primary grid to support walkability.
- Central park/green space in downtown to support events and gathering spaces.

OPPORTUNITY AREA 3: MCCASLIN CORRIDOR



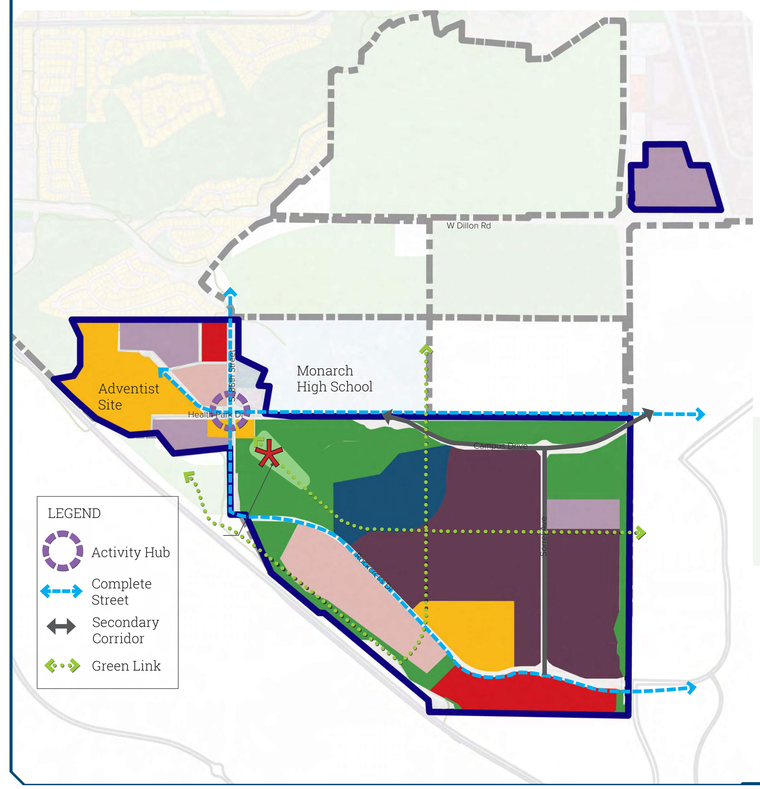


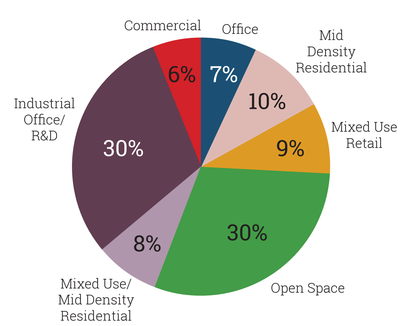
2,971 jobs created

768 new housing units

- Catalyst site explores higher densities and amenities in a Transit Hub, with active retail frontage, community spaces and art.
- Complete Streets connect transit riders to work, with a central spine and mixed use infill.
- McCaslin is improved with streetscape, sidewalks/bike lanes, and community identity features such as signage, wayfinding and monumentation.

OPPORTUNITY AREA 4: REDTAIL RIDGE





10,636 jobs created

1,762 new housing units

- Considers the intersection of 88th Street and Campus Drive as an Activity Hub, providing restaurants, services and goods to hospital-related uses.
- Considers a connection from the Activity Hub through a shared community space to a green network internal to Redtail Ridge.
- Encourages housing adjacent to retail/commercial spaces.

*Retail Ridge is shown as indicated by the final plat. All future planning is subject to change based on future applications to the City.

LOUISVILLE COMPREHENSIVE PLAN

SCENARIO C: LIVE AND WORK IN LOUISVILLE

COMMUNITY CENTERS, INFILL, AND TRANSIT ORIENTED DEVELOPMENT - FOCUS ON DIVERSIFICATION

ENGAGELOUISVILLECO.ORG/COMP-PLAN

CONNECTING WITH COMMUNITY VALUES

Consider how each of the three Scenariso aligns with Louisville's community values.

TELL US YOUR PRFERRED SCENARIO	COMMUNITY CHARACTER	COMMUNITY PLACES	COMMUNITY CONNECTIVITY	ECONOMIC VIBRANCY	ENVIRONMENTAL SUSTAINABILITY
SCENARIO A: STAY THE COURSE Place a dot in the box if this is your preferred scenario!	Maintain slow population growth through continued development of single-family and lower density homes, but may also continue trends of population decline, declining school enrollment, and higher retail vacancies that puts this character at risk.	Current parks, trail systems, recreation amenities are maintained.	More vehicle-oriented travel.	As housing growth remains low, retail is less thriving. Office and Research and Development continues to drive job growth. Minimum growth of good and service businesses without additional population to support retail.	Lower density housing maintains high commutership and reliance on person vehicles, increasing carbon emissions.
SCENARIO B: A HOME FOR EVERYONE Place a dot in the box if this is your preferred scenario!	Increased focus on a mixture of housing types to address housing attainability challenges and offer more options for families and the local workforce. Changes are focused on select areas with densities and building types that are sensitive to existing neighborhood character.	Improve downtown plazas and parks to support more active street life. Opportunity for increased events and gathering.	Increase transportation options with a focus on overall connectivity for walkablity and bikeabilty.	Increase in mid-density housing supports workforce and entry level housing options. This in turn supports neighborhood centers with access to retail, goods and services.	Missing middle and more compact housing choices can support in a reduction of vehicle miles traveled and support and increase to transit connection, decreasing carbon emissions.
SCENARIO C: LIVE AND WORK IN LOUISVILLE Place a dot in the box if this is your preferred scenario!	Focused areas of medium and higher density housing to create vibrant places with retail centers and transit access, increasing proximity to goods and serves while supporting retail vitality and transit options. Changes are focused on select areas with densities and building types	Increase overall parks system, trails and linkages to support new development densities. Ability to support additional programs, services, and events for all ages (from youth to seniors).	Increased transit frequency with higher density housing centers and provide multimodal linkages to access housing and jobs within the community.	Higher-density centers also serve as a hub for jobs and services. With higher employment growth, there is a need to increase housing for all incomes and ages beyond the current gap.	Higher density centers support increased transit, a reduction of commuting and an overall decreasing carbon emissions. Mixed use centers allow for goods and service available by walking or biking to support increased community health and more vibrant places.

HOUSING COMPARISON

Scenario A: Stay the Course
1,150 new housing units

Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
695 units	176 units	234 units	45 units

Scenario B: A Home for Everyone
5,608 new housing units

Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
812 units	482 units	1,548 units	2,766 units

Scenario A: Stay the Course
3,741 new housing units

Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
685 units	526 units	768 units	1,762 units

JOBS CREATION

Scenario A: Stay the Course
3,981 new jobs total

Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
66 jobs	226 jobs	2,330 jobs	13,659 jobs

Scenario B: A Home for Everyone
9,414 new jobs total

Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
30 jobs	63 jobs	338 jobs	8,983 jobs

Scenario C: Live and Work
13,941 new jobs total

Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
225 jobs	109 jobs	2,971 jobs	10,636 jobs

Why did you choose this scenario? Use a sticky note and comment below!

SCENARIO A: STAY THE COURSE

SCENARIO B: A HOME FOR EVERYONE

SCENARIO C: LIVE AND WORK IN LOUISVILLE

Add a dot to let us know what land uses you would like to see more of...less of...

Mixed Use Retail: 3-4 stories,
a mix of retail with some residential or office

More of this....	Just right.	Less of this...

Low Density Residential (1-10 DU):
2 - 2½ stories, only residential

More of this....	Just right.	Less of this...

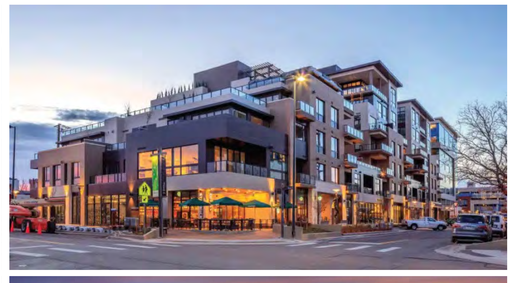
Mid Density Residential (10-20 DU):
Up to 3 stories, only residential

More of this....	Just right.	Less of this...

Mixed Use/Mid Density Res (20-30 DU): up to 3 stories,
residential with some retail or office

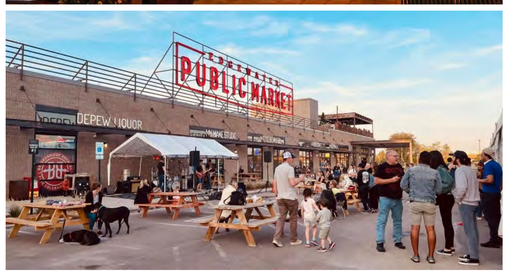
More of this....	Just right.	Less of this...

Mixed Use Center/High Density Res (30-40 DU):
up to 5 stories, residential with some retail or office



More of this....	Just right.	Less of this...

Commercial: 3-4 stories, mostly retail or office



More of this....	Just right.	Less of this...

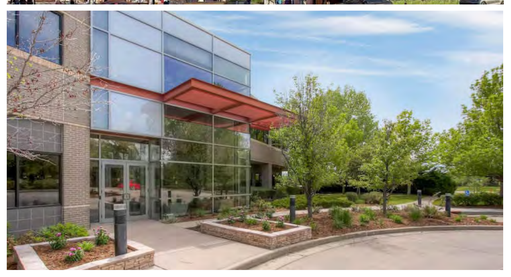
Industrial Mixed Use: 3-4 stories,
light industrial uses with some limited retail or office

More of this....	Just right.	Less of this...

Industrial Office/R&D: 3-4 stories,
Light industrial with office, research, or labs

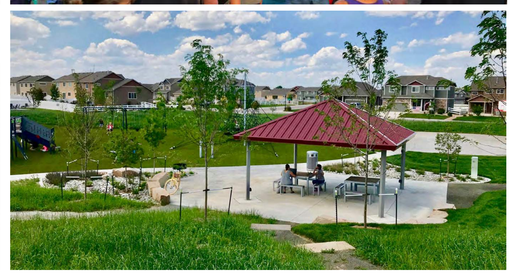
More of this....	Just right.	Less of this...

Office: 3-4 stories, mostly offices



More of this....	Just right.	Less of this...

Park/Plaza/Open Space



More of this....	Just right.	Less of this...

DU = Dwelling Units Per Acre

LOUISVILLE COMPREHENSIVE PLAN

LAND USE CLASSIFICAITON CHARACTER IMAGES

Your Turn!

Use the stickers below to create your own scenario.

	Commercial	3-4 stories, mostly retail or office
	Low Density Residential (1-10 DU)	2 - 2½ stories, only residential
	Mid Density Residential (10-20 DU)	3-4 stories, a mix of retail with some residential or office
	Mixed Use/ Mid Density Residential (20-30 DU)	Up to 3 stories, only residential
	Mixed Use Center/ High Density Res (30-40 DU)	Up to 5 stories, residential with some retail or office
	Industrial Office/ R&D	Light industrial with office, research, or labs
	Industrial Mixed Use	Light industrial uses with some limited retail or office
	Office	3-4 stories, mostly offices
	Park Plaza Open Space	Pocket Parks, Plaza Spaces, Neighborhood Parks

RULE: You may place 1 park per every 200 Units and 2,000 Jobs

How to Play the Game.

Welcome to the Sticker Game! Your participation will help shape the future of Louisville! Follow these steps to create your vision for the future. The objective of the game is to balance the number of housing units and the number of jobs to meet the requirements for a vibrant, resilient, and sustainable Louisville.

Step 1: Review the Map
Familiarize yourself with the map which indicates 4 areas of opportunity to influence future development.

Step 2: Understand the Stickers
Each sticker represents a different type land use. The color and number of jobs or units are shown on the legend on the left. Take a moment to think for yourself and then discuss as a team how you want these areas of the city in the future. Discuss your ideas as before placing your stickers.

Step 3: Place Your Stickers
Place the stickers on the map according to your vision. You can mix and match stickers and place them on the board. You do not need to use all the stickers, but you must meet the minimum number of jobs and units to meet the growth requirements for Louisville.

Step 4: Consider Trade-offs
Remember that there are trade-offs in land use decisions. Consider how less dense housing takes more space and how close housing is to jobs, goods and services. Balance your choices to create a scenario that reflects your priorities for the community's future.

Step 5: Discuss and Adjust
Work as a group to place your stickers. Discuss why you choose certain areas for specific types of development? Be open to feedback and adjustments.

Step 6: Name and Present Your Scenario
Once your group agrees on the final placement, we will present your scenario to the other participants and explain your choices.

How Many Units?

Count the number of UNITS you have and fill in the box.

1,900

Minimum 1,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

1,560

Minimum 10,000 Jobs

Maximum 20,000 Jobs

Name your Idea!

Low Impact Future

Connectivity

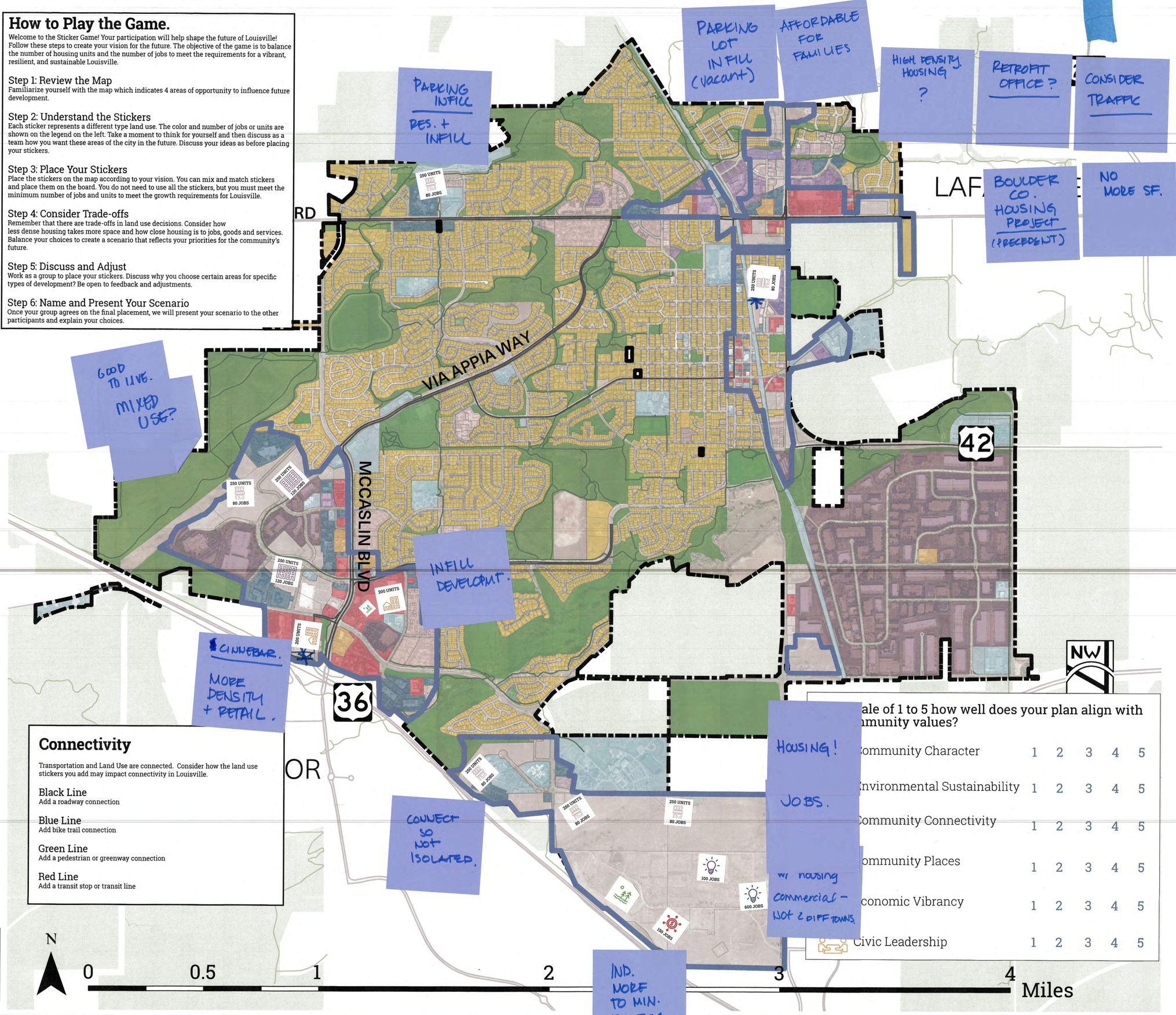
Transportation and Land Use are connected. Consider how the land use stickers you add may impact connectivity in Louisville.

Black Line
Add a roadway connection

Blue Line
Add bike trail connection

Green Line
Add a pedestrian or greenway connection

Red Line
Add a transit stop or transit line



On a scale of 1 to 5 how well does your plan align with community values?

Community Character	1	2	3	4	5
Environmental Sustainability	1	2	3	4	5
Community Connectivity	1	2	3	4	5
Community Places	1	2	3	4	5
Economic Vibrancy	1	2	3	4	5
Civic Leadership	1	2	3	4	5

LOUISVILLE COMPREHENSIVE PLAN

COMMUNITY OPEN HOUSE - STICKER GAME ACTIVITY

ENGAGELOUISVILLECO.ORG/COMP-PLAN

Your Turn!

Use the stickers below to create your own scenario.

Commercial	3-4 stories, mostly retail or office	150 JOBS
Low Density Residential (1-10 DU)	2 - 2½ stories, only residential	100 UNITS
Mid Density Residential (10-20 DU)	3-4 stories, a mix of retail with some residential or office	200 UNITS
Mixed Use/ Mid Density Residential (20-30 DU)	Up to 3 stories, only residential	250 UNITS 80 JOBS
Mixed Use Center/ High Density Res (30-40 DU)	Up to 5 stories, residential with some retail or office	250 UNITS 120 JOBS
Industrial Office/ R&D	Light industrial with office, research, or labs	400 JOBS
Industrial Mixed Use	Light industrial uses with some limited retail or office	100 JOBS
Office	3-4 stories, mostly offices	600 JOBS
Park Plaza Open Space	Pocket Parks, Plaza Spaces, Neighborhood Parks	

RULE: You may place 1 park per every 200 Units and 2,000 Jobs

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Step 3: Place Your Stickers

Place the stickers on the map according to your vision. You can mix and match stickers and place them on the board. You do not need to use all the stickers, but you must meet the minimum number of jobs and units to meet the growth requirements for Louisville.

Step 4: Consider Trade-offs

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Step 6: Name and Present Your Scenario

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How Many Units?

Count the number of UNITS you have and fill in the box.

4900

Minimum 1,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

4810

Minimum 10,000 Jobs

Maximum 20,000 Jobs

Name your Idea!

Targeted Infill with walkable activity centers w/ nod to climate resilience

Connectivity

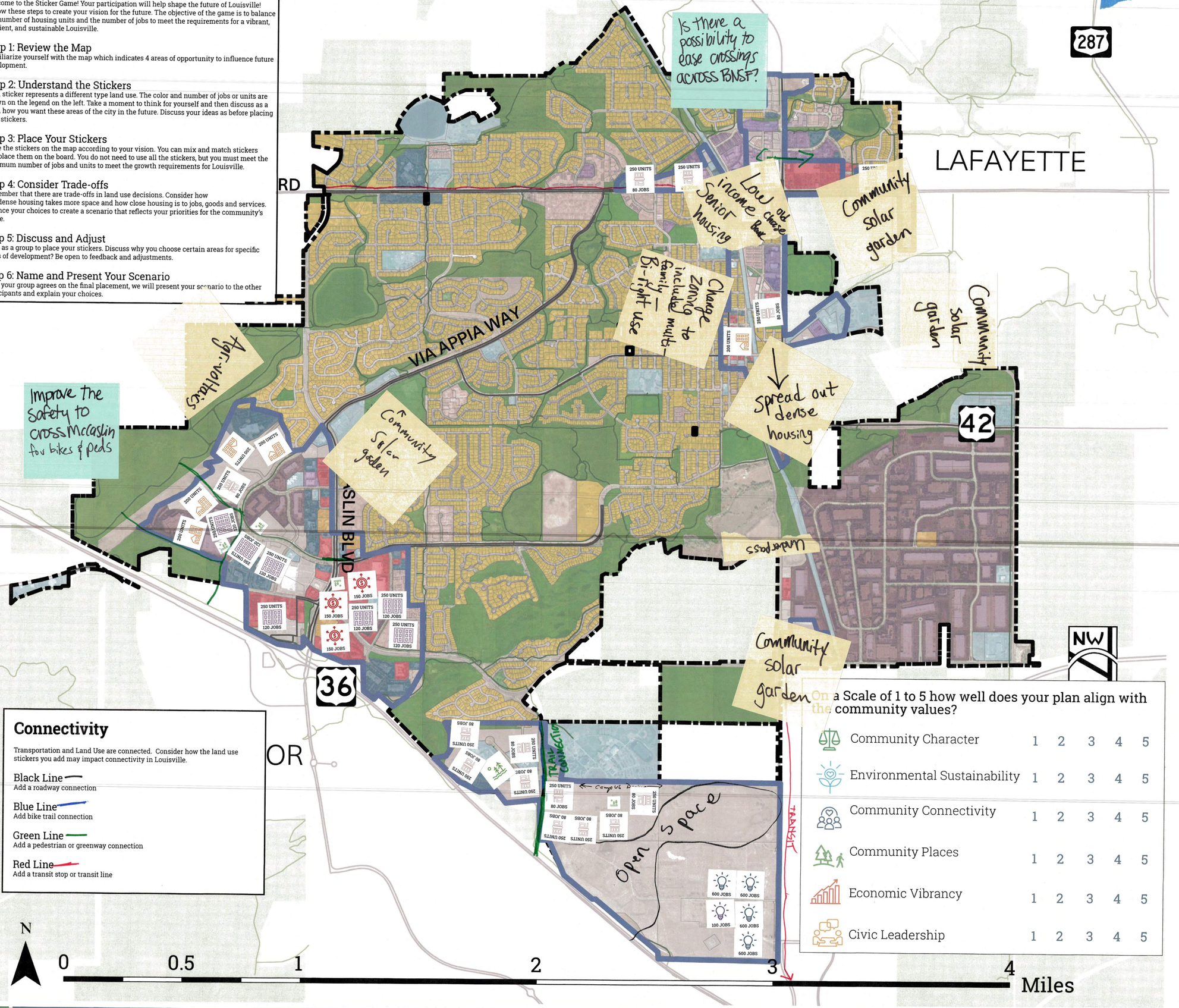
Transportation and Land Use are connected. Consider how the land use stickers you add may impact connectivity in Louisville.

Black Line
Add a roadway connection

Blue Line
Add bike trail connection

Green Line
Add a pedestrian or greenway connection

Red Line
Add a transit stop or transit line



On a Scale of 1 to 5 how well does your plan align with the community values?

Community Character	1	2	3	4	5
Environmental Sustainability	1	2	3	4	5
Community Connectivity	1	2	3	4	5
Community Places	1	2	3	4	5
Economic Vibrancy	1	2	3	4	5
Civic Leadership	1	2	3	4	5

Infill opportunities with context sensitive design

LOUISVILLE COMPREHENSIVE PLAN

COMMUNITY OPEN HOUSE - STICKER GAME ACTIVITY

ENGAGELOUISVILLECO.ORG/COMP-PLAN

Your Turn!

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Commercial	3-4 stories, mostly retail or office	150 JOBS
Low Density Residential (1-10 DU)	2 - 2½ stories, only residential	100 UNITS
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Mixed Use Center/ High Density Res (30-40 DU)	Up to 5 stories, residential with some retail or office	250 UNITS 120 JOBS
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How Many Units?

Count the number of UNITS you have and fill in the box.

1500

Minimum 1,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

3,200

Minimum 10,000 Jobs

Maximum 20,000 Jobs

Name your Idea!

Connectivity

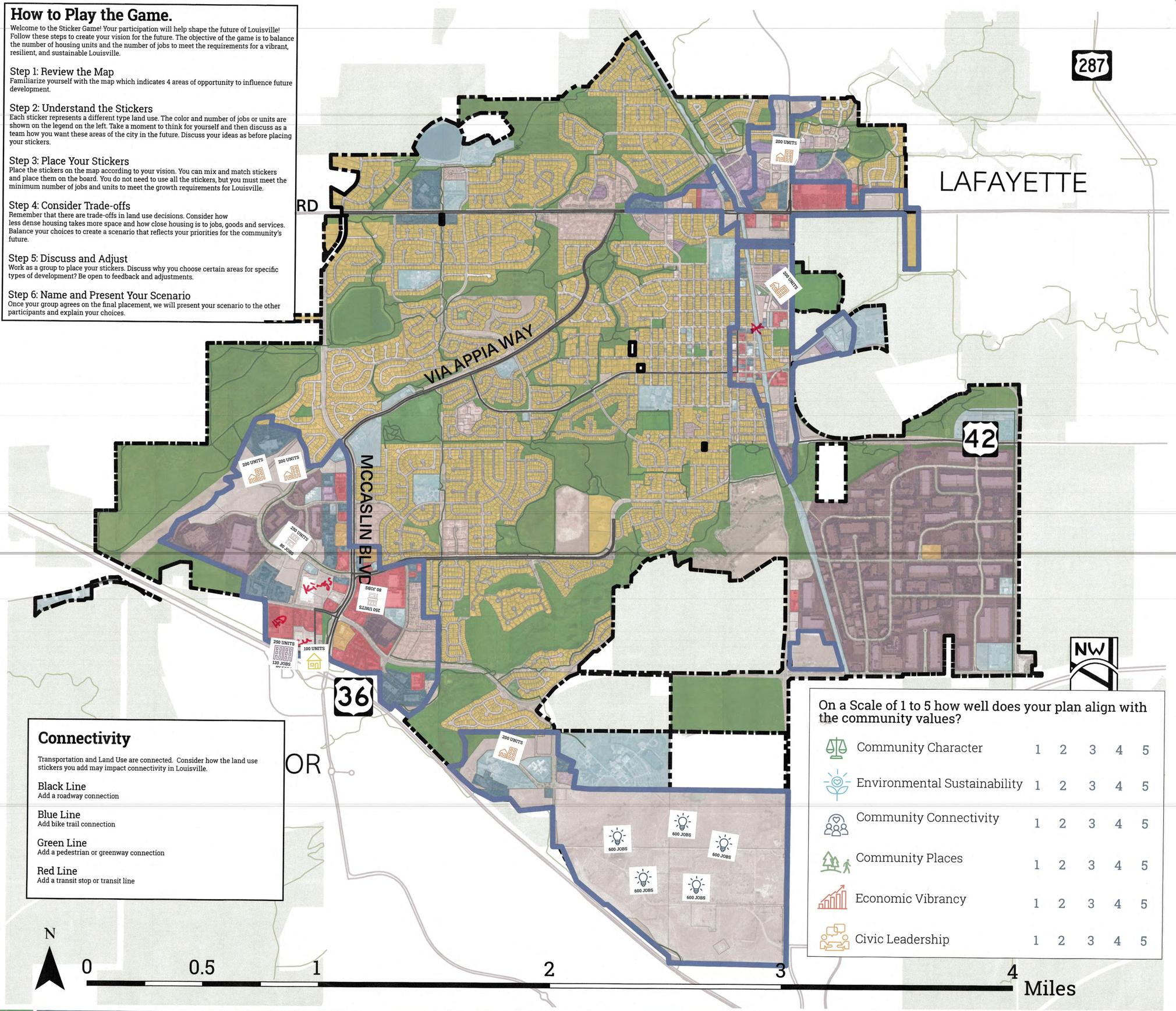
Transportation and Land Use are connected. Consider how the land use stickers you add may impact connectivity in Louisville.

Black Line
Add a roadway connection

Blue Line
Add bike trail connection

Green Line
Add a pedestrian or greenway connection

Red Line
Add a transit stop or transit line



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Community Connectivity	1	2	3	4	5
Community Places	1	2	3	4	5
Economic Vibrancy	1	2	3	4	5
Civic Leadership	1	2	3	4	5

LOUISVILLE COMPREHENSIVE PLAN

COMMUNITY OPEN HOUSE - STICKER GAME ACTIVITY

ENGAGELOUISVILLECO.ORG/COMP-PLAN

Your Turn!

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Commercial	3-4 stories, mostly retail or office	150 JOBS
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Mid Density Residential (10-20 DU) DL 16-20	3-4 stories, a mix of retail with some residential or office	200 UNITS
Mixed Use/ Mid Density Residential (20-30 DU)	Up to 3 stories, only residential	250 UNITS 80 JOBS
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Step 3: Place Your Stickers

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Step 6: Name and Present Your Scenario

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How Many Units?

Count the number of UNITS you have and fill in the box.

2400+

Minimum 1,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

4500

Minimum 10,000 Jobs

Maximum 20,000 Jobs

Name your Idea!

Max Redtail + McCaslin with transit connectivity

Connectivity

Transportation and Land Use are connected. Consider how the land use stickers you add may impact connectivity in Louisville.

- Black Line — Add a roadway connection
- Blue Line — Add bike trail connection
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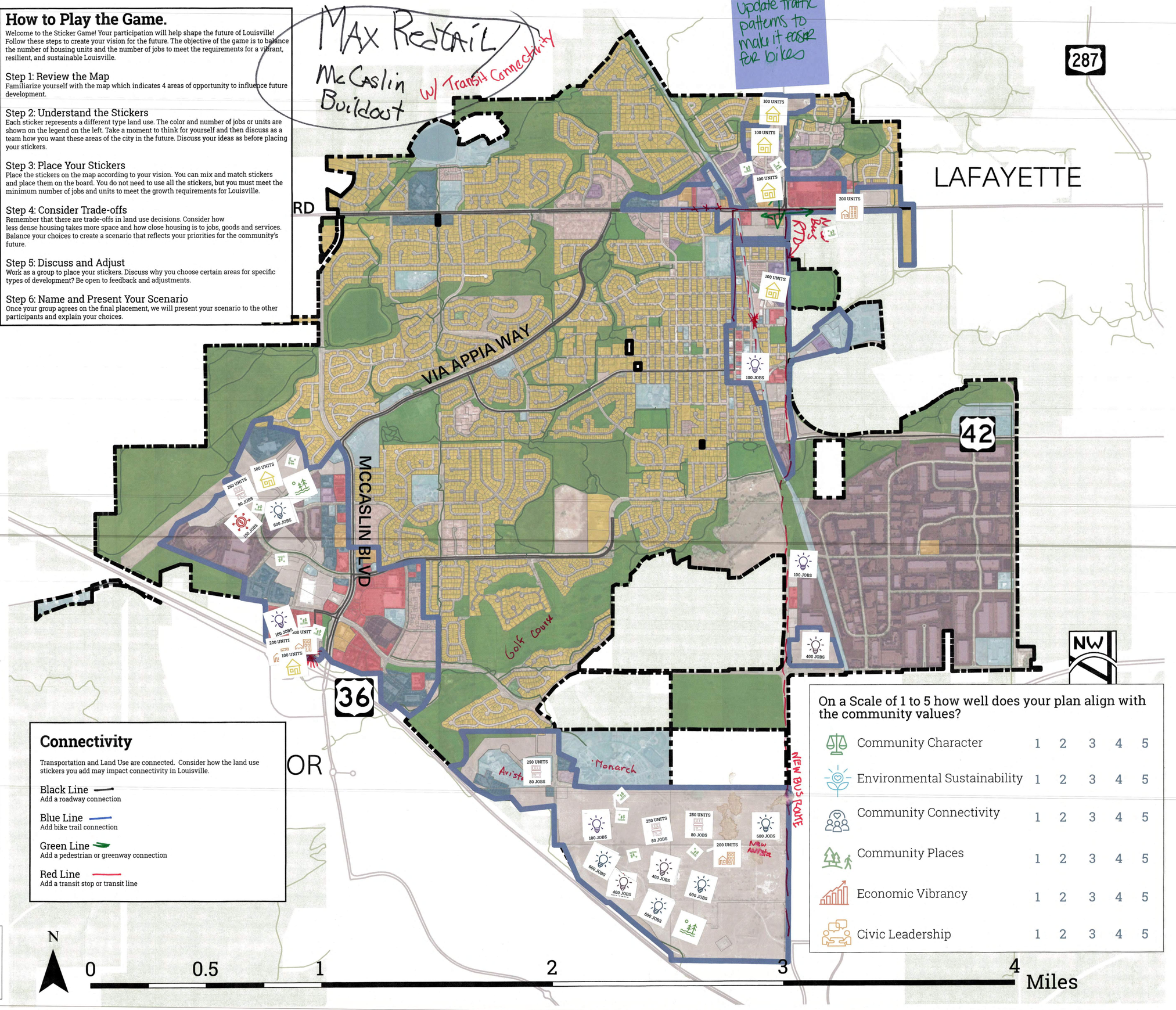

On a Scale of 1 to 5 how well does your plan align with the community values?

Community Character	1	2	3	4	5
Environmental Sustainability	1	2	3	4	5
Community Connectivity	1	2	3	4	5
Community Places	1	2	3	4	5
Economic Vibrancy	1	2	3	4	5
Civic Leadership	1	2	3	4	5

LOUISVILLE

COMMUNITY OPEN HOUSE - STICKER GAME ACTIVITY

Your Turn!

Use the stickers below to create your own scenario.

Commercial	3-4 stories, mostly retail or office	150 JOBS
Low Density Residential (1-10 DU)	2 - 2½ stories, only residential	100 UNITS
Mid Density Residential (10-20 DU)	3-4 stories, a mix of retail with some residential or office	200 UNITS
Mixed Use/ Mid Density Residential (20-30 DU)	Up to 3 stories, only residential	250 UNITS 80 JOBS
Mixed Use Center/ High Density Res (30-40 DU)	Up to 5 stories, residential with some retail or office	250 UNITS 120 JOBS
Industrial Office/ R&D	Light industrial with office, research, or labs	400 JOBS
Industrial Mixed Use	Light industrial uses with some limited retail or office	100 JOBS
Office	3-4 stories, mostly offices	600 JOBS
Park Plaza Open Space	Pocket Parks, Plaza Spaces, Neighborhood Parks	

RULE: You may place 1 park per every 200 Units and 2,000 Jobs

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Step 6: Name and Pr

Once your group agrees on the nt your sc participants and explain your choices.

PROSPECT PARK (Longmont)

ENSURE 12% INCLUSIONARY.

LOOK AT 3 STORY LIMIT (KESTREL).

SUSTAINABILITY + EQUITY W/ HIGHER DENSITY HOUSING.

E BIKES

SOMETHING LIKE KESTREL BEHIND LOWES

VACANT HOUSING?

↓ 4 000

THISTLE DEVELOPMENT AFFORDABLE HOUSING ↑# UNITS

INCENTIVES FOR RENTS IN DOWNTOWN.

HOUSING?

MIXED USE ↑ DENSITY

HOUSING?

LAFAYETTE

VIA APPIA WAY

MC

287

42

36

NW

OR

How Many Units?

Count the number of UNITS you have and fill in the box.

2 000 UNITS.

Minimum 2,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

Minimum 10,000 Jobs

Maximum 20,000 Jobs

Name your Idea!

EMPHASIS ON MCCASLIN + AFFORDABILTY

Connectivity

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Black Line
Add a roadway connection

Blue Line
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Green Line
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Red Line
Add a transit stop or transit line

N

0 0.5 1 2 3 4 Miles

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LOUISVILLE COMPREHENSIVE PLAN

COMMUNITY OPEN HOUSE - STICKER GAME ACTIVITY

ENGAGELOUISVILLECO.ORG/COMP-PLAN

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would like to see guidelines for building types + design quality is equally important!

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How Many Units?

Count the number of UNITS you have and fill in the box.

1,900

Minimum 1,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

2,880

How was the # of Jobs Determined

Minim

Maxim um 20,000 Jobs

Name your Idea!

Bucolic Louisville

Connectivity

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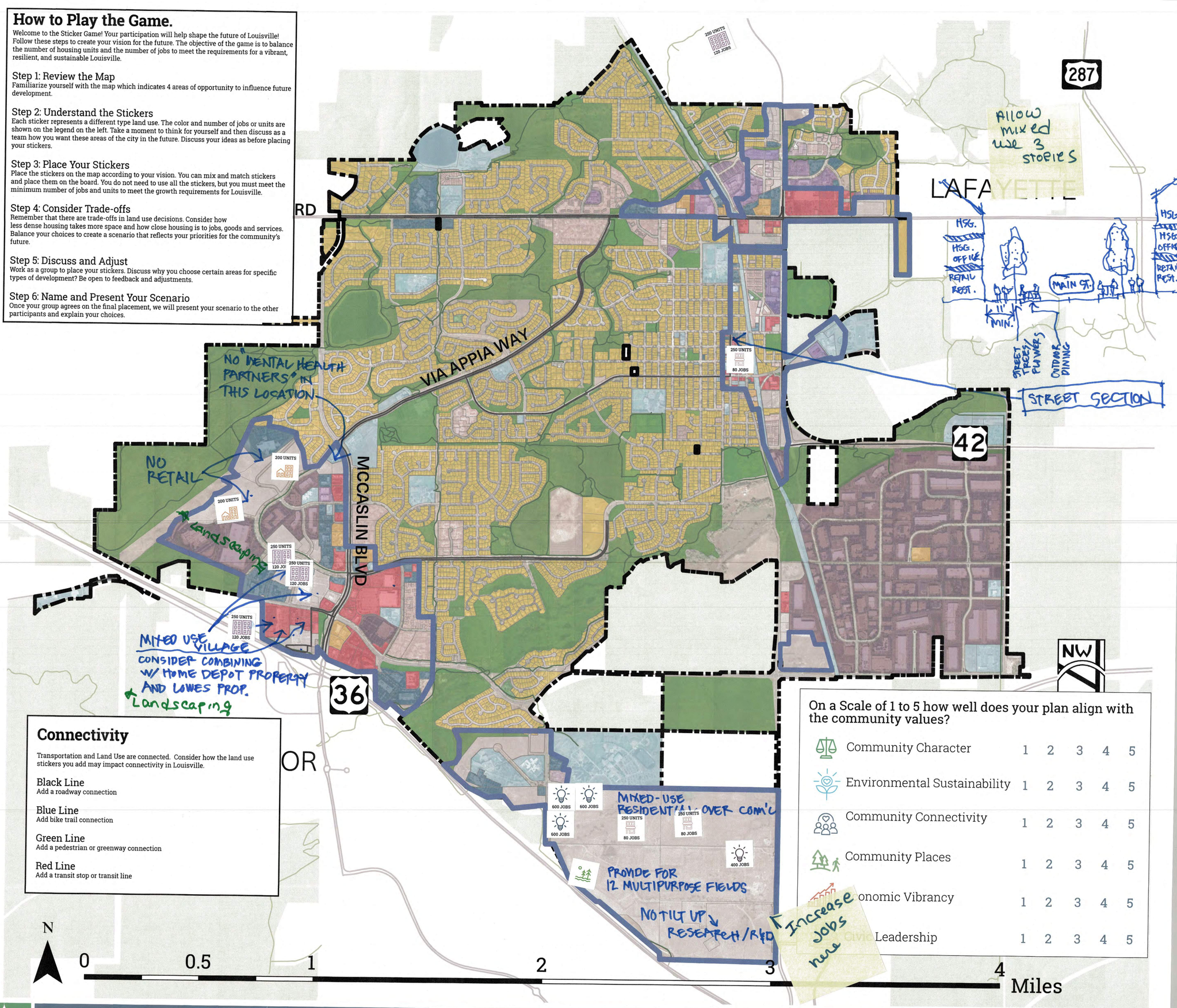

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Leadership	1	2	3	4	5

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How Many Units?

Count the number of UNITS you have and fill in the box.

4350

Minimum 1,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

2720

Minimum 10,000 Jobs

Maximum 20,000 Jobs

Name your Idea!

Impossible Dream

Connectivity

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Black Line
Add a roadway connection

Blue Line
Add bike trail connection

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Add a pedestrian or greenway connection

Red Line
Add a transit stop or transit line

MIXED USE DEVELOPMENT TO RE-DO EXISTING COMMERCIAL SPACE NEXT TO HUNTERS RIDGE

MAINTAIN THE OPEN SPACE WE HAVE!!

DENSITY - SOFT INCREASES WITH ADUS

PUBLIC TRANSIT OPPORTUNITIES FOR CTC

HOUSING TO ACCOMMODATE CU STUDENT/FACULTY 1 ↑ GRAD

OPPORTUNITY AROUND REDEVELOPMENT OF HOSPITAL

COMMERCIAL SPACE TO SUPPORT SCHOOLS

NEW TRANSIT ALONG DILLON

DONT NEED MORE SINGLE FAMILY HOMES

OPEN SPACE

HIGH TECH DEVELOPMENT

TRAFFIC ISSUES WITH HOUSING IN RENTAL RIDGE

LAFAYETTE

VIA APPIA WAY

MCCASLIN BL

287

42

36

NW

N

0 0.5 1 2 3 4 Miles

On a scale of 1 to 5 how well does your plan align with community values?

Community Character	1	2	3	4	5
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LOUISVILLE

COMMUNITY OPEN HOUSE - STICKER GAME ACTIVITY

ENGAGELOUISVILLECO.ORG/COMP-PLAN

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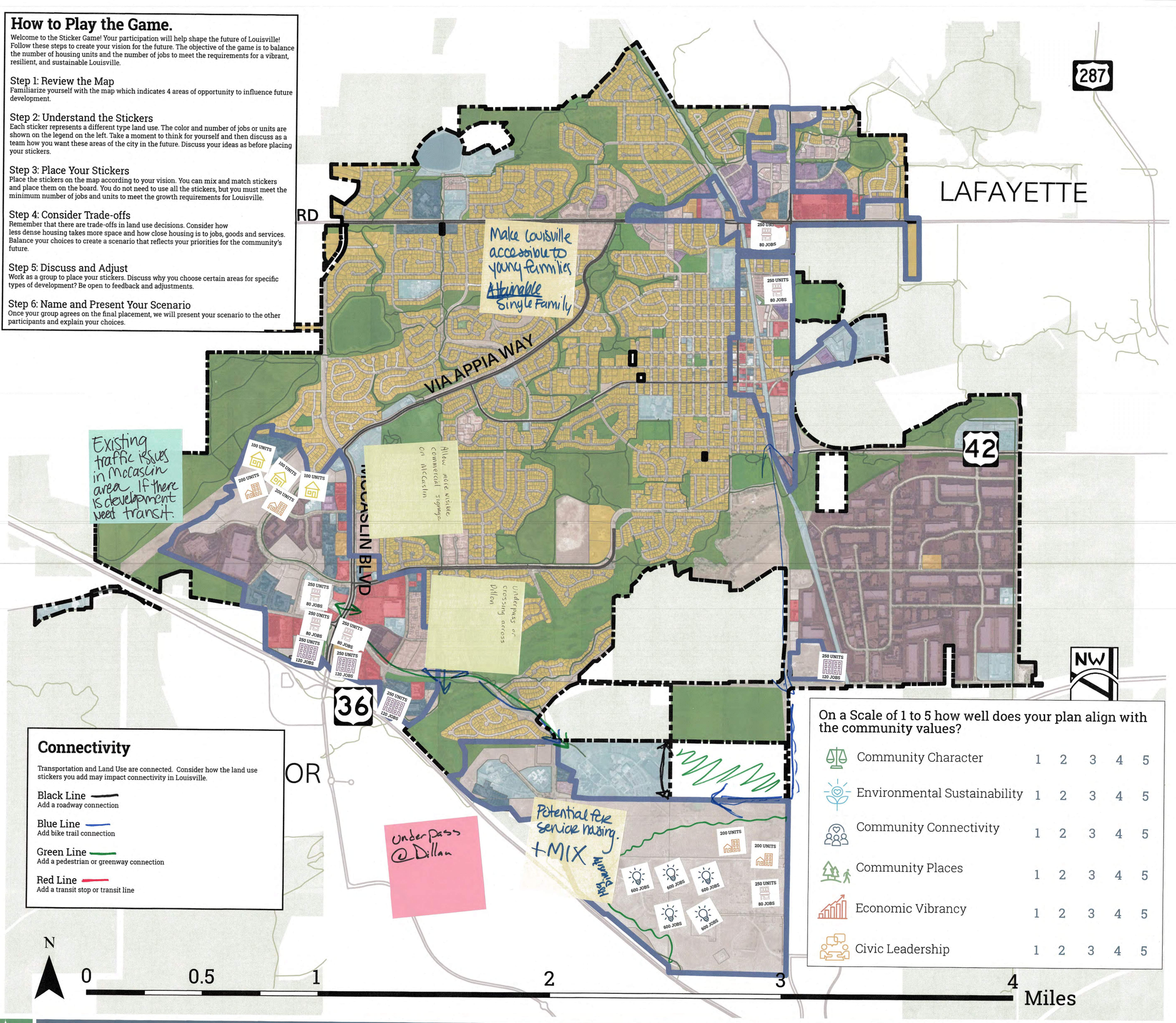

How Many Units?

Count the number of UNITS you have and fill in the box.

2,800

Minimum 1,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

3,880

Minimum 10,000 Jobs

Maximum 20,000 Jobs

Name your Idea!

Living the Dream

Connectivity

Transportation and Land Use are connected. Consider how the land use stickers you add may impact connectivity in Louisville.

- Black Line — Add a roadway connection
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- Red Line — Add a transit stop or transit line

On a Scale of 1 to 5 how well does your plan align with the community values?

Community Character	1	2	3	4	5
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LOUISVILLE COMPREHENSIVE PLAN

COMMUNITY OPEN HOUSE - STICKER GAME ACTIVITY

ENGAGELOUISVILLECO.ORG/COMP-PLAN

Your Turn

Use the stickers below to create your own scenario.

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	Office	3-4 stories, mostly offices
	Park Plaza Open Space	Pocket Parks, Plaza Spaces, Neighborhood Parks

RULE: You may place 1 park per every 200 Units and 2,000 Jobs

How Many Units?

Count the number of UNITS you have and fill in the box.

2,000

Minimum 1,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

700

Minimum 10,000 Jobs

Maximum 20,000 Jobs

Name your Idea!

the Two thousand House fish plan

How to Play

Welcome to the ... Follow these st... the number of ... resilient, and su...

Step 1: Rev...

Familiarize you... development.

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Transit

Traffic concerns.

♡ PARKS. Walk to school.

NO MORE SINGLE FAMILY.

MORE CONNECTION W/ RTD + SUPERIOR FLEX RIDE.

Viability of Retail

Senior housing OR 1 level design.

LAFAYETTE

♡ gathering 'vibe'

VIA APPIA WAY

MCCASLIN BLVD

LAFAYETTE OPEN SPACE

MF

TOWNHOME CONDO BY TRANSIT. (FLEX RIDE).

BUS!

Restaurants / entertainment.

UNDERPASS

SOCCAR MULTI-PURPOSE

Senior Housing

HOUSING Accessible Affordable

Attached to open spa... Be intentional.

HOSPITAL

287

42

36

NW

Connectivity

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Black Line
Add a roadway connection

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N

0 0.5 1 2 3 4 Miles

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COMMUNITY OPEN HOUSE - STICKER GAME ACTIVITY

ENGAGELOUISVILLECO.ORG/COMP-PLAN

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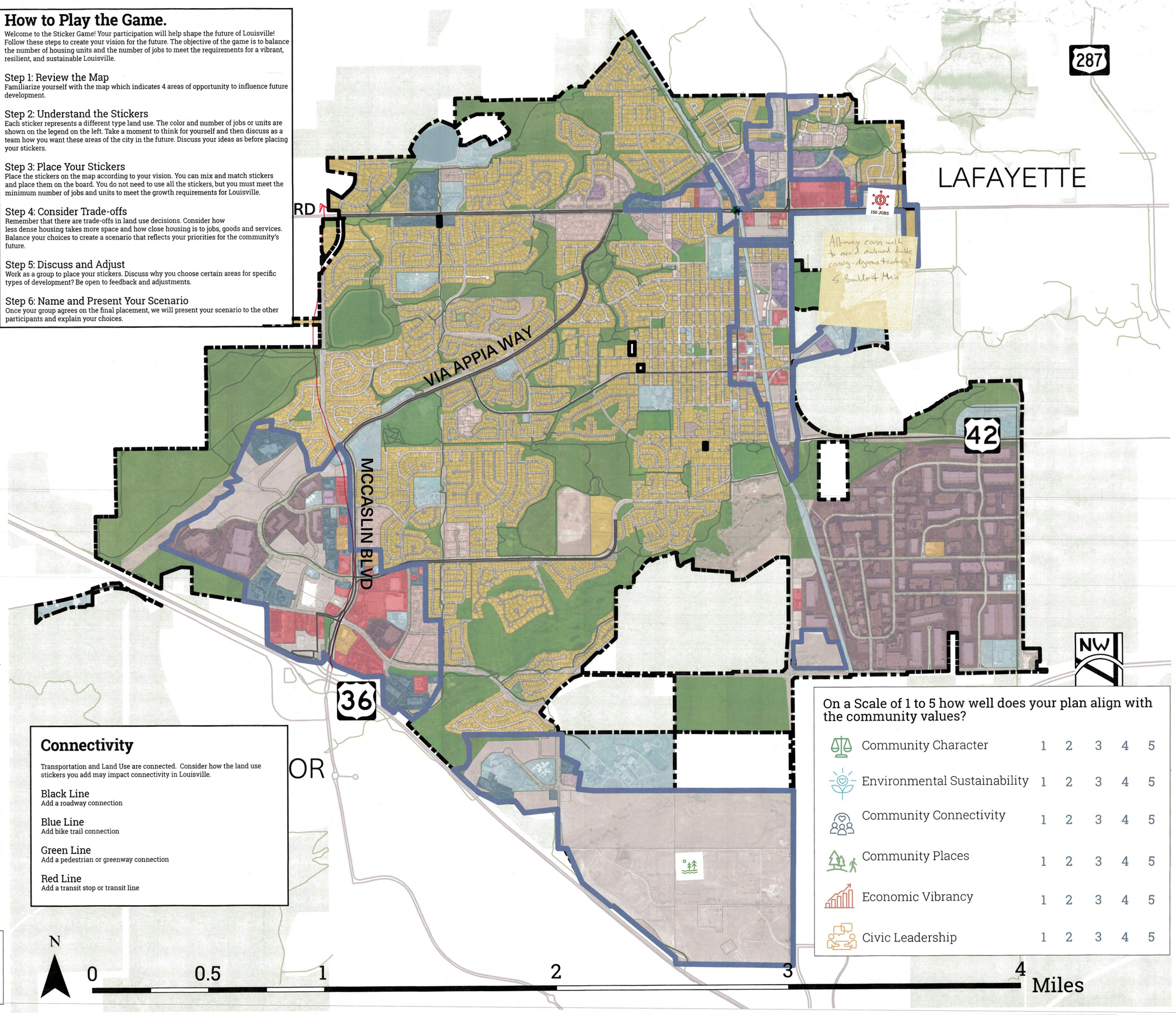

How Many Units?

Count the number of UNITS you have and fill in the box.

Minimum 1,000 Units

Maximum 5,000 Units

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LOUISVILLE

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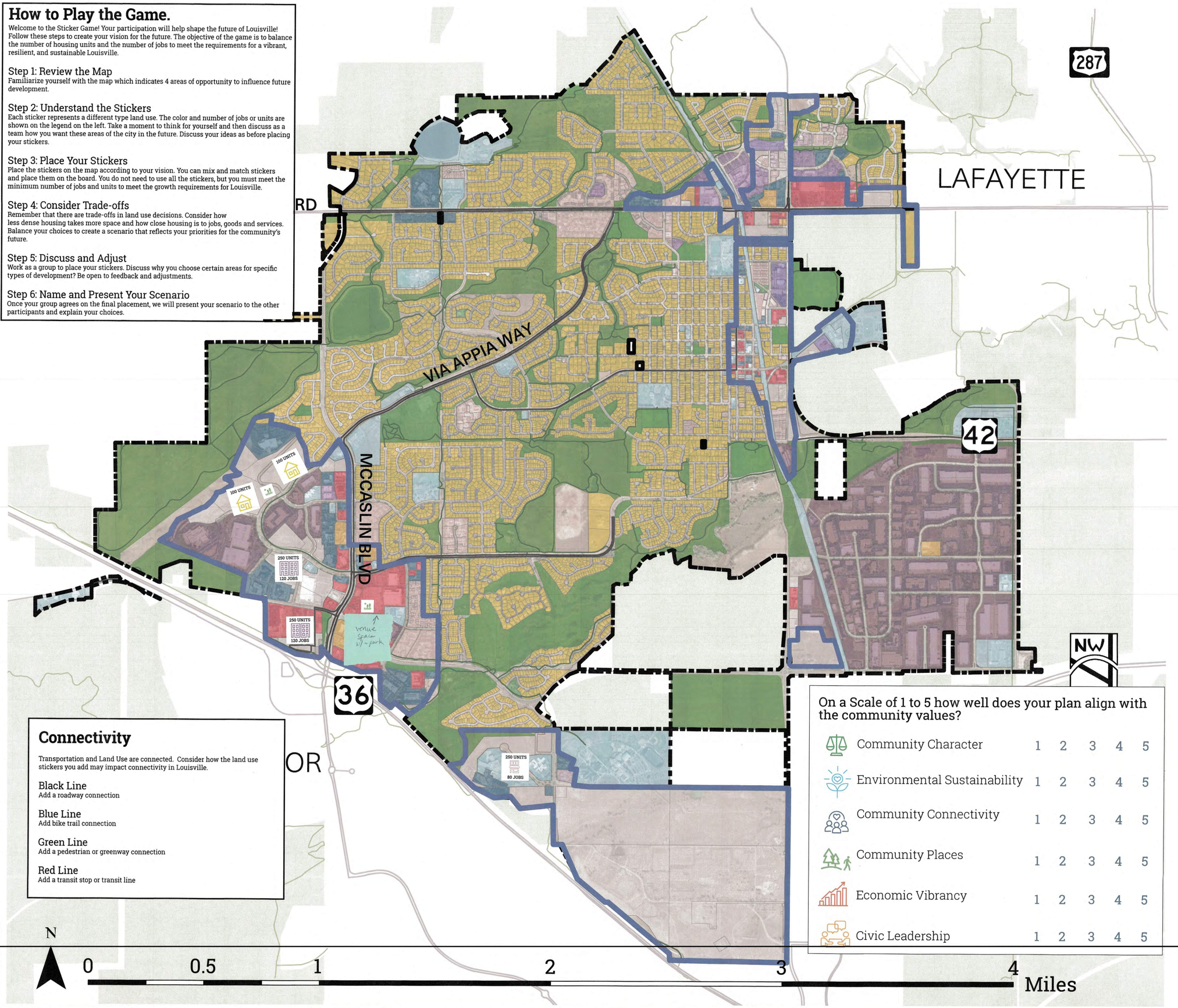

How Many Units?

Count the number of UNITS you have and fill in the box.

Minimum 1,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

Minimum 10,000 Jobs

Maximum 20,000 Jobs

Name your Idea!

Connectivity

Transportation and Land Use are connected. Consider how the land use stickers you add may impact connectivity in Louisville.

Black Line
Add a roadway connection

Blue Line
Add bike trail connection

Green Line
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Red Line
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On a Scale of 1 to 5 how well does your plan align with the community values?

Community Character	1	2	3	4	5
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LOUISVILLE COMPREHENSIVE PLAN

COMMUNITY OPEN HOUSE - STICKER GAME ACTIVITY

ENGAGELOUISVILLECO.ORG/COMP-PL

Your Turn!

Use the stickers below to create your own scenario.

Commercial	3-4 stories, mostly retail or office	150 JOBS
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RULE: You may place 1 park per every 200 Units and 2,000 Jobs

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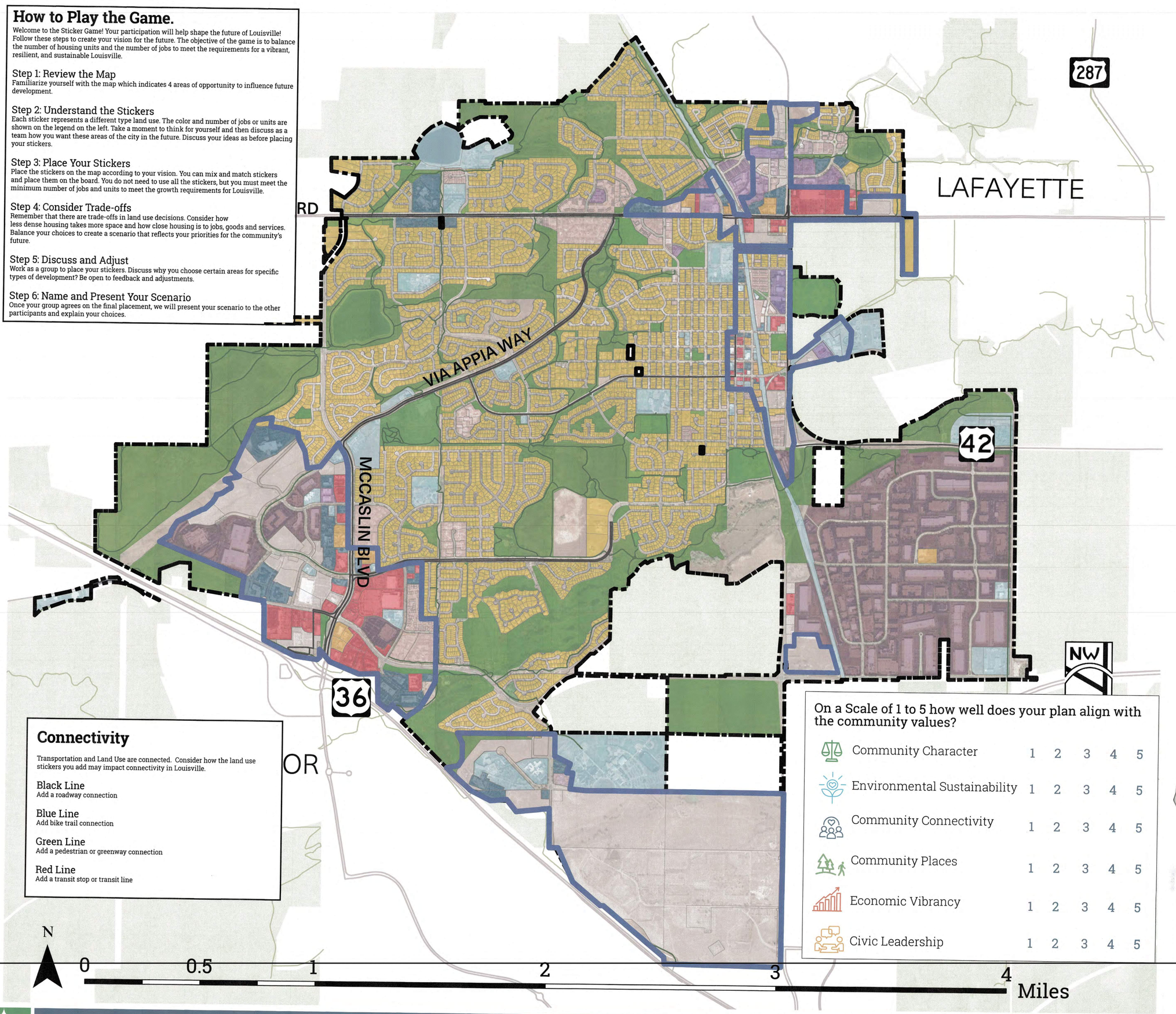

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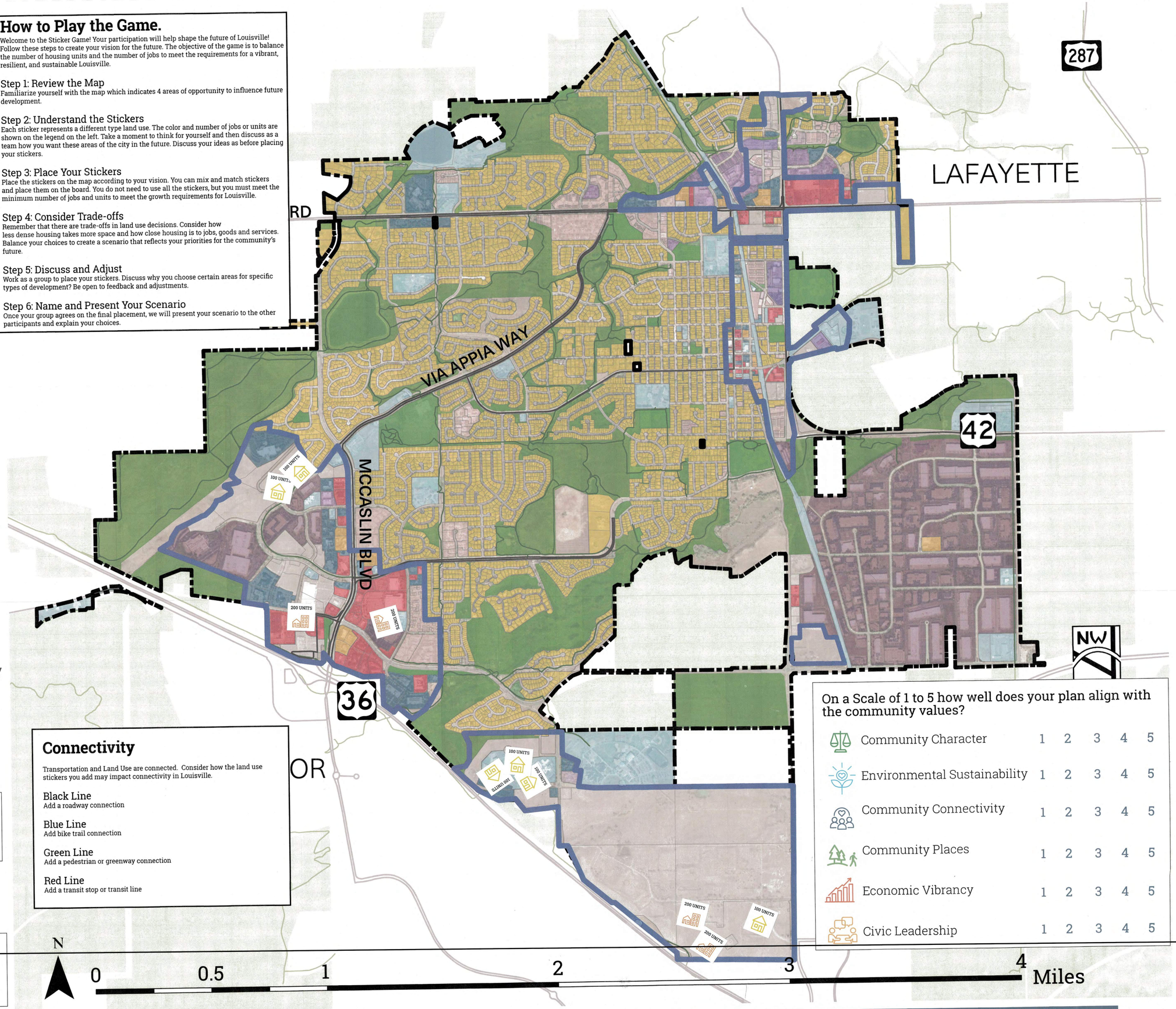

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LOUISVILLE

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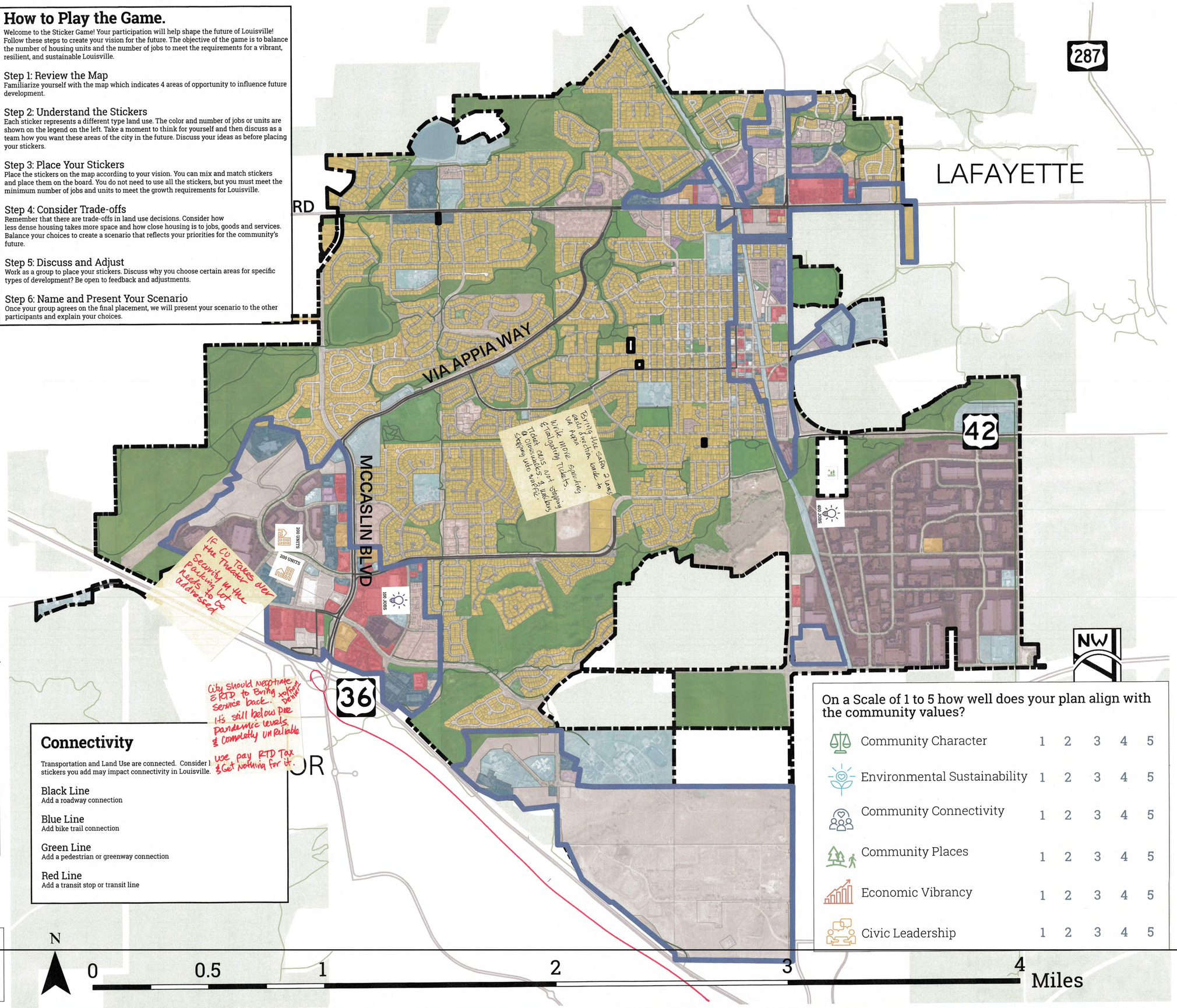

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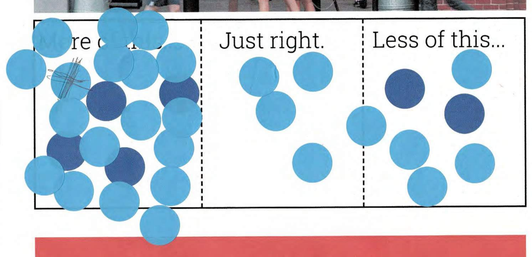
LOUISVILLE COMPREHENSIVE PLAN

COMMUNITY OPEN HOUSE - STICKER GAME ACTIVITY

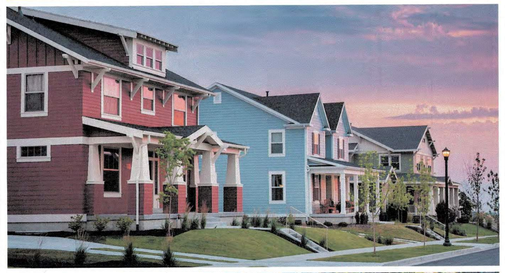
ENGAGELOUISVILLECO.ORG/COMP-PLAN

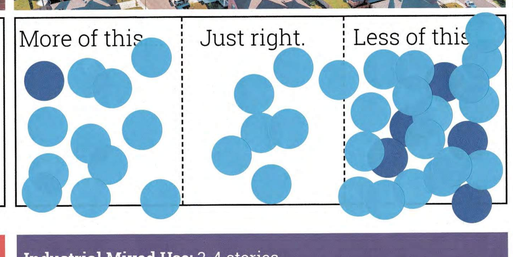
Add a dot to let us know what land uses you would like to see more of...less of...

Mixed Use Retail: 3-4 stories,
a mix of retail with some residential or office

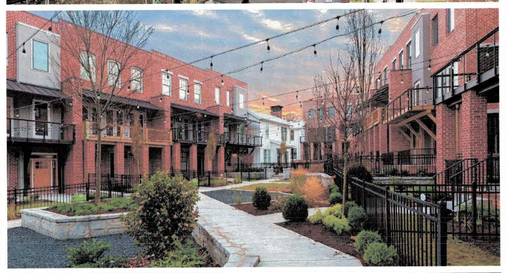


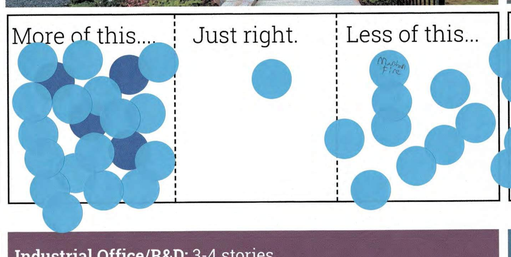
Low Density Residential (1-10 DU):
2 - 2½ stories, only residential



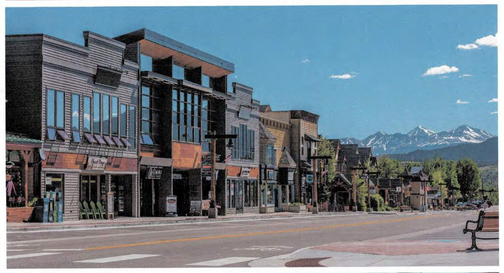


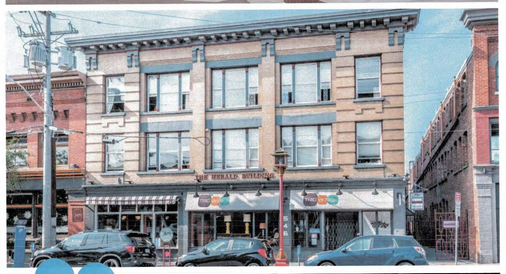
Mid Density Residential (10-20 DU):
Up to 3 stories, only residential

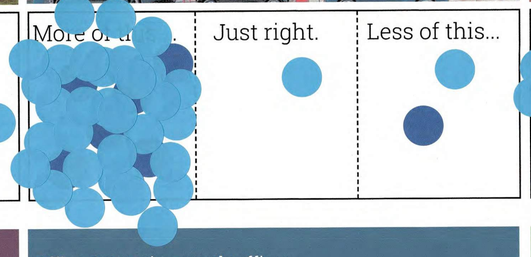




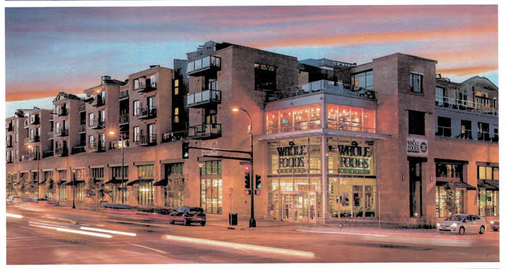
Mixed Use/Mid Density Res (20-30 DU): up to 3 stories,
residential with some retail or office

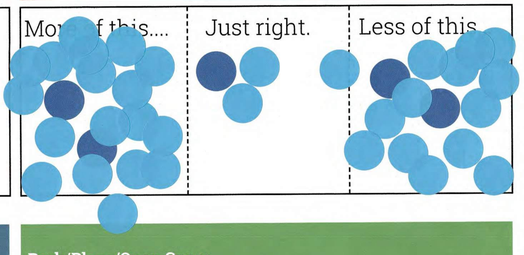




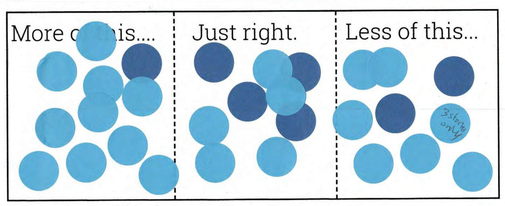


Mixed Use Center/High Density Res (30-40 DU):
up to 5 stories, residential with some retail or office

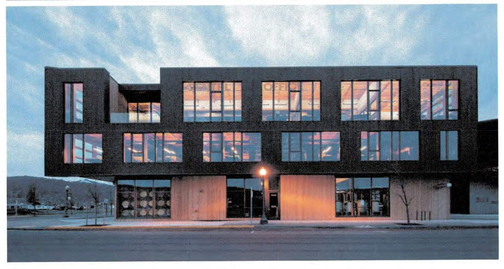


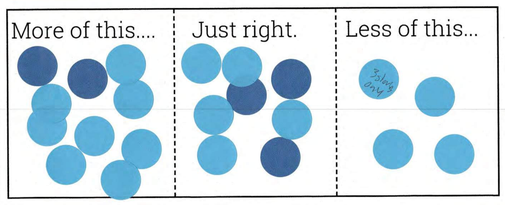


Commercial: 3-4 stories, mostly retail or office



Industrial Mixed Use: 3-4 stories,
light industrial uses with some limited retail or office





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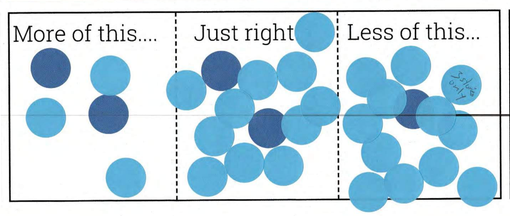
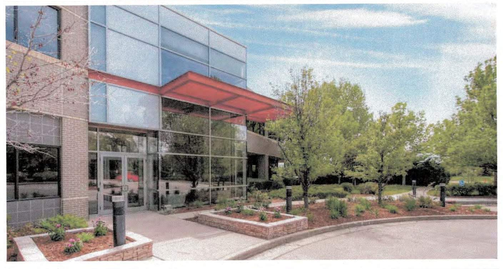
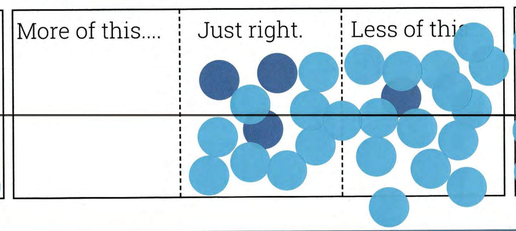
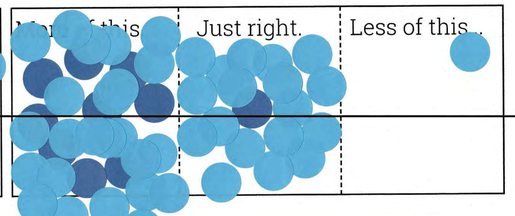


Office: 3-4 stories, mostly offices





Park/Plaza/Open Space



DU = Dwelling Units Per Acre

LOUISVILLE
COMPREHENSIVE PLAN

LAND USE CLASSIFICAITON CHARACTER IMAGES

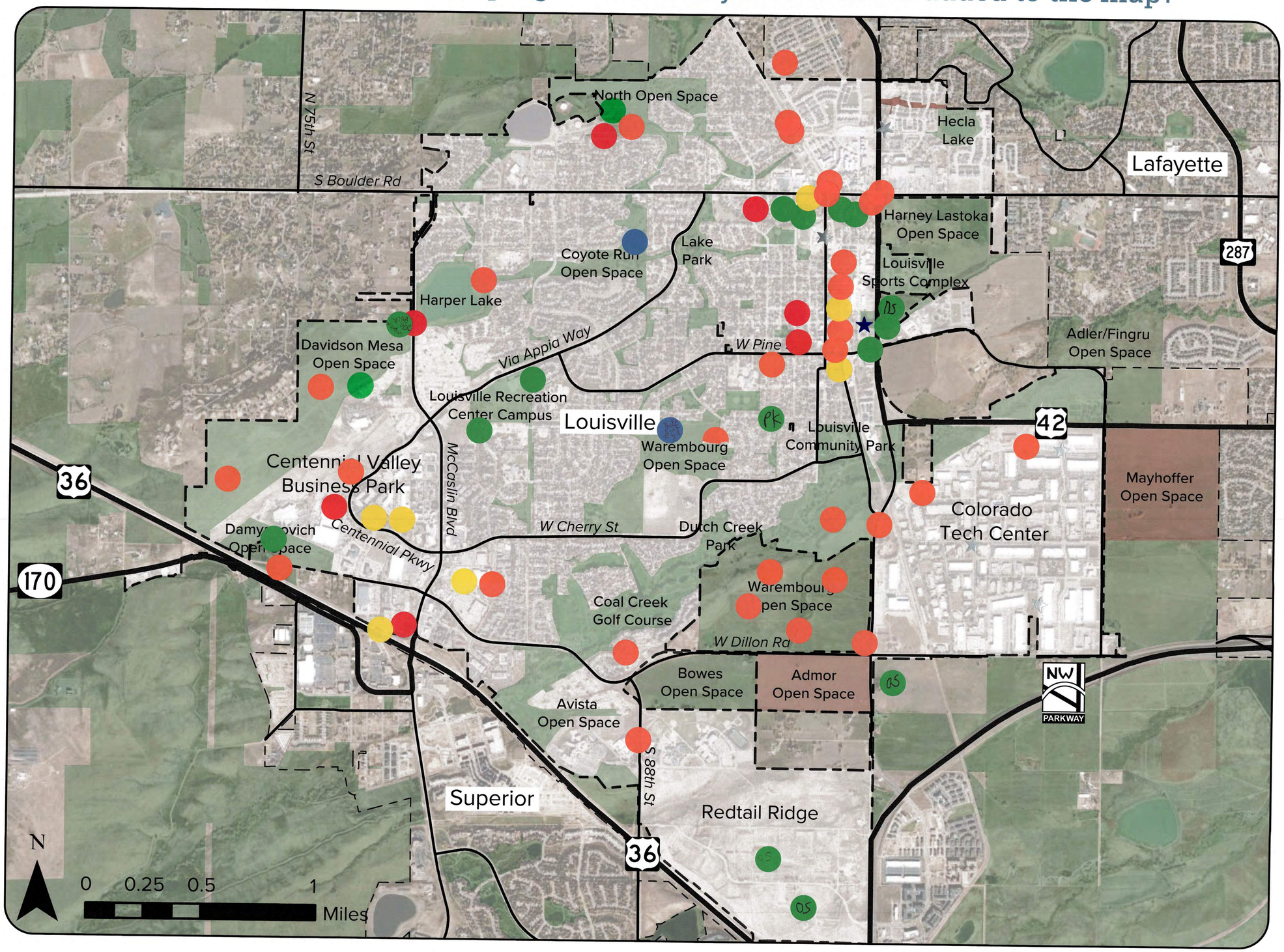
ENGAGELOUISVILLECO.ORG/COMP-PLAN

COMMUNITY PLACES AND CONNECTIVITY

What projects, improvements, or programs would you like to see added to the map?

Use a sticker with the colors indicated below to share locations for the following community amenities:

- SIGNAGE AND WAYFINDING
- PARK IMPROVEMENTS/OPEN SPACE
- SIDEWALKS OR BIKE TRAILS
- PLAZAS AND GATHERING SPACES
- COMMUNITY ART
- TRANSIT OR BUS STOPS



Use a note to add your ideas

Add a sticky note with your ideas!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Improvement plans for hwy 42 + S Boulder Rd

Open Comment

☑ Talk to a staff member and ask a question.

☑ I would love to see more affordable + attainable workable, mixed use neighborhoods around McCaslin in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

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Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
population is both declining & ageing.
Open Comment

☑ Talk to a staff member and ask a question.

☑ I would love to see Roads, eco freindly houses. in 10 years.
Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.
Commercial, More of this would be nice & it would help population
Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

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☑ Read about the driving forces.
Something that surprised me is:
It suprised me that population is deling I thogut it was growing
Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Talk to a staff member and ask a question.

☑ Place a dot on the board to tell us your preferred future scenario.
more commercial this would be nice for people without trasportation and create new jobs
Open Comment

☑ I would love to see Some New Inerstructre around monaron High to deal with the trafic in 10 years.
Fill in the Blank

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

to be entered to win a prize!

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Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Scenario A - this will not happen based on lack of demand for office. Louisville will explode with growth if housing replaces commercial, also bad for fiscal health.

Open Comment

☑ Talk to a staff member and ask a question.

I would love to see Our small town character in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
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☑ Place a dot on the board to tell us your preferred future scenario.

_____

_____

_____

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Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

Read about the driving forces.
Something that surprised me is:
Population is declining

Open Comment

Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

Talk to a staff member and ask a question.
two

I would love to see a light rail bridge

_____ in 10 years.

Fill in the Blank

Place a dot on the board to tell us your preferred future scenario.
Either is one way or the other

Open Comment

Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Our population peaked in 2018.

Open Comment

☑ Talk to a staff member and ask a question.

☑ I would love to see Family separate bike lanes _____ in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.
Lots of parks and rec opportunities

Open Comment

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☑ Read about the driving forces.
Something that surprised me is:
Why are they building so much residential housing then?

Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Talk to a staff member and ask a question.
Matt Post

☑ Place a dot on the board to tell us your preferred future scenario.
Trails Parks Open Space accessible to recreational use walking

Open Comment

☑ I would love to see more open space as opposed to high density housing in 10 years.

Fill in the Blank

☑ Place a sticky note comment on any board or a sticker on the game activity board.

Environmental wild life

[redacted]

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
highest median age

Open Comment

☑ Talk to a staff member and ask a question.
Rob Etanly

I would love to see light rail + no empty building - in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:

_____

_____

_____

Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Talk to a staff member and ask a question.

☑ I would love to see No more single family housing. Build more multi-unit & multi story housing developments in 10 years.

Fill in the Blank

☑ Place a dot on the board to tell us your preferred future scenario.

_____

_____

_____

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

Read about the driving forces.
Something that surprised me is:
Population is dropping

Open Comment
decrease house price

Talk to a staff member and ask a question.

I would love to see company and job increasement in 10 years.

Fill in the Blank

Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

Place a dot on the board to tell us your preferred future scenario.
see more pastment

Open Comment

Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

Read about the driving forces.
Something that surprised me is:
Population decreased by 8.4% from 2020-2022

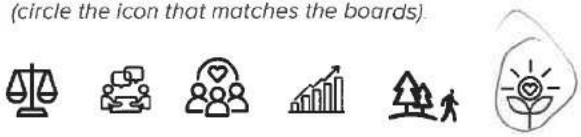
Open Comment

Talk to a staff member and ask a question. ✓

I would love to see a thriving community in Louisville in 10 years.

Fill in the Blank

Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)



Place a dot on the board to tell us your preferred future scenario.
More parks and outdoor areas would be amazing

Open Comment

Place a sticky note comment on any board or a sticker on the game activity board. ✓

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
How much thought & time goes into this!

Open Comment

☑ Talk to a staff member and ask a question.

☑ I would love to see more variety in housing prices / sizes _____ in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
POPULATION DROP
OLDEST MEDIAN AGE

Open Comment

☑ Talk to a staff member and ask a question.

I would love to see MORE PLACES FOR YOUNG PEOPLE + FAMILIES TO LIVE HERE in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.

SCENARIO B

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
I think single family detached is like 67% not 70%
Hope
Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)
None
Add back small town character

☐ Talk to a staff member and ask a question.

☑ Place a dot on the board to tell us your preferred future scenario.
Scenario A

Open Comment

☑ I would love to see more open space & free electric shuttles around town w/ bike racks. in 10 years.
Fill in the Blank

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
How open I am to higher density when shown the reasons & rewards

Open Comment

☑ Talk to a staff member and ask a question.

☑ I would love to see No more than 3 stories on buildings in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.
Plan B - because it's balanced

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
74% of households would not afford current price

Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☐ Talk to a staff member and ask a question.

☑ Place a dot on the board to tell us your preferred future scenario.
Who do we see living in high density housing

Open Comment

☐ I would love to see more neighborhood events

_____ in 10 years.

Fill in the Blank

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
74 % CAN'T AFFORD CURRENT MED. PRICE

Open Comment

☑ Talk to a staff member and ask a question.
What is infill vs greenfield growth
I would love to see
1) Current downtown building demolished in 10 years.
Fill in the Blank
in Centennial Valley

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.
B

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.
Community Place - Centennial

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize.

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

Read about the driving forces.
Something that surprised me is:
Population declining

Open Comment

Talk to a staff member and ask a question.

I would love to see
more Commercial
in 10 years.

Fill in the Blank

Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

Place a dot on the board to tell us your preferred future scenario.
Scenario C

Open Comment

Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
74% of households would not be able to afford current median home price

Open Comment

☑ Talk to a staff member and ask a question.

☑ I would love to see more young people and diversity and safe transit (bike/ped) in 10 years.

Fill in the blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.
Picked B
Don't seem to need as much industrial office as proposed in C, although I like the transit focus of C

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
The Population decreased by 8.4% between 2020-2022

Open Comment

☑ Talk to a staff member and ask a question.

I would love to see a Thriving community in Louisville in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.
~~Just~~ More parks
an outdoor space
1 parks

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
That lsvl population is declining and aging. 40% of lsvl spending hours

Open Comment

☑ Talk to a staff member and ask a question.
Matt Post

☑ I would love to see S Boulder Rd and 42 SW Corner be open space in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.
Responsible Density

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
DECLINING POPULATION

Open Comment

☑ Talk to a staff member and ask a question.

I would love to see MANAGED POPULATION DENSITY & RETENTION OF CURRENT OPENSPACE in 10 years.

Fill in the Blank BAN ON SHORT TERM RENTALS.

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.

SCENARIO C!!

WE NEED AN AMPITHEATER IN THE MCCASLIN CORRIDOR

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Population is declining and aging!

Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Talk to a staff member and ask a question.

☑ Place a dot on the board to tell us your preferred future scenario.

Open Comment

☑ I would love to see Via Appia go back to 2 lanes each direction in 10 years.

Fill in the Blank

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☐ Read about the driving forces.
Something that surprised me is:

POPULATION IS
DECREASING

Open Comment

☐ Talk to a staff member and ask a question.

√

☐ I would love to see

AFFORDABLE
HOUSING in 10 years.

Fill in the Blank

☐ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☐ Place a dot on the board to tell us your preferred future scenario.

B

Open Comment

☐ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

Read about the driving forces.
Something that surprised me is:
Diversity in housing to address abordability given how large the new houses are in the burn area.
Open Comment

Talk to a staff member and ask a question.
Samma

I would love to see
a Good Dane list next Summer in ~~10~~ 2 years.
Fill in the blank
(Like Superior I has accomplished)

Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

Place a dot on the board to tell us your preferred future scenario.
RTD service to Denver Return Its currently useless
Open Comment

Place a sticky note comment on any board or a sticker on the game activity board.
Voted Dark Space

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Population will ~~decline~~ decline

Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Talk to a staff member and ask a question.

☑ Place a dot on the board to tell us your preferred future scenario.
I added dots to reflect no more than 3 stories & less density

Open Comment

I would love to see Louisville continue to be a small town of no more than 25,060 in 10 years.

Fill in the Blank

☑ Place a sticky note comment on any board or a sticker on the game activity board.

* Ban on ~~enforced~~ STRs; ↳ It is not currently proactively enforced.
● Public subsidized housing for those who already work in Louisville but do not live here.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
17,000+ jobs in next 20 yrs

Open Comment

☑ Talk to a staff member and ask a question.

☑ I would love to see Greater density, more transit and walkable in 10 years.

Fill in the Blank: more affordability and economic diversity of residents.

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

Read about the driving forces.
Something that surprised me is:
THE AMOUNT OF HOUSING
& ITS HEIGHT EQUATION

Open Comment

Talk to a staff member and ask a question.

I would love to see
MORE TOWNHOMES
in 10 years.

Fill in the Blank

Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

Place a dot on the board to tell us your preferred future scenario.

Open Comment

Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Louisville has 2X more parks than neighboring communities

Open Comment

☑ Talk to a staff member and ask a question.

☑ I would love to see More park plaza/open space in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.
Scenario B

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Most employees live in surrounding places.

Open Comment

☑ Talk to a staff member and ask a question.

☑ I would love to see Safer/easier transportation from schools to closet home in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.
~~More parks and open space~~
Affordable housing

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
tax base info

Open Comment

☑ Talk to a staff member and ask a question.

☑ I would love to see more info on how to support schools and young families ! in ~~10 years~~.

Fill in the Blank In 10 years, I'd like our parks + schools to continue to be vibrant, thriving

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

Read about the driving forces.
Something that surprised me is:
I did not know we had 2x more parks than neighbors.

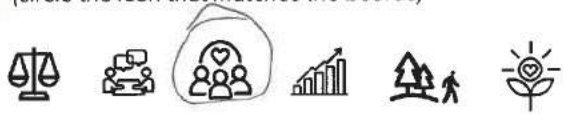
Open Comment

Talk to a staff member and ask a question.
did that twice

I would love to see a population diverse in age, race and wealth in 10 years.

Fill in the Blank

Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)



Place a dot on the board to tell us your preferred future scenario.

Open Comment

Place a sticky note comment on any board or a sticker on the game activity board.
did that

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

More + more vision statement is not matched by actions.

Read about the driving forces.
Something that surprised me is:

clear recognition of affordability issues.

Open Comment

Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

Talk to a staff member and ask a question.

Place a dot on the board to tell us your preferred future scenario.

Scenario 3 is only one that is future oriented with the life of the planet in mind.

Open Comment

I would love to see my grandchildren have an opportunity to afford to live here with neighbors who aren't in 10 years.

Fill in the Blank solely well off white

Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
median age 43

Open Comment

☑ Talk to a staff member and ask a question.

I would love to see more high density, mixed use zoning w/ commercial in 10 years.

Fill in the Blank use ground floor

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Declining Population.

Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Talk to a staff member and ask a question.

☑ Place a dot on the board to tell us your preferred future scenario.

Mixed use 20-30 w/ res.

Open Comment

☑ I would love to see Remove The tiny traffic islands that clutter the Wirt Wilhead and cause visual interference to see pedestrians in 10 years.

Fill in the Blank

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Population declining
in lagging..

Open Comment

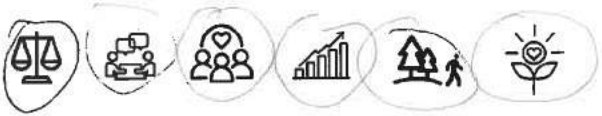
☑ Talk to a staff member and ask a question.
Spoke with Rob Zuccaro and Matt Post

☑ I would love to see ~~I would love~~ not to see mixed use retail similar to Superior near the Sports Stable in 10 years.

Fill in the Blank

The area has a canyon feel and is claustrophobic.

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)



☑ Place a dot on the board to tell us your preferred future scenario.

I appreciate community character and economic vibrancy - these two values resonate most with me.

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.
Done!

[redacted]

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

[redacted]

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
The significance of the decline in population - true? But flat / decline trend underlying
Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Talk to a staff member and ask a question.

☑ Place a dot on the board to tell us your preferred future scenario.
Scenario B

Open Comment

☑ I would love to see more medium - high density housing (e.g. townhouses) with expanded transit in 10 years.
Fill in the Blank

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Louisville is an aging population — I see lots of families & kids

Open Comment

☑ Talk to a staff member and ask a question.
Public Works

I would love to see Movie theater downtown — small in 10 years.

Fill in the Blank

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Place a dot on the board to tell us your preferred future scenario.
Restful Bridges as nature preserve

Open Comment

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:
Louisville has 2x more parks than neighboring communities
Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Talk to a staff member and ask a question.

☑ Place a dot on the board to tell us your preferred future scenario.
#3
Open Comment

☑ I would love to see more economic diversity
_____ in 10 years.
Fill in the Blank

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

LOUISVILLE COMPREHENSIVE PLAN OPEN HOUSE SCAVENGER HUNT

Check the box when you complete an activity. Turn in your card for to be entered in a drawing.

☑ Read about the driving forces.
Something that surprised me is:

Population ↓

Open Comment

☑ Review the Louisville Core Values.
My favorite is...
(circle the icon that matches the boards)

☑ Talk to a staff member and ask a question.

☑ Place a dot on the board to tell us your preferred future scenario.

Open Comment

☑ I would love to see ① Better open space Management ② Lower Taxes in 10 years.

Fill in the Blank

☑ Place a sticky note comment on any board or a sticker on the game activity board.

[redacted]

Please share your phone number or e-mail if you'd like to be entered to win a prize!

3-5 grade enrt club
- burn less fossil fuels
  - have more renewable energy

open space
- soil health + goats to eat the weeds.

transportation
- electric charging stations for cars
- end idling b/c can make it hard to breathe.
- may be more buses

LOUISVILLE COMPREHENSIVE PLAN

COMMUNITY OPEN HOUSE

KIDS ACTIVITY WORKSHEET

TELL US WHAT YOU LOVE:
Describe what you love about Louisville!

My favorite spot is: _____

My friends and I like to go to: elephent park

My family likes to go to: sweet cow

My favorite restaurant in Louisville is: pecuse

I like to ride my bike at: assorted

When I am not in school I am at: _____

Something I want in Louisville: _____

LOUISVILLE COMPREHENSIVE PLAN

COMMUNITY OPEN HOUSE

KIDS ACTIVITY WORKSHEET

TELL US WHAT YOU LOVE:
Describe what you love about Louisville!

My favorite spot is: Down town Louisville.

My friends and I like to go to: parks

My family likes to go to: restronts

My favorite restaurant in Louisville is: B.O.B.'s

I like to ride my bike ~~at~~ to: Down town

When I am not in school I am at: Home, park, at friends house.

Something I want in Louisville: Soker energy.

LOUISVILLE COMPREHENSIVE PLAN

COMMUNITY OPEN HOUSE

KIDS ACTIVITY WORKSHEET

DRAW A PICTURE:
What do you love about Louisville?

I think it is important to look at the demographics of the people participating in the community open house and ask who is not here. Who is not included in the community feedback? The median age of people living in Louisville is 43. I bet it is ~a decade older at this event. Someone who works here but cannot afford housing in the area would be less likely to attend. Who else is missing?

Louisville Scenario Planning

Description content for the survey

1 **Which scenario do you prefer?**

- ○ Scenario A: Stay the Course
- ○ Scenario B: A Home for Everyone
- ○ Scenario C: Live and Work in Louisville
- ○ None

2 **Why did you choose this scenario?**

Submit

Add | Edit | Appearance | Options

Text, number, date, and time

- Singleline text
- Multiline text
- Number
- Slider
- Date
- Time
- Date and time
- Email
- Website
- Barcode

Choice

- Single select
- Multiple selec
- Single select grid
- Dropdown
- Likert scale
- Rating
- Ranking

Location

- Map
- Address
- Location list

Media and files

Saved | Preview | Published

Open House 11/7/24 Comments

What strategies or actions would you like to see to enhance COMMUNITY CHARACTER in Louisville?

- There is nothing in the core value statements that actually addresses equity. Need to openly acknowledge the near total lack.
- Instead of reducing and confusing car traffic lanes, make crossings that light up or stop traffic for high crossing areas for peds and bikes.
- More mixed use and denser housing options with commercial space on the ground floor.
- Permit more units within existing old town neighborhoods.
- Revitalize downtown – We need our core gathering spaces back.
- Would like to see zoning changes so that duplexes/triplexes either side by side or flats could be integrated into existing residential neighborhoods.
- Housing diversification is most needed.
- More affordable housing options so people can afford to live here.
- Preservation of wildlife. Keep Louisville unique, its fast losing all of its once charming character.
- Redo (remove) residential zoning districts, allow more mixed use in some areas that have been residential. Repurpose existing comm buildings.
- Less mcmansions being built. Not sustainable.
- Housing for families with young kids. More affordable. Support our schools.
- Safer bike routes in downtown area.
- Put small town character back in vision statement and core values.
- A rec center with indoor tennis courts.
- Safer pedestrian crossings. Blinking lights at Cherry/Bella Vista crossing.

What strategies or actions would you like to see to enhance COMMUNITY PLACES in Louisville?

- No more single-family houses. More multi-units and multi-story housing along with retail development sill help to bring young families and increase population.
- There needs to be a real disaster planning budget.
- More affordable housing units such as apartments for people who work in Louisville. Attract more economic diversity.
- Rework McCaslin to have community spaces like parks. Think big.
- Create a public plaza in Centennial Valley.
- I feel we should cap growth which will keep Louisville's small-town feel.
- Senior housing that is cheap to build
- More trees for birds/raptors. We are losing trees.
- Strong multi-modal connections around town. Create new and enhance existing.
- Mixed use in downtown. Remove/reduce arbitrary height restrictions.
- Dedicated pickleball courts.
- Indoor tennis courts.
- Find a way to attract and retain retail space.
- Move Avista to Red Tail Ridge property.
- Downtown community events like street fairs, ice skating, food fests, farmers markets are great. Keep them up and more like this!
- More community gathering spots – Food halls, public markets.
- Amphitheater downtown.

What projects, improvements, or programs would you like to see added to the map?

- Way for North End/Steel Road to get to Senior Center.
- Better transportation to Boulder.

- Create more underpasses under busy roads for bicycle connectivity.
- Would like to see street signs on open space trails and some overview maps of the system, especially for bike riders to orient themselves as they cross streets.
- Higher density development in cine barre redevelopment to drive vibrant businesses/arts use.
- Harper Lake could use some work to make it more wildlife friendly.
- Benches and structures in Davidson Mesa dog park.
- Take advantage of RTD partnership program to improve transit around town.
- More bike trails.
- Bike path alternatives in downtown because of all of the ebikes that go to LMS.
- Improve bike/ped on S Boulder Rd.
- Better use of open space behind police station/off McCaslin.

What strategies or actions would you like to see to enhance CIVIC LEADERSHIP in Louisville?

- Ranked choice voting.
- Have a city council that responds to emails.
- More opportunities for town civic leadership.
- Regular monthly ward meetings.
- Utilize local stakeholder groups/individuals more often.
- More opportunities for youth civic leadership.
- Coffee with your local official
- Collaborate with superior and Lafayette on Community activities

What strategies or actions would you like to see to enhance COMMUNITY CONNECTIVITY in Louisville?

- Coordinate to have stronger regional connections, especially with county trails.
- Need to solve "last mile problem" – make it easy to get from McCaslin Park to ride to residences.
- Dissolve RTD and handle transportation at county level
- Powerline Trail should go to Lookout Road to help bikes commuting and eventually connect diagonal bikeway highline trail.
- More bike lanes, more access to transit. We need people to get out of their car dependency.
- How could city partner with school districts?
- Need more transit connections. Fewer cars as time goes on.
- Public transit to CTC from other communities.
- Focusing/prioritizing bicycle and pedestrian connectivity is a huge mistake. Bottom line people want to drive their cars.
- Tunnel from Union Jack area to King Soopers to promote walking from Delo to Grocery.

What strategies or actions would you like to see to enhance ECONOMIC VIBRANCY in Louisville?

- Less office, more retail.
- Condos for diversity of housing with ground floor retail.
- New urbanism for McCaslin. More affordable and attainable housing, mixed-use and parks.
- Include local businesses aimed at residents not tourists. I don't shop much in Louisville because it is mostly high-end luxuries.
- Can incentives be used to attract and maintain commercial stores on McCaslin.
- Artist space or studios or small shops.
- Attract nicer restaurants.
- More density and intermingling of residences and retail.
- Mixed-use development.
- Redo McCaslin corridor with more residential, business, and light industrial.
- Support more businesses downtown. Tax breaks? Lower rents?

- Downtown needs some tidying up. Some business structures are unkept and unsafe.
- More multi-family housing

What strategies or actions would you like to see to enhance ENVIRONMENTAL SUSTAINABILITY in Louisville?

- Safety of residents, less sustainability, more fire mitigation and disaster plan
- Need to inform of and add incentives to decarbonize.
- Easier permitting process.
- Consider climate change in all decisions.

Scenario A: How well does this scenario align with your values for the City of Louisville?

- In line with values
- This plan works!
- Bring the train horn back for safety.
- Nope. Uninspiring and leaves too much opportunity on the table. For 30 years its been this way and only is worse.
- Scenario A does not create enough housing.
- In order to shop in Louisville, we need to attract shops.
- Badly, we need more housing, to facilitate more diversity, better transportation options. This will lead to a decline (aging population, less economic vibrancy)
- Less is more for our community.
- Not enough affordable housing.
- Taxes are prohibitive in Louisville Tech Center.
- Does not address current weaknesses in economics and affordability. Not interested.
- Don't like this plan. Great for jobs, but this will create a commuter city.
- Need to get out of our rut.
- More people = more traffic, Changes made so far are making things worse. It snows here, we can't bike everywhere.
- Yay to passenger train.
- People move to Louisville because they like its scale. There are many other high-density places to live.

Scenario A: Why did you choose this scenario?

- Lower density.
- Like more space.
- Moved here for less density.
- Small town. Like no stop lights and less parking.
- Small town.
- RR good for commercial.
- Maintain our small-town character and livability.

Scenario B: How well does this scenario align with your values for the City of Louisville?

- Better. Housing is still too segregated into islands away from businesses, yes on housing at Redtail Ridge.
- I like this one the best.
- Need more housing at Redtail Ridge. Less commuting.
- High density housing brings in short term residents and loses the feeling of community. Feels like NYC.
- Low density increases our carbon footprint and costs. Comparison to NYC is ridiculous.
- Why isn't housing on McCaslin considered? It seems like an opportunity to fill in some of that space.
- McCaslin needs to move towards new urbanism. Improves walkability.
- My favorite plan. Really like the McCaslin area plan.
- Makes sense with anticipated job growth. Increase in housing in Centennial Valley. Would like to see further thoughts on Parcel O redevelopment.

- With density, add public spaces.
- No more than 3 stories at Redtail Ridge. No metro districts that are not affordable.
- You have to move more people around and the roads are already crowded – how to do this?
- The city desperately needs more housing options for young people and young families.
- More housing is a necessity.
- I want to buy a home in my hometown near family, but it is too expensive.
- Yes.

Scenario B: Why did you choose this scenario?

- Houses may be cheaper with more supply.
- Not more than 3 stories.
- If it is only three stories it is not for seniors as no elevator is required. Need affordable senior housing.
- Scenario B seems to have a balance of housing and job growth. I like it!
- Changes in Redtail Ridge. McCaslin good.
- Good balance and realistic.
- More housing.
- No office.
- Lower community density and fingers of open space.
- Like distribution of housing.
- McCaslin updates, Redtail Ridge stay commercial.
- Put housing where people can walk.
- Need a mix + distribution of housing.
- Jobs are good for sustaining the existing businesses.
- Good balance.
- McCaslin.

Scenario C: How well does this scenario align with your values for the City of Louisville?

- 4,000+ new dwelling units is 50% of our current 8,000. So ridiculous!
- Better. Needs more mixed use. Housing is still too segregated. Focus on existing arterial roads is limiting.
- No more than 3 stories.
- We move here for the low-density housing and high quality of life. We are against higher density housing as it would change the town for the worse. This is not why we chose to live here.
- Rather than putting housing in Redtail Ridge, put housing in the lot on S Boulder in the North End.
- It doesn't seem like a nice building next to highway 36 and metro districts are not affordable.
- Louisville has become dense enough. Stop!
- Agree with the plan. Although it is nice to be not crowded. We need younger people and diversity.
- Love it for the climate, place-making, and economic vitality.
- Needing housing does not mean more apartments or condos. People are here for space. Otherwise, would live in Denver /NYC.
- Higher density facilities inclusion, economic viability, sustainability! Only downside NIMB.
- Higher density really helps fight climate change.
- No to a sprawling Redtail Ridge.
- No. There are many other places that look like this. Keep our character.

Scenario C: Why did you choose this scenario?

- Most likely to help reach vision and goals.
- Scenario C takes the middle ground to add jobs and housing.
- Climate change.

- Intentional green space and path connections in McCaslin corridor.
- More open space area and connection throughout McCaslin to Davidson.
- Mix of both jobs and housing.
- Public transit and clustering people near transit.
- We need economic diversity.
- Louisville is not diverse, just upper middle class.
- Work in town.
- Climate change, diversity, economic vitality, housing.
- RTD and transit frequency. Access from DT and McCaslin.
- Focused areas.
- Redtail Ridge.
- Louisville would be a more vibrant and diverse town. And we would play a positive role in addressing population growth in a sustainable way.
- Support mixed use development and more density by transit. More height and density to be more efficient with utilities.
- Increased affordability.
- Like housing to help with commercial businesses.
- Like higher density centers. Too much commuting.
- Winning formula for an outstanding community.

Tell us your preferred scenario.

- **Scenario A: 9 Votes**
- **Scenario B: 18 Votes**
- **Scenario C: 23 Votes**

Add a dot to let us know what land uses you would like to see more of or less of.

- **Mixed Use Retail**
  - More of this: 24 Votes
  - Just right: 4 Votes
  - Less of this: 7 Votes
- **Low Density Residential**
  - More of this: 12 Votes
  - Just right: 7 Votes
  - Less of this: 22 Votes
- **Mid Density Residential**
  - More of this: 20 Votes
  - Just right: 1 Votes
  - Less of this: 9 Votes
- **Mixed Use / Mid Density Residential**
  - More of this: 40 Votes
  - Just right: 1 Votes
  - Less of this: 2 Votes
- **Mixed Use / High Density Residential**
  - More of this: 20 Votes
  - Just right: 4 Votes
  - Less of this: 15 Votes
- **Commercial**
  - More of this: 12 Votes
  - Just right: 9 Votes

    - Less of this: 9 Votes
- **Industrial Mixed Use**
    - More of this: 10 Votes
    - Just right: 8 Votes
    - Less of this: 4 Votes
- **Industrial Office / R&D**
    - More of this: 5 Votes
    - Just right: 13 Votes
    - Less of this: 13 Votes
- **Office**
    - More of this: 0 Votes
    - Just right: 11 Votes
    - Less of this: 16 Votes
- **Park / Plaza / Open Space**
    - More of this: 31 Votes
    - Just right: 20 Votes
    - Less of this: 1 Votes

Survey Responses and Comments

Tell us your preferred scenario.

- **Scenario A: 23 Votes**
- **Scenario B: 1 Votes**
- **Scenario C: 3 Votes**
- **Other: 37 Votes**

Scenario A: Why did you choose this scenario?

- No more development it is too crowded and too much traffic! Keep small town feel!!
- Quality of life, traffic, overcrowding, destruction of the environment, air pollution, where will the water come from?
- I really appreciate the focus on mixed-use - I would love to see Louisville have more of the European-style feel of having commercial and residential mixed for easier access and walkability.
- Louisville does not need to grow larger. We have no obligation to house everyone who would like to live here.
- Lowest additions should be South Boulder and Downtown. Way lower than proposed in any scenario. Increases should be McCaslin and Red Tail.
- Because I do not want to see Louisville become a mini-city- I give thanks every day that I chose to purchase a home off South Boulder Road with light traffic rather than the cluster-fucks that Baseline and Arapahoe have become- if people want that much growth and density, let them move to Superior, Broomfield, Westminster, Aurora, Denver, Boulder, etc...
- Louisville has no obligation to house more people. It is big enough already.
- We need to preserve commercial zoned areas because commercial supports our fiscal health. Housing doesn't pay its own way.
- The city should come up with a new scenario to preserve our small town character, affordability, and economic and environmental sustainability.
- This is poor planning and there is a need to create a better scenario because there is a need to preserve small town character, affordability and economic and environmental sustainability.

- The local construction activity over the past 2 years has been intense. Staying the Course allows for continued activity in all corridors. Scenarios B and C both amplify this construction activity - noise, dirt & dust, etc. The right merchants along McCaslin will pull in shoppers from the new Superior housing along Hwy. 36. The new housing along 95th will benefit downtown merchants. Finding uses for the existing vacant downtown properties will also benefit the existing merchants and pull in more visitors. Redtail Ridge's intended commercial development will pull in more shoppers & diners to local merchants.
- The city should come up with a new scenario to preserve our small town character, affordability, and economic and environmental sustainability. Scenario A is reasonable, but doesn't address affordability or sustainability.
- I'd also like to see Louisville work within its existing space to address concerns with empty buildings and the incredibly slow process for new businesses to open (for example, Relish and the old Waterloo renovation).
- Louisville is an award-winning small town. Open space and trails and parks and community events are what people love about living here. Scenarios that propose massive growth and change are a solution looking for a problem and would destroy our small-town quality of life.
- As a place to live the city cannot support the current population. The police response is inadequate as well as snow removal and street repair. We need to encourage more business and less residential to help our tax base. Pretty much all housing in the metro area is unaffordable, it is not only our town. Prefer to keep small-town feeling rather than over-developing our town.
- Because our current home will be paved over.
- It is also the one that will allow time to absorb the state mandates towards development as they develop and become detailed. It is the one my neighbors all agree on.
- I don't see a plan addressing existing services to accommodate the growth.
- Even the slowest scenario is 17% growth for Louisville, which is a lot of growth. Water prices have tripled in the last 3 years, and with our warming planet, our glaciers are melting. What are all those people going to drink?
- We do have enough growth on this course. We do not need more traffic. The other scenarios are economically unrealistic and will horrifically crowd Louisville as developing housing at RTR.
- Louisville has grown from a nice little town in the 40 years I've lived here to a busy, congested place. Too much high-density housing.

Scenario B: How well does this scenario align with your values for the City of Louisville?

- N/A

Scenario C: Why did you choose this scenario?

- We are too landlocked and too close to Boulder to ever be able to provide a "home for everyone"...but, we can and should focus our efforts on creating attainable, market-rate housing.
- I am opposed to "inclusionary zoning" which shifts the burden and cost of our morality to people who do not yet live here.
- The City gave $1,000,000 to help build Kestrel. That's the model we should embrace.
- I voted against the Red Tail development. Leave the natural world out there alone. New buildings can easily go in the existing boundaries.
- Lived here 20+ years and love the small town feel. Not too much growth but just enough to be sustainable.

Other: Why did you choose this scenario?

- Hi, I'm writing to let you know that I attended your comp plan open house on November 7th. While I was there, I chose option B but I now realize that's not the one I wanted to choose. It was a lot of information and I was confused. I realize now that option B is the highest density option. I actually wanted to choose an option that was more middle of the road density-wise. I'm still not sure which option that is. Choosing option B does make me concerned about high volume traffic.
- we don't need more invasive project red tail ridge, preserving wildlife. The horse far replaced by the shopping center is no a pleasant site to see on 95th and Dillon.
- I want Louisville to maintain its small town status. I understand growth is fine for developers and entrepreneurs, but for people who live here and whose first priority is not development, I oppose it.
- I welcome more housing in Louisville, of all types! But I strongly object to the destruction of climate-balancing green space and wildlife habitat for it. New commercial buildings and housing should be INFILL only.
- Why is there not a scenario here that limits new development to the already built-up areas of the McCaslin corridor and downtown? That I would have voted for.
- Plowing up the land now known as Redtail Ridge to build roads, parking lots, commercial buildings, and houses would be the most vile and immoral thing this city could do. That land has been a sanctuary for wildlife for ages -- and they need it. We should leave it alone and create more density throughout the already developed parts of the city: McCaslin, downtown, and everything in between and north up to South Boulder Rd and south to the areas now rebuilding after the fire.
- Please, let's make Louisville a city we can respect and be proud of, not another sprawled-out, over-developed Denver suburb.
- Why do all of these options involve developing a greenfield on the outskirts of town? Louisville should hold the line against urban sprawl. Who wants to look like Thornton?
- To protect the environment and less traffic.
- Many years ago the Comp plan detailed a population of 20,000 with the intent to keep downtown Louisville vibrant and keeping open space viable. Now it seems that the hope is to keep promoting building places for folks to live without putting resources into our economic basis. Keeping Louisville with the feel of a small town is what has been stated year after year by the residents. I don't want to see that change.
- It seems that Lafayette is working hard at becoming the town with the small town feel and Louisville is moving in the direction of Boulder.
- We live in Louisville because we like living in a small town. We don't live in a city for a reason. We don't have the infrastructure for thousands of new homes. With more people, we will have more crime and more traffic and decreased safety and quality of life. Already, parking in a challenge. We have a comprehensive plan for a reason and should keep it that way.
- Our existing infrastructure will not support all the new residences, what has already been approved, what's State required by HB 1313 and required zoning for ADU's.
- The values stated by residents in the large survey did not change from the values stated in 2013. However, council has scrapped small town character in favor of massive rezoning.
- None of those accurately describe or maintain the precious small town atmosphere that so many people live here for and come here for.
- I see nothing about traffic within the community. I do want to see more retail in the area and restaurants. Currently I shop outside of Louisville (including groceries) about 80% of the time. I do try to go to restaurants within Louisville about 50% of the time. Lafayette more often than not gets my attention for both restaurants and shopping. Superior gets my attention for shopping.
- Want to limit traffic (getting very congested) and secure open spaces to preserve our small town community.
- Continued growth at an unchecked rate is not sustainable for our community, the environment, or for our infrastructure. We are very disappointed in the City Council and our mayor.
- Too little or too much. Need something in between.

- The City needs to come up with a new scenario to preserve our small town character and affordability, along with economic and environmental sustainability. "Back to the drawing board" is always a good option, when there are elements in current suggestions that don't meet these criteria. There's no imperative need to rush what will come next. As I wrote above, if we (Louisville) act precipitously and it means the loss of our current quality of life, nothing can bring that back. We need solutions that preserve and protect our open space, retain our small town character, plan carefully for commercially zones areas to support our city's long-term health -- and consider the fact state law requires commercial areas around transit be rezoned for high-density housing. We also need to make sure any future plans maintain high-level of service for city services, such as recreation, police, fire, library, parks, open space, city office space and traffic flows.
- The city should come up with a new scenario to preserve our small town character, affordability, and economic and environmental sustainability.
- I think input should be solicited separately for each opportunity area. The best scenario for Redtail Ridge may not be the best scenario for the McCaslin Corridor or Downtown. The results of this survey will be misleading and could be misused if, for example, a large number of people provide answers based on their opinion of the opportunity area they are most interested, when in fact their opinion may have had no consideration for the other opportunity areas. These four opportunity areas are all different. I think it is wrong to assume that the same scenario would be best for all opportunity areas.
- I like aspects of scenarios B and C, especially the better balance between housing and employment growth of scenario B and the greater variety of housing options of scenario C. I would prioritize housing in more developed areas like the McCaslin Corridor, but I would support well-planned housing development at Redtail Ridge.
- The other scenarios include too much development.
- Keep out small town vibe. We don’t need to become a little Boulder that is overcrowded and less pleasant to live in.
- Louisville is a great place to live and raise a family because it has retained its small town identity. This is why we live here. This is what we cherish. This is what we appreciate and enjoy every day. Do not ruin it.
- Louisville needs to focus on bringing more jobs, companies and retail before worrying about more housing. In the 35 years that I have lived here, it started as a bedroom community to Boulder, made an attempt to bring companies to the area (with the exception of the CTC, I would grade Louisville's success in this area as a D), and has watched its retail corridors get wiped out while Superior and Lafayette grow theirs.
- Adding more residential shouldn't be a priority until Louisville can build up a strong retail and commercial base to provide needed sales tax revenues (starting by stopping the hemorrhaging of large box retailers and large anchor businesses like Medtronic).
- If it moves to Redtail Ridge as planned, it provides a key anchor for jobs, businesses and retail.
- Finally, think about ways to make housing less expensive, like rolling back some of the more extreme building codes that were put into place over the past 3 years.
- It is the one the city is most likely to develop slowly and intelligently without the rush to construct without sustainable or livable aspects.
- I chose none based on a couple things. The scenarios presented have multiple implications on our small town that I've called home for 42 years. Redtail Ridge is still not what the citizens want to see. We haven't even begun to address the CU takeover on McCaslin.
- Just curious if anyone making these decisions actually lives and drives in Louisville? Traffic congestion is real. Do we actually need to develop every vacant piece of land? It's very sad to realize I actually struggle with living in my hometown.
- I think instead of pushing through so many changes, listen to some that are begging to see no growth.
- All the scenarios add residential areas that are not on transit corridors. TOD should be prioritized in the next decade.
- What are our goals for rental vs. for sale properties so folks have a path from rent to own?
- Can we be serious about the 12% permanently affordable housing goal? Maybe raise the fee in lieu for inclusionary housing.
- We should prioritize the McCaslin area for change and emphasize affordability.

- Let's be real and say what the ideal population size would be for our town, given the capacity of our water, air quality, infrastructure, and public services.
- Louisville is essentially built-out when it comes to housing. Cramming more housing in a small space will not enhance our quality of life.
- All of the growth scenarios are pretty much uncontrolled urban sprawl. The emphasis on developing the fringes of the City (McCaslin and Redtail Ridge) devalue the City Center. Louisville is already intertwined with Superior and is now on course to become intertwined with Broomfield -- with no buffers and no beauty.
- I like the look and feel of Louisville as it is, and it is sad to see it become part of the undifferentiated suburban sprawl.
- It's such a poor way to describe option 1. "Stay the Course." The other options don't define housing other than it's thought to be more dense and somehow more friendly to the city. People want to own homes, houses, in Louisville. It's not staying the course so much as re-imagining housing as outlined in scenarios B and C.
- Scenario A is nearest to being reasonable but is still far too much growth for the limited space and infrastructure in Louisville. There are already significant portions of each day where Hwy 42, S. Boulder Rd, and McCaslin are total gridlock. Continuing to add housing just further exacerbates the problem.
- The developers continue to push this idea that if we just build more housing, then it will somehow become "affordable" to live here. Louisville and the surrounding area have lots of great things to offer its citizens, making this an extremely desirable place to live, thereby driving up costs associated with living here.
- The only way this area (Boulder County in general) will ever be 'affordable' to the entire population is to make the place so undesirable of a place to live that people begin moving away from rather than to here.
- Adding all this additional housing would be a giant step towards making this a place people no longer desire to move to and live in.
- Please keep Louisville special. We need affordable housing for the people who work in Louisville.
- Mixed-use development will cut back on commuting and is necessary to address climate change.
- The McCaslin Blvd and South Boulder Road areas are already retail but have large vacancy rates.
- It is important to protect wildlife habitat at Redtail Ridge, so I'm not in favor of adding residential units there.
- I would like to see the city have a new scenario to preserve small town character, affordability and environmental sustainability.
- Because I do not want to see that much growth in Louisville - I have been here 33 years and prefer the small town feel that we currently have!
- I want my kids to be able to live and work here, if they want. I do not want Louisville to be out of reach for the next generation.
- Housing prices are too high now and new jobs will make that worse. I also do not want to pay for more growth.
- Louisville is already large enough with congested roads in peak hours. Most of us moved here for the small town atmosphere but adding more housing will create something entirely different with very little tax basis.
- None of the scenarios preserve our small town character and the environment. Why does scenario A propose an outrageous increase of 16k+ jobs? Our infrastructure does not support our current traffic flow, let alone the increased traffic associated with 16k new jobs.
- The presented scenarios are blatantly biased. The choices being either choose more housing or more jobs.
- How about a scenario that preserves our small town character, preserving open space, and which minimizes an increased demand on city services?
- Our city services cannot support any of the proposed scenarios.
- The quality of life of current residents will be drastically diminished by all the proposed scenarios.
- I can't tell which plan supports affordable housing, multiple family apartments, sustainably? I support moderate infill of growth along South Boulder Rd. and Macaslin with access to public transport. I support business along So. Bld. Rd. and Macaslin. I support slow development at RTR until the city has a larger tax base to provide additional services to this outlier. I support conservation of open space land within RTR and sustainable multistory development with walkable amenities, groceries, restaurant, coffee shop, gym/yoga studio, bike path to town, etc. similar to "Prospect New Town" in Longmont.

- Redtail Ridge is minimally connected to Louisville and any housing development allowed at Redtail Ridge will not positively impact Louisville. Redtail Ridge shares many Broomfield attributes due to location and accessibility to Broomfield merchants and shopping districts and will never be more than an isolated warehouse/office park

What strategies or actions would you like to see to enhance COMMUNITY CHARACTER in Louisville?

- Enhance infrastructure in Downtown with the focus on Main Street. NOT Front Street.
- Find ways to connect the new CU housing to the rest of the McCaslin Corridor
- Enhance the entry from US 36 to create a sense of place and arrival that extends to Home Depot to the West and the golf course to theEast.
- Revitalize Street Faire to it's original form with national bands
- A more responsive city council and city leadership generally.
- Follow Scenario A - low growth and have all of this growth in the form of affordable and/or net zero housing only. We want a diverse and inclusive town, we have enough expensive, high carbon footprint housing. We need housing to attract young people, families and seniors.
- Stop making stupid decisions regarding our roads and the way the lanes are painted. Stop lessening lanes which makes traffic worse and more dangerous. Give tickets for those who are speeding or not stopping at lights or stop signs instead of these lane changes. Do something about the new safety challenges with EV bikes, scooters and go-carts on streets and paths. Support our police department.
- Continue to maintain paths and parks as well as our downtown area. Don't ruin what we have all enjoyed for years.
- Community Character: continue hometown events downtown
- Strive to maintain the community character by limiting new development and focusing on improving existing developments. More open space, parks and trails can enhance the community more than adding people to a setting where the existing infrastructure is overburdened.
- Keeping it simple and small town atmosphere. We are losing this character by having those elite white privileged taking over this town. We may the last small town standing and will eventually lose the battle to this elitism. We are not like Boulderites!
- There is no EDI, equality , Diversity and inclusion.
- This begs a question for you to ponder on : How programs/projects/policies unintentionally burden the marginalized people?
- Open space
- Preserve our small town character. We should stop the race to grow everywhere and all at once. We need to consider sustainability and affordability. We are not Boulder, Not Broomfield, Not Lafayette.
- Our downtown and historic neighborhoods define our character. How about more incentives for preservation? Could the city purchase historic houses for small business rentals or affordable homes?
- Preserve buffer between Louisville and Broomfield at RTR. You will dismiss this idea because it is not in approved plat. But this idea is no more radical than suggesting housing which is also not approved under current zoning.
- At the open house, the board on community character presented a jobs housing imbalance – leading to residential development as the answer. Many residents are going to continue to commute to Denver and Boulder for work. New housing wont make a dent in these stats. This only works if specific industries to provide housing (as ski resorts provide housing for employees)
- More preservation of the smaller older homes, fewer pop-n-scrapes. More homes for the middle-class, including nurses, firefighters, and teachers. Pause the growth until there's an affordable housing strategy in place that actually works.

- Maintain visual buffers between Louisville and nearby communities of Superior, Lafayette, and Bloomfield so that we don't become one big, undifferentiated suburb.
- Restoration and preservation of habitat for critters, through strategies such as mandatory open space dedications and the conscious creation of corridors. Cap the number of alcohol joints.
- Attractive fencing and functional native landscaping that is also fire-wise.
- Maintain small town feel.
- The overall strategy I would like to see is to sustain the small town character that has come to define Louisville, and to avoid strategies that attempt to make Louisville into something that it is not. For example, in the growth scenarios I've been reading about, there's an implied suggestion that Louisville could grow, but only in the sense of denser housing, more vertical and with less single family homes. While the idea is called growth, what this will do in effect is create temporary housing in the form of apartments or condos that typically have high residential turnover rates. We don't want to become a bedroom community anymore than we already are, where residents are typically young but who nonetheless aspire to own homes rather than rent. Available land to provide developable single family homes is extremely limited in Louisville and vertical housing begs to be temporary with increasing turnover of residents. Best idea is to identify ways to get more houses built.
- Keep us a small town, both residentially and commercially. You can not expect growth on the level of a town like Boulder (~110K population) in a village like Louisville population ~20K. LIMIT Growth.
- Stop building additional high-density housing.
- More restaurants and stores downtown
- Support Diversity, Inclusion and Equality
- Less focus on new business development outisde of existing unoccupied business locations. More alternative transportation options and no new roads and intersections just to locate gas stations that add to trip times in Louisville. It is not just Louisville congestion that hurts quality of life but the urban and ex-urban infill happening simulataneously throughout Boulder County that creates a huge increase in traffic and congestion in Louisville and surrounding communities. All major thoroughfares into Louisville suffer greatly from drive time congestion.

What strategies or actions would you like to see to enhance COMMUNITY PLACES in Louisville?

- Investment in the McCaslin corridor, land use and multimodal transportation expansion for the CU Boulder/Cinnebarre location,
- Quit killing trees. Abandon the awful new median designs. Restore Via Appia to its original configuration. Focus on enhancing, maintaining and expanding Parks. Increase access to Open Space. Flowers, Flowers, Flowers. Incentivize neon signs downtown. and finally, for once, create LEGIBLE signage.
- The senior population is severely underserved in Louisville. There is a severe shortage of ranch style condos where seniors can age at home. The ones that are available have exorbitant HOA fees. I would love to see a plan to address the senior population with affordable senior living condos.
- We need to increase the Open Space Budget to restore wildlife habitats, protect riparian zones, plant native species, reduce adhoc social trails and formalize a dirt trail system that does not erode or divide the native habitats.
- Encourage residents to support local businesses. Encourage family restaurants Don't make parking worse while doing this.
- 1.Not sure where to place my interest and concerns with the Redtail Ridge property. While the property is highly sought after currently, how the property is considered for business and housing will be key to a make-it or break-it for enhancement of place in Louisville. While growth needs to be managed, this large property can help achieve a balance between new growth and what we already have as a city. So far, I have not seen our city council really take a stand for what the citizen's want or desire of the property. I plan to continue to remain engaged with happenings of the property. I am NOT opposed to growth. What is needed is continued engagement with the community as to how the property is to be built-out - citizen vs. developer wishes. We live here, not the developers.

- Downtown needs work. Given the massive growth over the last decade, there is not enough free parking or enough room for bikes and pedestrians. There also need to be more parks and existing parks need upgrades.
- Create an open space along creating a new community park and dog park next to each other in the west side of the town in the McCaslin Coriander where there are vacant lots by the Davidson mesa trail. This will create a relief from the Davidson mesa dog park by the Harper Lake. Also this will create a balance between west and east side of the town because the East community park is always overrun, polluting parking woes, and not eco friendly. Also create a balance in the old town as well. In the Old town is very poorly set up for the people who lives in Louisville. I am constantly fighting the traffic and trying to get home. People don't respect around here anymore.
- We need to stop saying that we have 2x more parks than other places because this is pride speaking. We should be humbled and seeking more open space and following Boulder, they have a huge amount of open space for their size comparing to our size which it a speck of an eye.
- Parks and open space are good
- Revitlalize the Steinbaugh pavilion area as proposed for downtown.
- Preserve and protect our open space where folks slow down and enjoy the beauty of nature.. Open space ranked as the top priority in your surveys. We should make it a top priority in the comp plan.
- Seems like the golf course could be used by more people if it were an open space or transformed somehow to be more useful to families. Does it currently serve mostly Louisville residents?
- A permanent indoor home for the Farmer's Market and other similar community activities.
- An Olympic size outdoor swimming pool.
- More shade.
- Transit options besides cars.
- Build inclusionary housing now.
- Mixed use spaces that sustain and enhance our existing open space. Up the required open space dedication for all developments from its meagre 12% to 25% and require dedicated open space for all developments.
- More open space and less parks that require irrigation like Community Park.
- Support the art center, library, museum, pop up events such as roller skating rink, Free Wheel limited can provide skates.
- More bike and E bike safe lanes to downtown from outllying areas. Cycling into Louisville downtown along Dillon Rd, 96 St and Arapahoe and 95 St is very dangerous due to high speed auto and truck traffic and poor to zero bike lanes or even adequate road shoulders. Akternative transportation is net zero and carbon neutral and takes up very little space compared to parked cars. We need to go Dutch and ride a bike and leave the SUV and full sized pickup at home.
- I would like to see the Memory Square pool open in the evening hours during in the summer. That is some of the most pleasant times to be by a pool and many people don't get home from work until after the pool has closed. I think it would greatly enhance a community place in the summer.

What strategies or actions would you like to see to enhance CIVIC LEADERSHIP in Louisville?

- Under Mayor Sisk, City Council meetings rarely ran past 9:30pm and virtually never past 10pm. Return to that so that folks with jobs can serve on City Council. Increase City Council and Mayor pay.
- Restore Council liaisons to Boards and Commissions
- I would like to see more cameras in town to catch speeders and criminals. I rarely see a police car. When I moved here 21 years ago, Louisville was well patroled and it felt much safer. Also, more stop signs and traffic lights in the areas that have a high rate of accidents with cars and pedestrians.
- More collaboration and cooperation between advisory boards and City Council in the form of study sessions, regular quarterly presentations/agenda items, establish council/advisory board liaisons and town halls with Q/A.
- Would be nice to have leaders appreciate and wish to continue the charm that Louisville used to have. Don't bring in more commercial and residential buildings.

- Protect & fund our police and fire departments.
- Any changes to city boards and commissions should be more transparent. Why was a former member not renewed? Who is backing the new members? Exactly what are the criteria and who is making the decisions. All of this needs to be much more clear. Any votes by those making decisions should be made known to the entire city..
- The city council need to improve their communication with all of the board members and the community. They should take EDI training twice a year. In fact, on the city council, they are all white collars workers. There is no blue collars workers such as teachers , carpenters, farmers, firefighters, neuro- diversity workers and low income workers. This needs to be changed. We must follow both Federal and State laws in all aspects within our city. Also needs to be more transparent.
- This question applies to all of us: How this programs/projects/policies unintentionally burden marginalized people?
- No comments
- Communications and the website seem to be much improved since I've lived here. Staff and elected officials should communicate through government social media pages to get more residents involved. Partner with community organizations.
- Civic leadership focusing on the needs of the people of Louisville, not just the business community.
- Let's get real and bake Sustainability into the City Code.
- Civic leadership in Louisville has become something of an over-reaching growth mindset with limited understanding as to how Louisville can at once be business friendly and developmentally responsible. These ideas for whatever reason have become mutually exclusive to one another. Really poor and way too politicized relationships between what's thought to be a "business community" and the community of Louisville. The division between the community of Louisville and a loud minority pounding the drum for economic vitality is so detrimental to what our outcomes could be. Local politics is way too obsessive and un-neighborly. That is solved by better and increasing news coverage of city issues that don't get relegated to facebook.
- Send big issues that impact a majority to the vote of the people and NOT BE decided by Council.
- Require an even number of conservative/liberal members on the city council.
- Be aware of growth and when it is TOO MUCH!
- Coffee with the Mayor and or Council member(s)
- Less reliance on a pro-business City Council due to Louisville being largely built out into a single family home community. This happened almost thirty years ago and claing that it is a mistake and must be managed differently now due to other nearby communities filling out differently is just sour grapes. Sure embrace higher density development in the remaing space left undeveloped but recognize that these spaces were passed up bypast developers for good reasons including difficulties wwith access etc.

What strategies or actions would you like to see to enhance COMMUNITY CONNECTIVITY in Louisville?

- Investment in multimodal transportation, TDM ordinance approval of council, first and final mile connections funded.
- When Safeway closes...as it surely will...remove the barrier between that lot and the old Sam's lot.
- Focus on connection the new CU housing to the rest of the corridor...it sits in an island of concrete parking lots now.,
- Consider shuttle buses to connect the Tech Center with Downtown at lunchtime. Same strategy for RR
- Create a volunteer coordinator position so that folks can contribute to Open Space, Recreation, Sustainability and Parks programs, learn and participate in citizen science, add their sweat equity to Louisville. Create more events on the calendar. Restore the Diversity, Equity and Inclusion manager position to lead EDI efforts. Create a human rights or EDI advisory board and compensate the members. Provide childcare to advisory board and City council members including preparation time.
- Keep small town atmosphere with protection of our open space. Do not allow any building on this. Continue with low growth as well as no tall buildings.

- More bike paths and parks. Existing bike paths should be cleared better in the winter. They used to be until the massive growth.
- Less cars. We need to learn from other countries who are ahead of us which this makes us look like suckers. In Japan, they created gardens and small walkways between homes and businesses which there is no need for cars.
- Underpasses for bikes
- Light rail
- Better bus system
- We need an underpass at Main and S.Boulder Road to connect Steel Ranch with downtown.
- city-wide internet.
- New trail signs are helpful!
- Safer walking and bicycle options along the McCaslin Corrider and what will be Redtail Ridge. I personally will not ride my bike in those areas as the traffic moves quickly and discourteously in those areas, making them feel really dangerous.
- Create more physical conduits in Louisville that developers pay for. A development should burden the taxespayers to create connecivity for land that was segemented off by the development.
- Volunteer opportunities to create and maintain native gardens around the rec center, schools, arboretum, etc.
- Encourage people to leave their cars at home and ride a bike or E bike instead and than walk around.

What strategies or actions would you like to see to enhance ECONOMIC VIBRANCY in Louisville?

- Prioritization of the McCaslin corridor. Policy support for Redtail Ridge, allowing housing there.
- The blight in this town is really sad. We have so many empty buildings and Louisville must be more business friendly. We lose so much tax revenue to neighboring towns. We have a bad reputation for doing business and I would love t see that change.
- Concentrate on filling empty commercial properties instead of building new ones.
- Create an arts district in Louisville to support artists and the arts. Create low income housing for artists and performers. Recruit studios and galleries to main street. Create another walkable /rideable downtown area with small stores, galleries, studios, restaurants and parks in the McCaslin Corridor and East South Boulder Road - pocket down towns. Fix the parking problem in old downtown, build a structure for free parking to relieve the pressure on the neighborhoods. Create safe bike lanes and more trail wayfinding.
- Encourage family restaraunts. Bring back the 'Taste of Louisville' which used to include the ability to sample local restaurants, and limited businesses such as windows, etc.
- How can empty properties with closed businesses be redeveloped or re-imagined. The CU purchase of Cinnebarre property is a good example of such imagination. For example, if we, as a city, would like more people who work here could live here, what would that look like - planning for housing, etc.
- There are a few regulations on downtown businesses that make it difficult to be profitable. But we don't need more people standing in line on Main St. It encourages businesses to offer lower wages to less skilled staff because the owners know there are enough people that poor service won't drive them all away.
- Same as above in the community places. The state law requires commercial area around transit to be rezoned to high density housing. State mandated the ADU's zoned for every single family lot and high density rezoning within 1/4 mile of transit stops, planned or in the pipeline.
- Create a farmer's market on the West side of Louisville to relieve the madness at the Old town.
- No comments
- Focus on bringing more jobs, companies, retail to Louisville. In the 35 years that I have lived here, it started as a bedroom community to Boulder, made an attempt to bring companies to the area (with the exception of the CTC, I would grade Louisville's success in this area as a D), and has watched it's retail corridors get wiped out while Superior and Lafayette grow there's. Adding more residential shouldn't be a priority until Louisville can build up a strong retail and commercial base to provide needed sales tax revenues (starting by stopping the hemorrhaging of large box

retailers and large anchor businesses (like Medtronic). If it moves to Redtail Ridge as planned, it provides a key anchor for jobs, businesses and retail.

- Louisville looks vibrant on parade and farmers market days! Visitors love our small town
- How do you measure economic vibrancy? Occupancy rate of commercial area? Tax revenue? The city's fiscal health? Identify very specific problems to solve, prioritize them, and fund and work them one at a time!
- What about economic sustainability? Don't convert too much commercial to residential too fast. Residential will give a short term boost but will ultimately be unsustainable. Any new residential development should be mixed use. Give our commercial areas a chance to evolve.
- Attract more business providing core goods and services to downtown Louisville. We can only support so many restaurants -- hence the turn over.
- Growth does not equal economic vibrancy as evidenced in the last year with the median sale price of homes in Louisville decreasing almost 10%
- Support small business, attract new business to vacant Lowes
- Many of the current issues facing Louisville are due to the long tails caused by the COVID pandemic and Marshall Fire. These issues negatvely impacted so many businesses and families who were displaced from Louisville. Louisville City Council and Boulder County has done so much to help fire displaced families move back home and new construction continues to revitalize these areas. Economic opportunities will continue to improve in Louisville regardless of various proppsed projects designed to appeal to new busnesses in Louisville. The problem is largely self correcting due to natural business cycle dynamics. Redevelopment becomes attractive when the cost of greenfield development in surrounding communities is too expensive for the intended returns projected.
- Continue to develop the McCaslin corridor. It already generates a lot of sales tax revenue. Continue with its development.

What strategies or actions would you like to see to enhance ENVIRONMENTAL SUSTAINABILITY in Louisville?

- We do enough in this area already.
- We're maxed out now. With one billion Indians using dung fires daily, Louisville can't solve the climate crisis on its own...let's dial back from 110% of what's possible to remove some of the burdens from business and new residential construction.
- We already pay a 25 cent bag fee and no one seems to know where that money goes. I think Louisville does a good job there, aside from the bag fee, that is 15 cents higher than every other town and we need more transparency there.
- Prevent urban sprawl.
- Put solar panels on all city buildings in 2025-26, so many residents have done it, the city is way behind. Convert the city heating and air conditioning systems to heat pumps and green systems. Implement and enforce the green building codes for all new and refurbished construction both residential and business.
- Protect our open space.
- Not sure where to place my interest and concerns with the Redtail Ridge property. While the property is highly sought after currently, I believe this piece of property would greatly affect sustainability in a negative way if allowed to proceed with current large-scale build-out.
- Recent news about grants received to help with sustainability is encouraging.
- The 2021 building codes do a good job. Limiting high density development will reduce the number of cars on our streets.
- We need to be forerunners in this. North Carolina is the first state created Circular economy. We need to learn from Europe's strageties and use them in our programs. We need to create a new ordinances/overthrow the old ordinances/bylaws to current status.
- We need to create Wild life protection Act and Raptors protection act which Lafayette and Broomfield already ahead of us and this make us looking stupid.

- This is important for us to step up and start doing a better job by finding resources and working with other states and parts of the world who are top leaders in the environmental sustainability.
- Solar on rooftops and city buildings
- More open space
- My wife and I lost our house in the Marshall Fire. In the course of rebuilding we have seen how Louisville move to become "greener" have added significant increases to the cost of building a house (or apartment). There are two key factors that will drive affordable housing: building more housing and making the each housing unit more affordable. The Comprehensive Plan talks a lot about the former, but, in the last decade, Louisville has significantly increased the cost of each housing unit by implementing some of the most extreme "green" building code requirements of any city. And that was before adding on the additional cost of making housing more "fireproof." Stop trying to "out Boulder" Boulder on the Environmental Sustainability front. Yes it's important, but like everything else, it needs to be balanced against the costs. Unless you just want Louisville to turn into a community for the top 10% (I'm in the top 10%, and I don't want this).
- Implement our municipal decarbonization plan. Create a decarb plan for the whole community. Make it a budget priority.
- Fund acquisition of some of the key parcels identified by OSAB before it's too late to protect biodiversity.
- We can do more to reduce SOV traffic to schools.
- Proud of our energy codes and cap on new gas stations.
- Pass dark sky ordinance and rodenticide ban.
- This really needs to be at the top of the list, not at the bottom. The City needs to encourage electrification, energy efficiency, water-wise plumbing, dark-sky compliant lighting and so much more. There's a lot of talk of loosening standards --
- Weird that a community profoundly impacted by the Marshall Fire isn't talking about wild-fire mitigation and resiliency.
- Finally, let's honor and cherish the green spaces that we have and acquire more as we grow so that the character of the City remains a bit pastoral.
- To reduce our carbon footprint citywide, include requirements to provide easy access to public transportation. Require retail near new housing, add parking maximums, add bike storage, ensure connectivity for pedestrians, bike or public transit. And for goodness gracious, discourage if outright eliminate sprawl. I don't know how the existing city council thought it best to pass the RTR final plat with such a weak developer and plan for developing sprawl at RTR. The city really lost an opportunity to build character, connectedness, inclusion, and environmental responsibility.
- Total Rodenticide ban as well as sales of rodenticides in Louisville. Fund open space by a slight raise in sales tax. Do not plant non-native grass and tree species. Help return open urban areas to short grass prairie (original habitat) and native Colorado trees as cottonwoods. Get open space advisory board and environmental sustainability advisory board input on all development.
- More emphasis on reducing use of plastics
- Make 30 percent of RTR open space to protect wildlife and ecosystems, create a Botanic Garden educational walk way using native plants modeled after Rocky Mountain Botanic garden in Lyons next to the arboretum, Enforce night sky policies to reduce light pollution mandating all lights be shielded, dimmed, etc., water less = mow less. allow grass to grow 3" must be taller before mowing.
- We built a NextGen 100% electric house with heat pump HVAC and water heater that will be completely netzero and carbon free emissions when the rooftop solar installation is completed this winter. The problem is the very large number of neighbors rebuilding using traditional natural gas fired heaters. Why did so many residences rebuilding post Marshall Fire not take advantage of the huge rebates offered and yet built back much larger and more expensive homes that have huge wintertime utility bills? Why was that messaging ignored?
- Remind people that they can switch to solar for no additional cost by using offsite solar farms such as with Sunshare Solar.

Louisville Comprehensive Plan

Community Open House Worksession

November 7, 2024

Todays Agenda

- Updates
- Vision & Values
- Scenario Alternatives
- What's Next?

What is a Comprehensive Plan?

A COMPREHENSIVE PLAN IS...

- A strategic guidebook to help guide citywide policy decisions and priorities
- A long-range tool for planning, legislation, financing and action
- A reflection of the community's vision and goals
- Required by State Statute

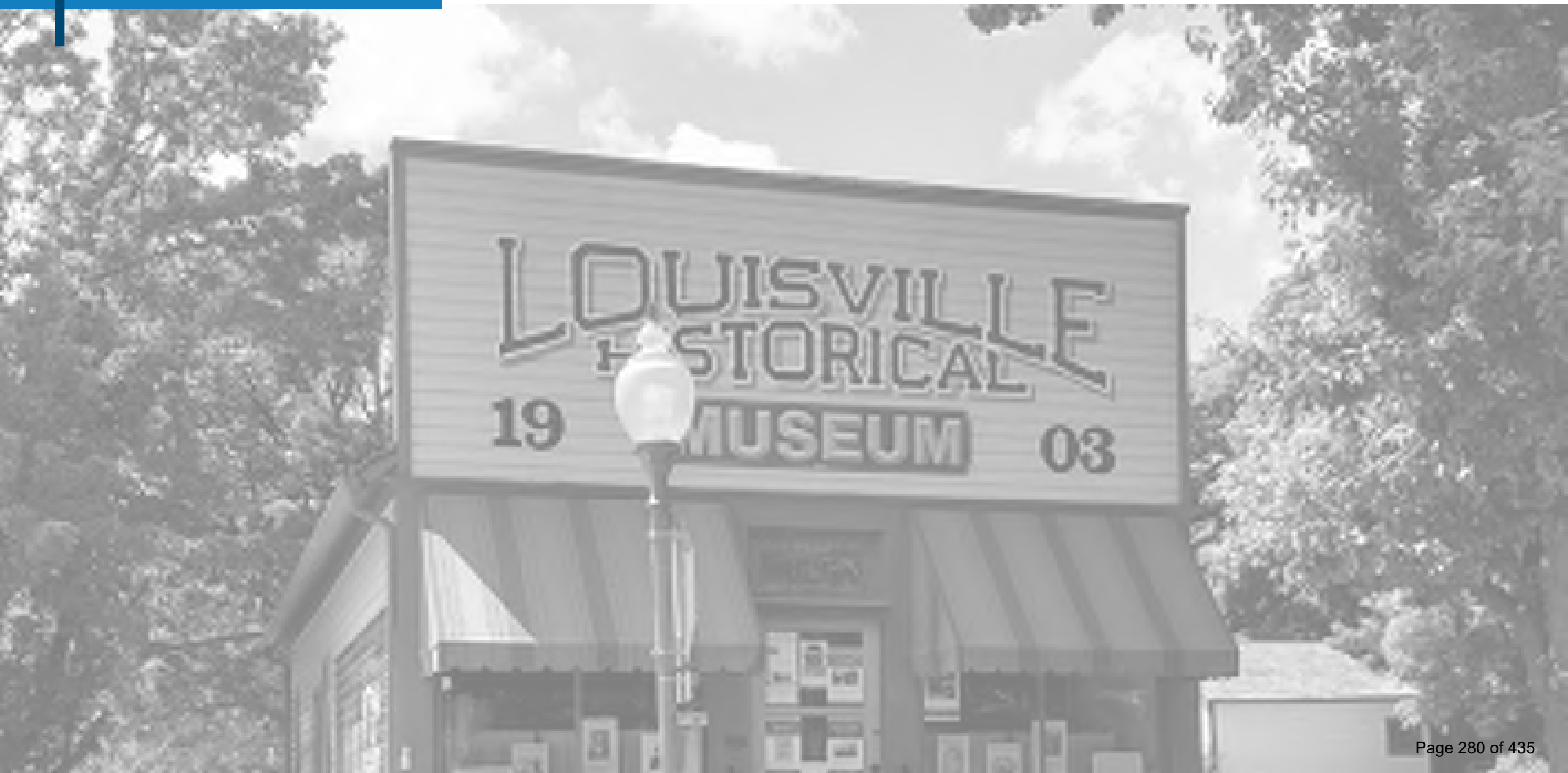
A COMPREHENSIVE PLAN IS NOT...

- Zoning
- A set of land use code standards
- Detailed budget document
- Specific regulations, requirements or ordinances

Schedule

Laying the Foundation
Understanding Louisville
Envisioning Louisville
Realizing the Plan
PROJECT INITIATION
VISION & TRENDS
FUTURE FRAMEWORK
STRATEGIES & IMPLEMENT
January 2024
Spring-Summer
Fall- Winter
Winter 2024 - Summer 2025
Project Kick Off
Project Launch
Plan Reviews and Existing Conditions Assessments
Community Visioning PopUps & Workshops
Vision & Core Values
Land Use & Strategy Framework
Community Choices and Priorities
Engagement Open House & PopUps
We are Here
Draft & Final Plan
Community Presentation & Poster Roadshow
Plan Adoption

Community Engagement Updates

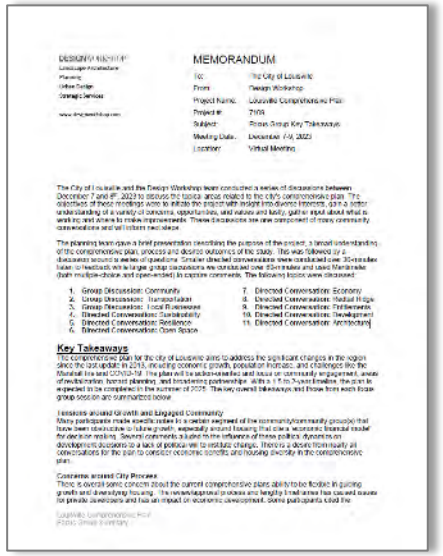


What have we done so far?

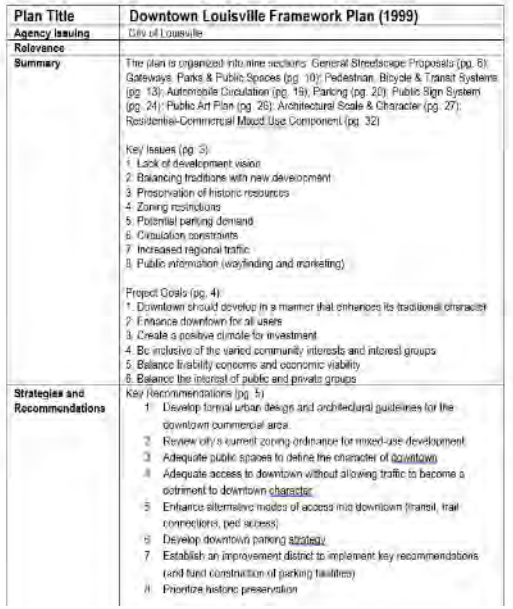
Project Launch

Available online at
www.engagelouisvilleco.org/comp-plan

Focus Groups



Past Plans Review



Plan Title	Downtown Louisville Framework Plan (1999)
Agency Issuing	City of Louisville
Relevance	
Summary	The plan is organized into nine sections: General Streetscape Proposals (pg. 6); Gateways, Parks & Public Spaces (pg. 10); Pedestrian, Bicycle & Transit Systems (pg. 13); Automobile Circulation (pg. 19); Parking (pg. 20); Public Sign System (pg. 24); Public Art Plan (pg. 26); Architectural Scale & Character (pg. 27); Residential-Commercial Mixed Use Component (pg. 32) Key Issues (pg. 3): 1. Lack of development vision 2. Balancing traditions with new development 3. Preservation of historic resources 4. Zoning restrictions 5. Potential parking demand 6. Circulation constraints 7. Increased regional traffic 8. Public information (wayfinding and marketing) Project Goals (pg. 4): 1. Downtown should develop in a manner that enhances its traditional character 2. Enhance downtown for all users 3. Create a positive climate for investment 4. Be inclusive of the varied community interests and interest groups 5. Balance livability concerns and economic viability 6. Balance the interest of public and private groups
Strategies and Recommendations	Key Recommendations (pg. 5) 1. Develop formal urban design and architectural guidelines for the downtown commercial area 2. Review city's current zoning ordinance for mixed-use development 3. Adequate public spaces to define the character of downtown 4. Adequate access to downtown without allowing traffic to become a detriment to downtown character 5. Enhance alternative modes of access into downtown (transit, trail connections, ped access) 6. Develop downtown parking strategy 7. Establish an improvement district to implement key recommendations (and fund construction of parking facilities) 8. Prioritize historic preservation

Existing Conditions Memorandum

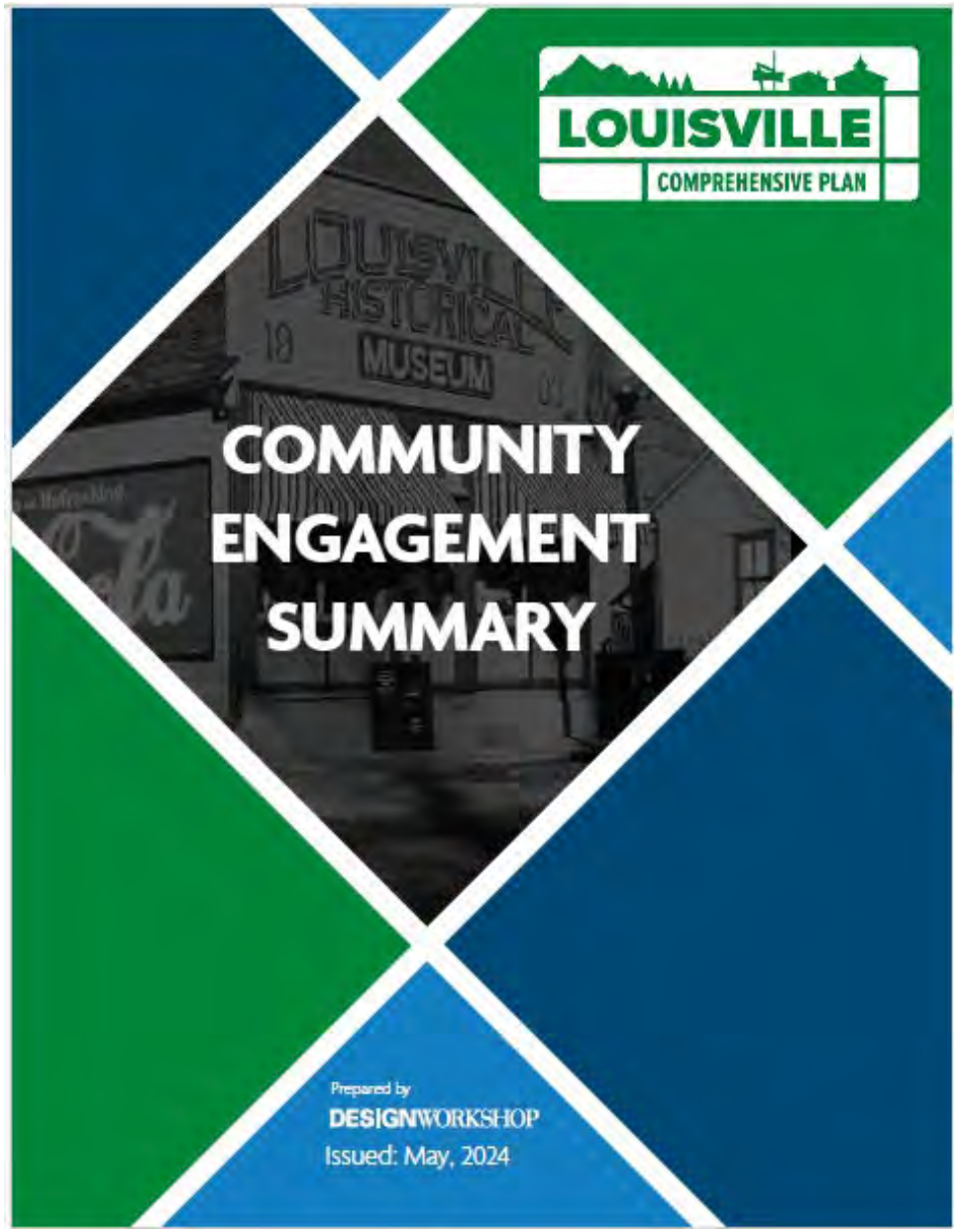
Community Engagement Summary

Survey was available March 15-April 15, 2024, on EngageLouisville.com

1,917 Responses to Survey

Open House on March 21, 2024, with over **200 Participants**

Self-paced responses at Library, Recreation and Sr. Center, Chamber of Commerce



Community Engagement 1.5 Summary

What is it?

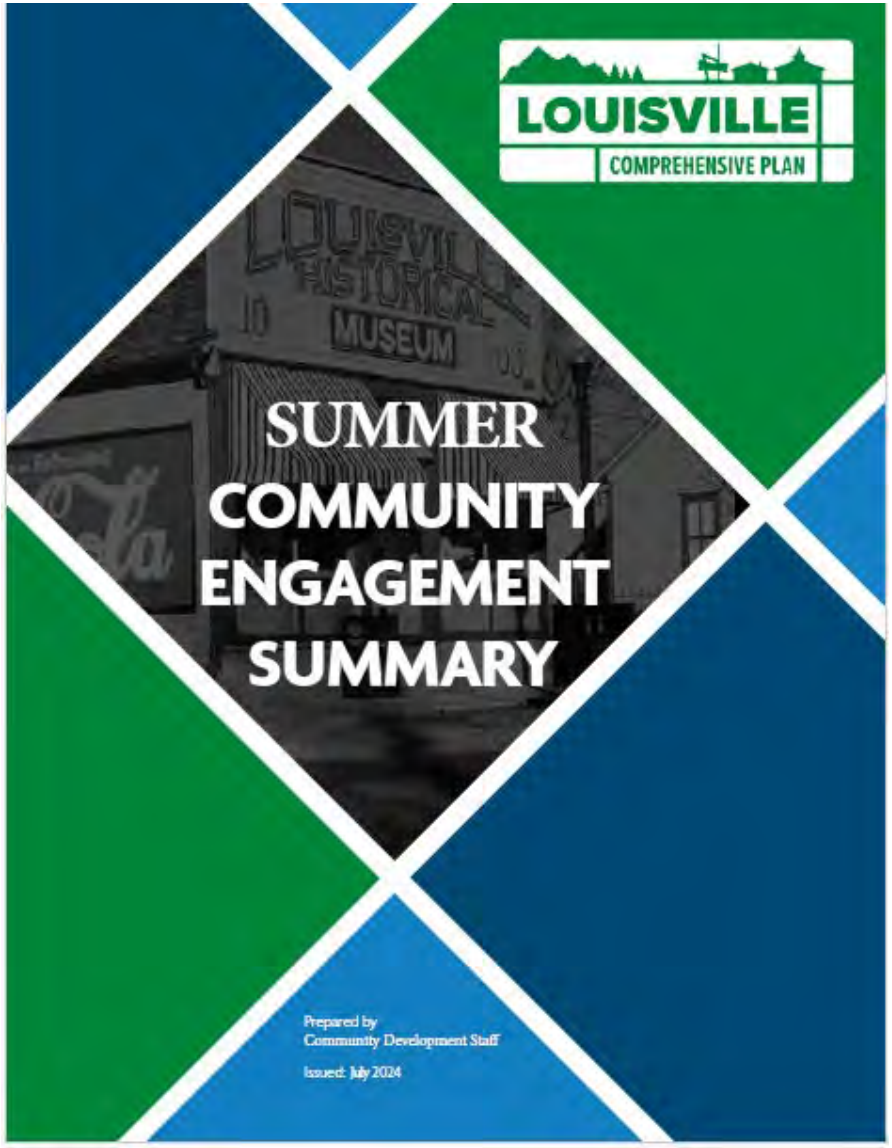
In Person “intercept” events to engage with over **200 Participants**

Where Did These Events Occur?

- Street Faire
- Summer Concert Series
- Bike to Work Day
- Hecla Lake Trailhead
- Ridge Place Trailhead on the Power Line Trail

Virtual Engagement

Online survey that to provide feedback on all 12 draft values and a mapping exercise with over **40 Participants**



VISION AND VALUES

Vision Statement

Louisville is committed to being an equitable, resilient, and sustainable community where everyone has the opportunity to thrive – now and for future generations. We strive for a vibrant future where Louisville will evolve and adapt to change in ways that respect our past and support our high quality of life.

Core Values

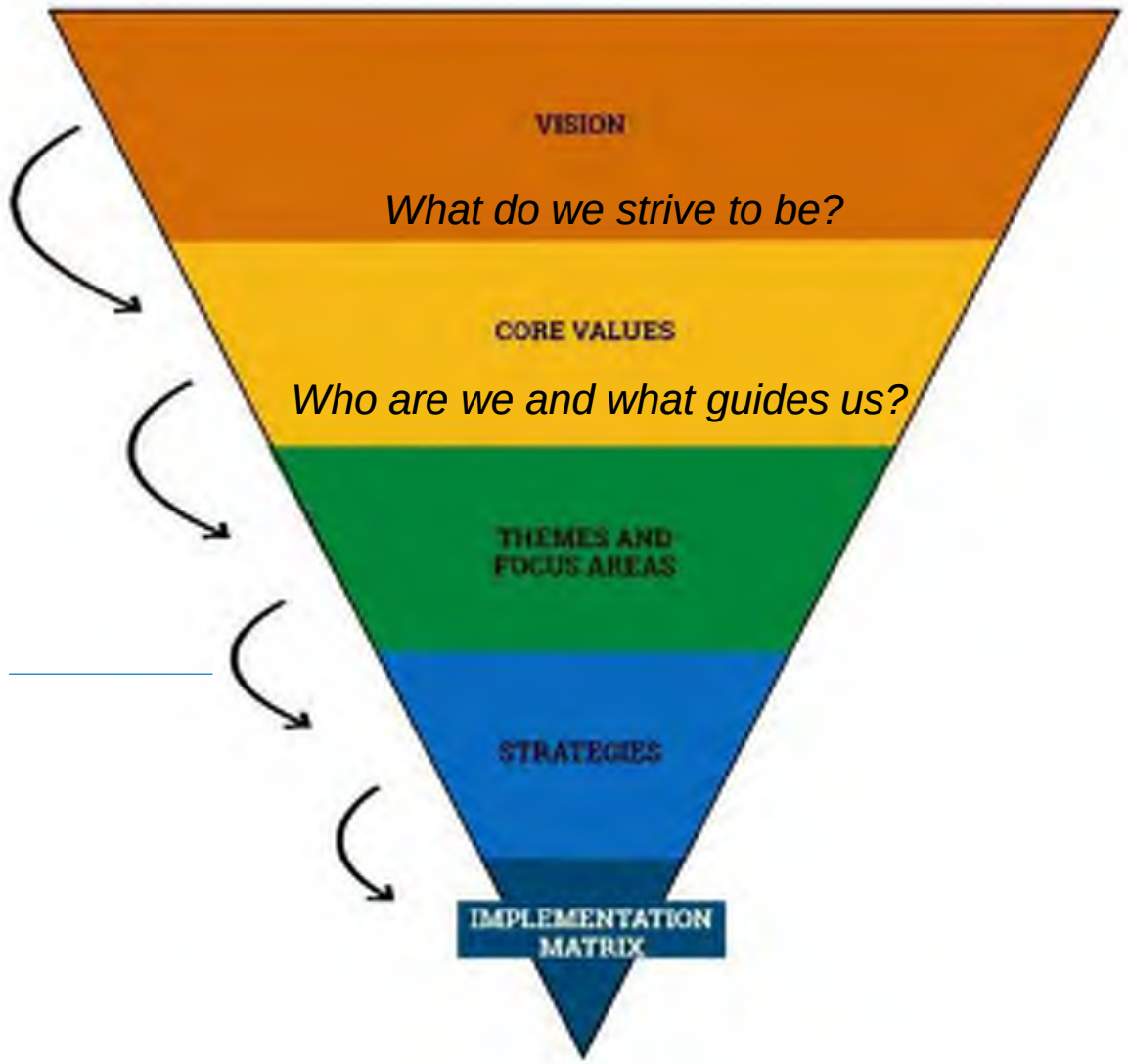
At the center, Louisville is Equitable, Resilient, Sustainable and Vibrant.

These words come from the vision statement and are part of each of the core values.

Plan Framework

What we know Today.

Where we are headed.



Vision: A vision statement serves as an aspirational future statement, speaking to what the Louisville community hopes to achieve.

Core Values: A core value is a community ideal to guide decision-making.

Themes and Focus Areas: Each core value is aligned with a Theme and supporting Focus Areas. These are an effort or desired result to provide direction for how to achieve the community's vision

Plan Elements

These core values will serve as the foundation of the Plan.

The boards around the room offer an opportunity for you to provide feedback and suggestions for the future of Louisville.

ALTERNATIVE SCENARIOS

COMMUNITY CHOICES

What is Scenario Planning?

Scenario planning explores and evaluates potential future developments and outcomes in a city by creating multiple possible scenarios based on driving forces about key factors like population growth, economic trends, and the community vision. The City is asking for Louisville community input on three future growth and development scenarios to inform the Comprehensive Plan.

COMMUNITY CHOICES

What is Scenario Planning?

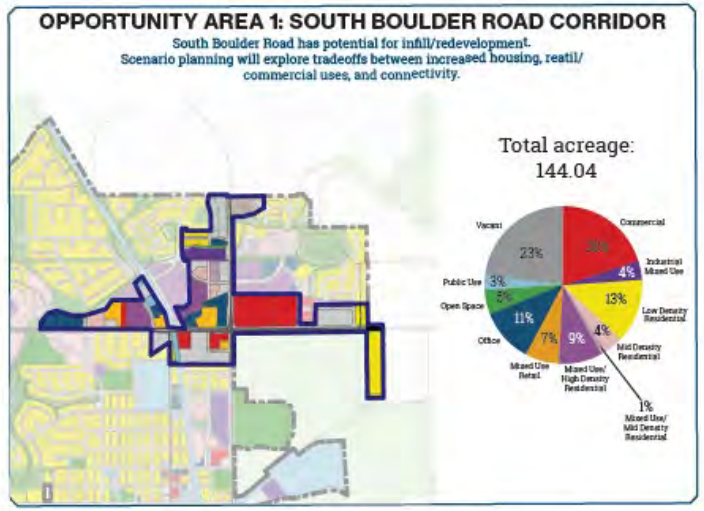
OPPORTUNITY AREAS

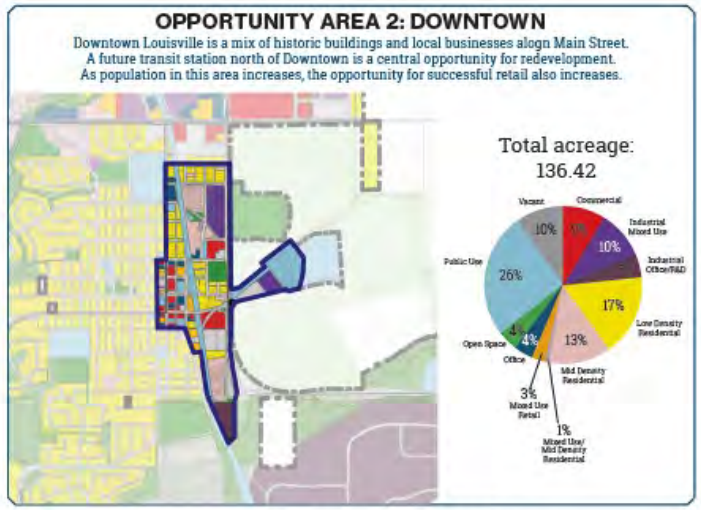
Areas of Stability and Areas of Change

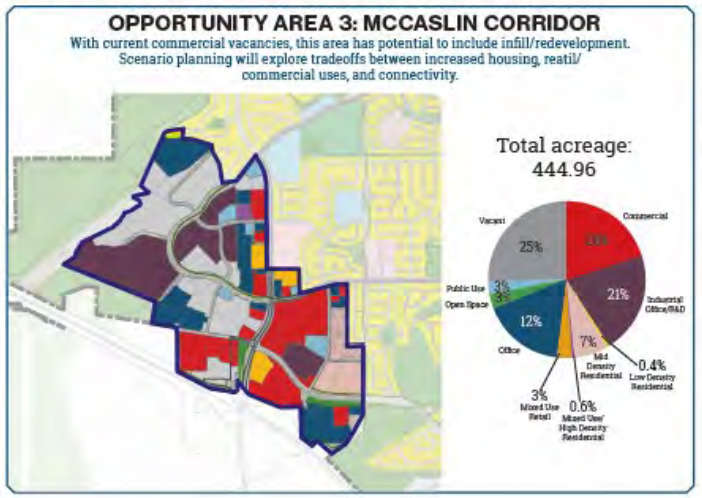
Scenario planning will focus on specific areas that are more likely to change, referred to as Opportunity Areas.

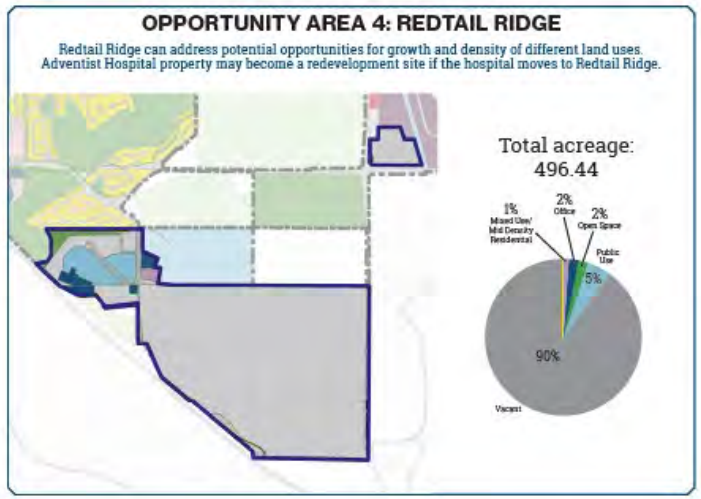
For this exercise, other areas of Louisville less likely to change are referred to as Areas of Stability.

We are asking the Louisville community - what should change look like within these Opportunity Areas.





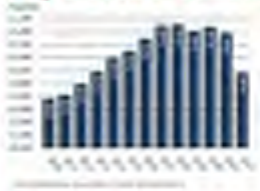




Driving Forces

COMMUNITY CHARACTER

Population is both declining and aging.



Louisville's population peaked in 2018 and decreased by 1,789 residents (8.4%) from 2020 to 2022.

Population is projected to decline without new housing development.

(Source: Colorado Dept of Local Affairs)

Median Age: 43 years. Highest in Boulder County

Age: Residents ages 25–44 dropped 27% 2011–2021

(Source: Louisville Housing Plan, 2024)

Housing is increasingly unattainable.

FOR MORE INFORMATION REFER TO THE LOUISVILLE HOUSING PLAN (2024)

Louisville lacks a diversity of housing choices with about 70% of the City's housing stock single family detached units.

The median price of a home in 2023 in Louisville is $896,000, an increase of 152% over the last decade.

74% of Louisville households would not be able to afford the current median home sales price.

About 2,500 new housing units would be needed in Louisville to maintain its current share of Boulder County's population by 2047.

THE GOALS OF THE HOUSING PLAN ARE TO:

- Goal 1: Increase Residential Development Opportunities in Louisville
- Goal 2: Expand and Maintain Access to Affordable Housing
- Goal 3: Diversify Louisville's Housing Stock

(Source: Louisville Housing Assessment, 2024)

ENVIRONMENTAL SUSTAINABILITY

Hazard mitigation, biodiversity, and decarbonization are high priorities as Louisville evolves.

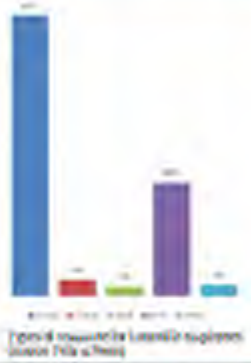
Habitat restoration and Wildland Urban Interface (WUI) mitigation are needed to reduce hazards and maintain biodiversity. The City of Louisville continues to be a leader in establishing aggressive clean energy and carbon emission reduction goals. As the community changes, these goals need to be monitored closely.

COMMUNITY CONNECTIVITY

Residents commute out, the workforce commutes in.

47% of Louisville employed residents leave the city for work.

Most employees live in surrounding areas such as Boulder, Lafayette, Longmont, and Broomfield.



(Source: Place of Residence for Louisville Employees, Census 2020, LEHD)

ECONOMIC VIBRANCY

Employment is Strong.

Employment growth will be significant, as Louisville projects as many as 17,340 more jobs in the next 20 years.

Residents spend $ outside of Louisville.

Louisville retail businesses capture only about 40% of total Louisville resident spending, largely due to significant retail development in surrounding cities.

COMMUNITY PLACES

Louisville has 2x more parks than neighboring communities.

98% of Louisville residents live within a 10-minute walk of a park.

48 parks in Louisville (838 acres), which is nearly double neighboring municipalities of Lafayette (20 parks) and Superior (26 parks).

(Source: Louisville Parks and Rec, Spirit Environmental)

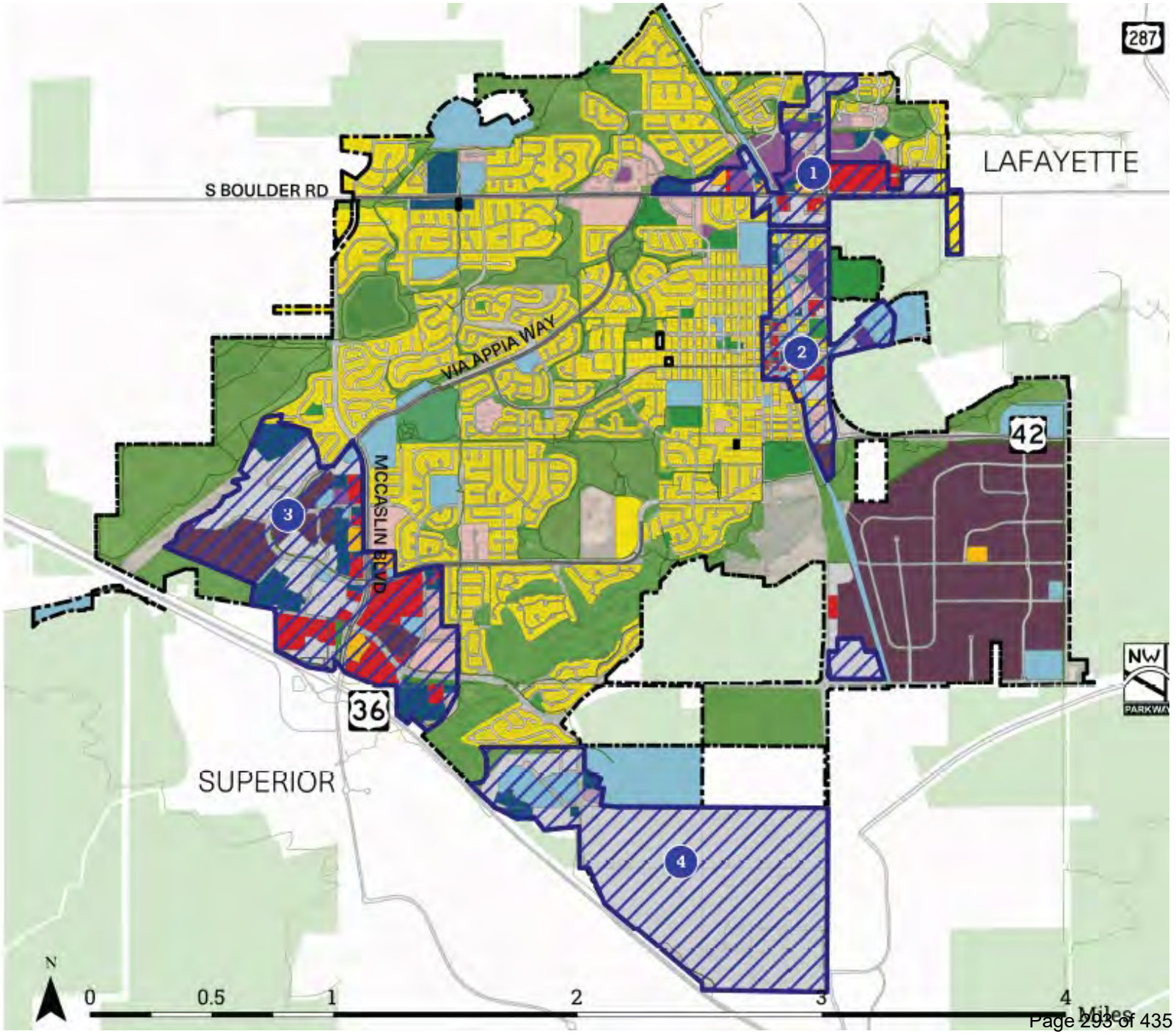
The community continues to highly value these places, which also means any new development in Louisville is redevelopment" or something like this.

Downtown is the Heart of Louisville

Louisville Today

Existing Place Types

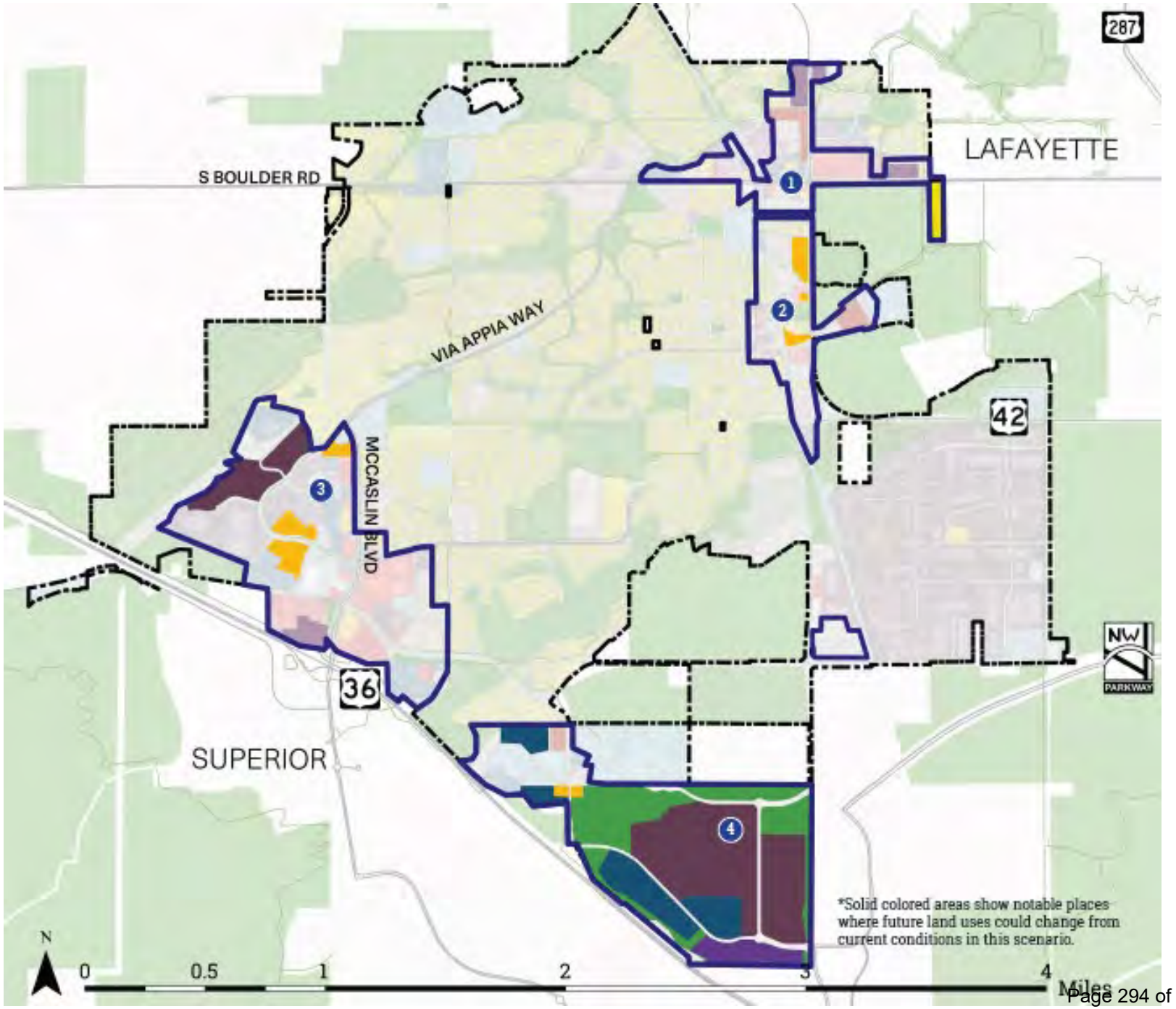
- Commercial
- Mixed Use Retail
- Low Density Residential (1-10 DU)
- Mid Density Residential (10-20 DU)
- Mixed Use/ Mid Density Residential (20-30 DU)
- Mixed Use Center/ Higher Density Residential (30-40 DU)
- Park/Plaza/Open Space
- Public Use
- Industrial Mixed Use
- Industrial Office/R&D
- Office



STAY THE COURSE

Scenario A looks

at a potential future where current trends continue with minimal intervention or change within the community. Based on these existing trends, jobs will continue increasing, but the population will grow minimally.



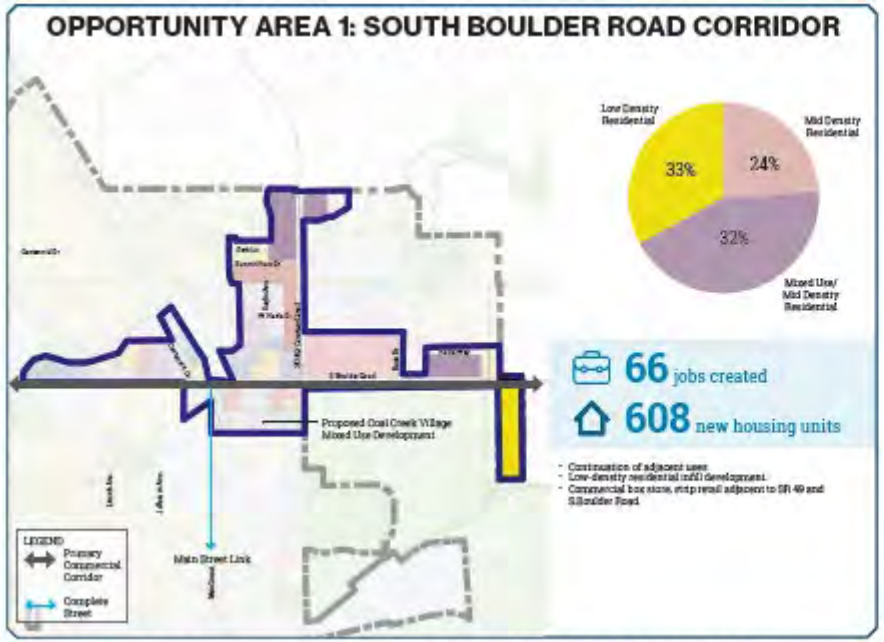
Scenario A

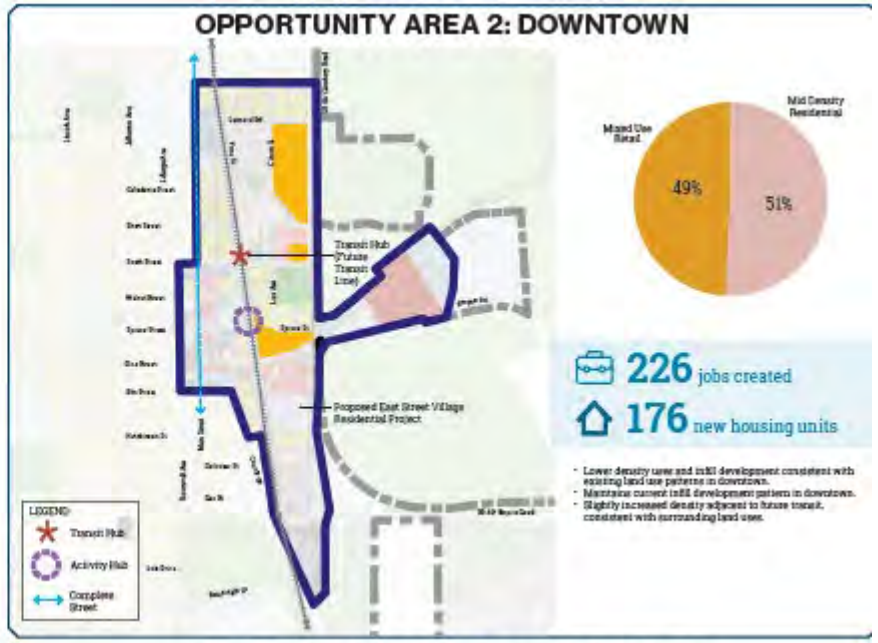
Scenario A: Stay the Course
1,150 new housing units

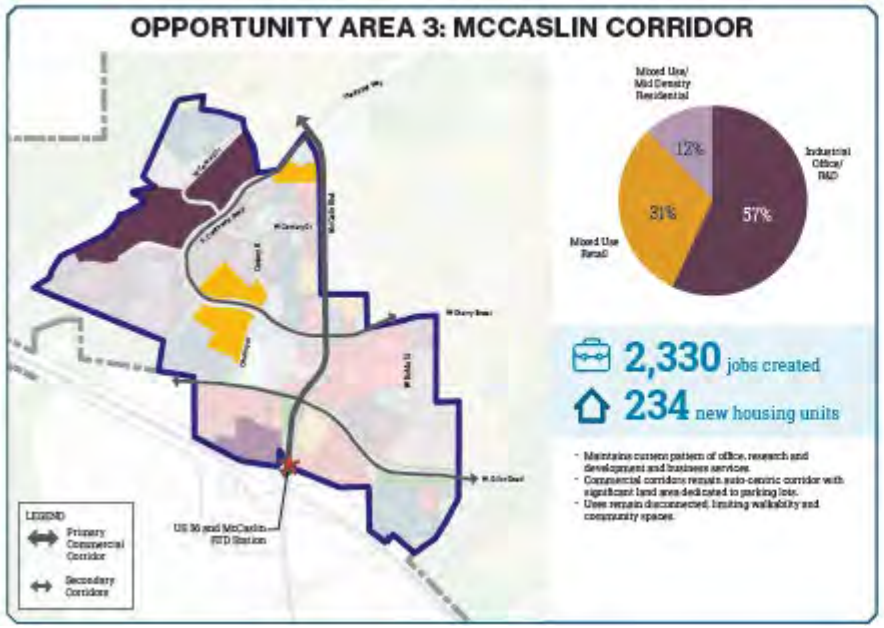
Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
695 units	176 units	234 units	45 units

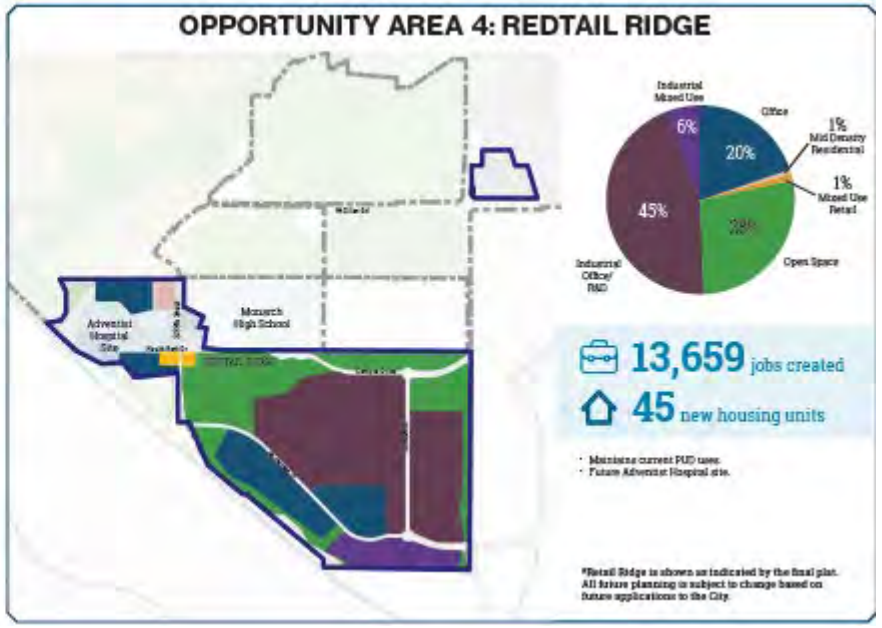
Scenario A: Stay the Course
16,281 new jobs total

Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
66 jobs	226 jobs	2,330 jobs	13,659 jobs

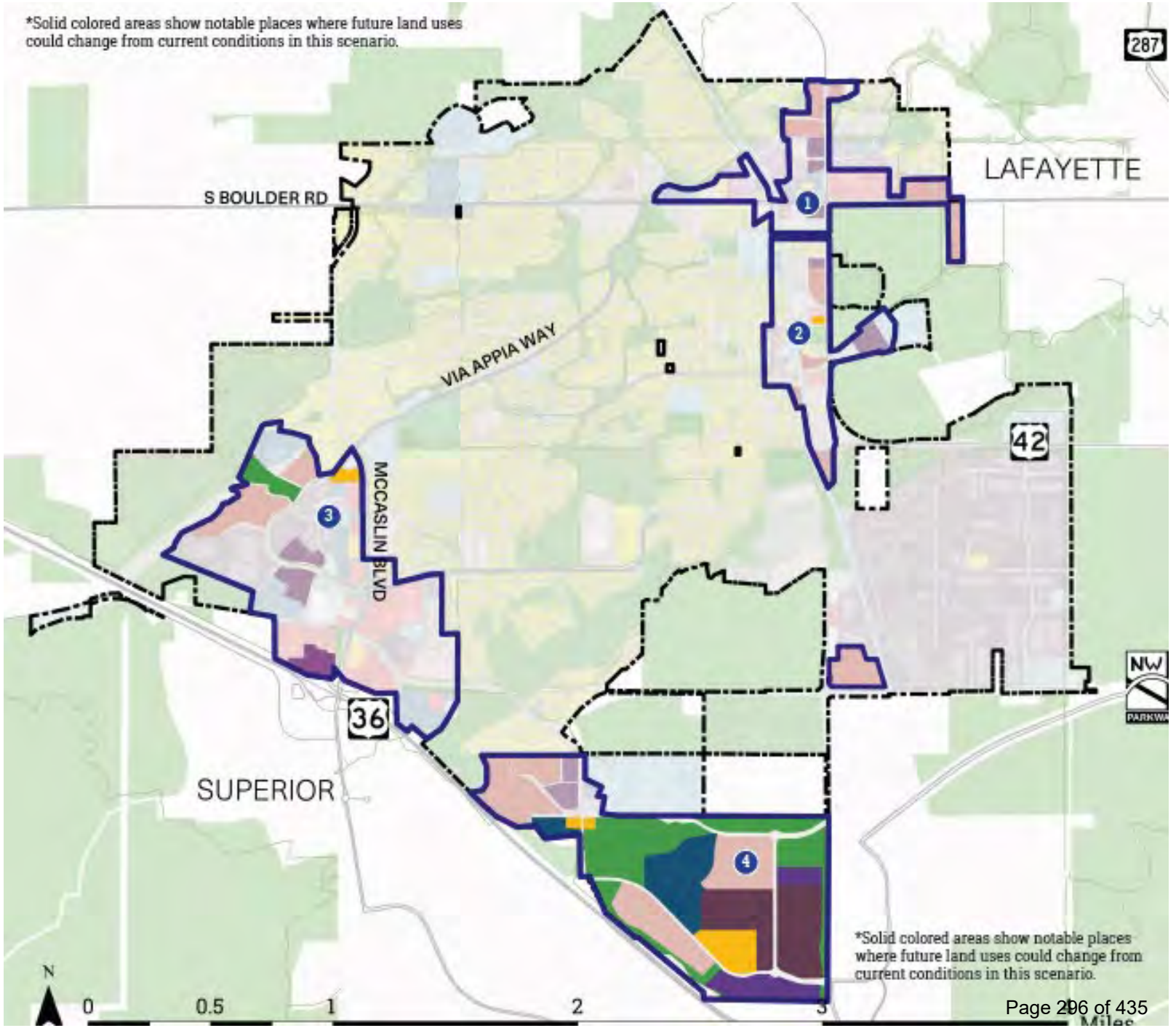








Scenario B proposes the largest housing supply increase and highest population growth, providing affordable housing options for the workforce. Mixed-use commercial centers along McCaslin Blvd and South Boulder Road will focus on retail, while Downtown Louisville will see local commercial growth.



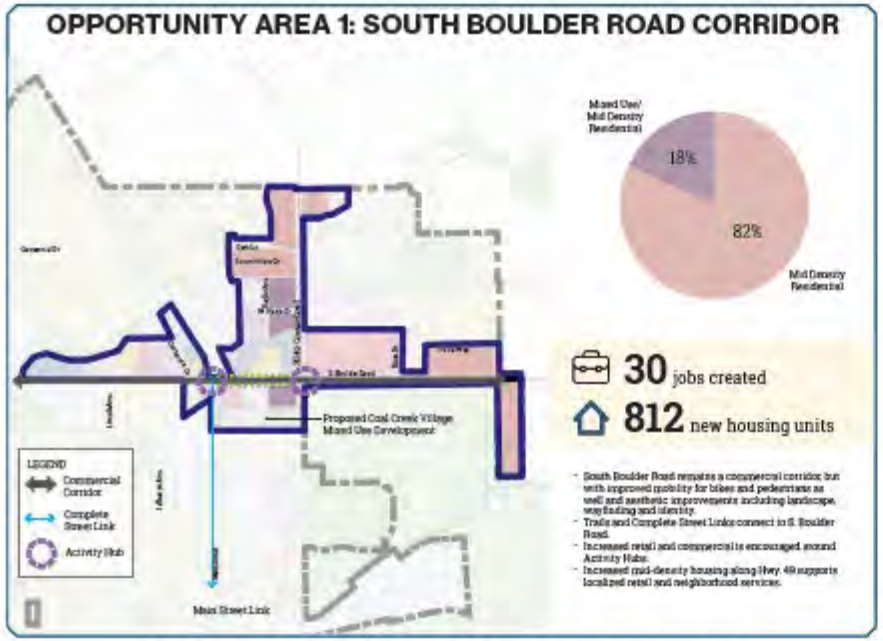
Scenario B

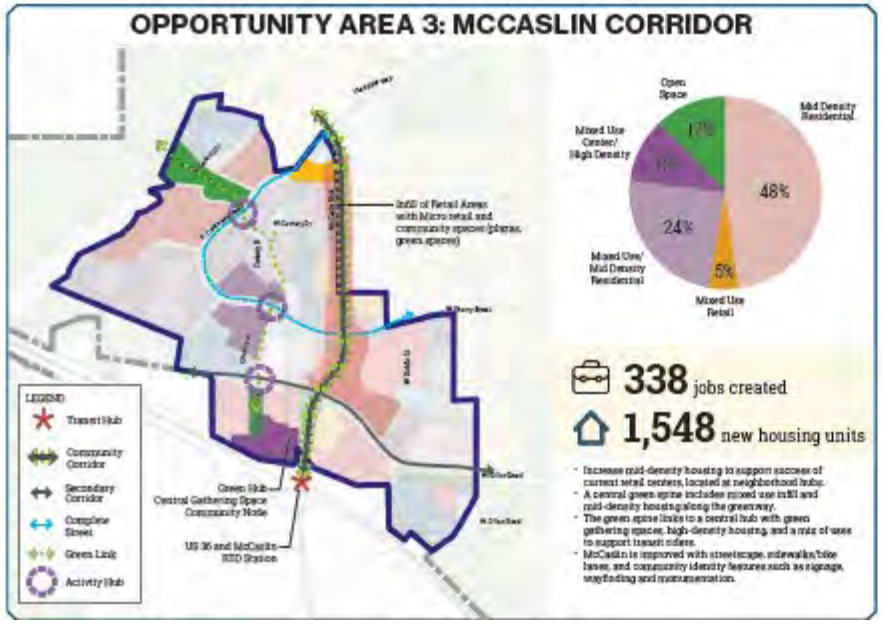
Scenario B:
A Home for Everyone
5,608 new housing units

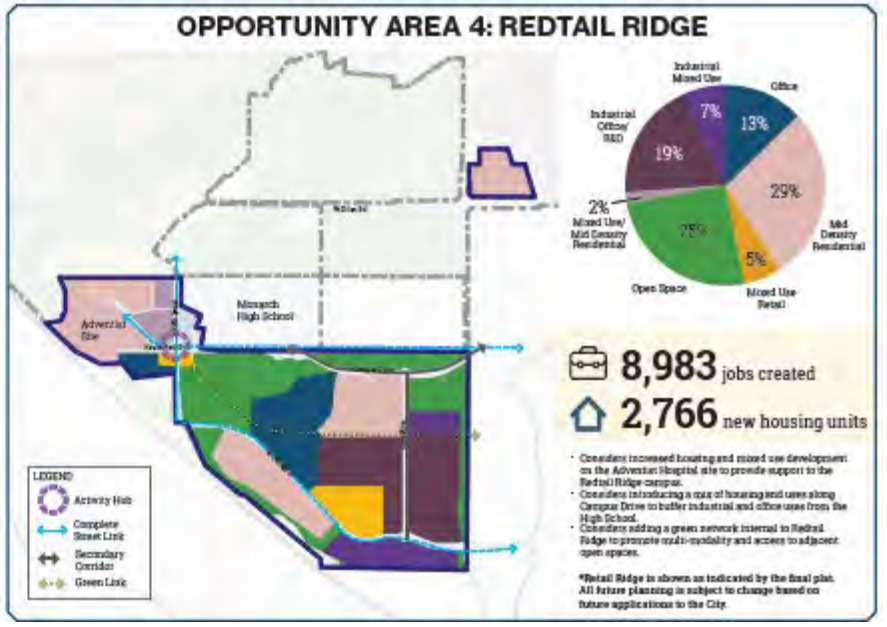
Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
812 units	482 units	1,548 units	2,766 units

Scenario B:
A Home for Everyone
9,414 new jobs total

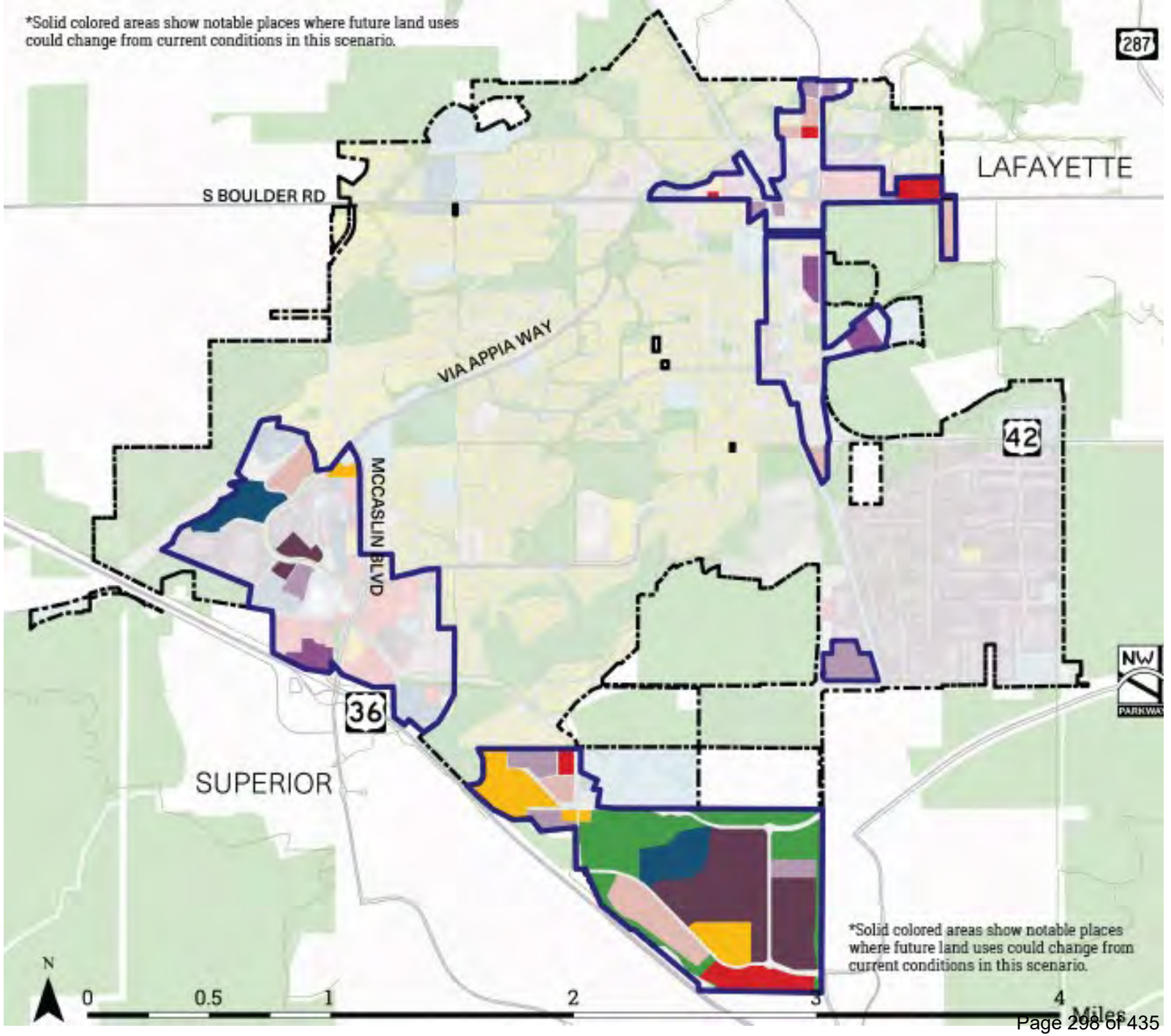
Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
30 jobs	63 jobs	338 jobs	8,983 jobs







Scenario C , focuses on economic stability that envisions less commuting as Louisville's job market and housing supply grow, with diverse housing types and densities along McCaslin Blvd, Highway 42, and South Boulder Road, encouraging mixed-use districts. It emphasizes Transit-Oriented Development (TOD), missing middle housing, and sees Redtail Ridge as a key area for expanding housing, improving affordability, and attracting younger generations to Louisville.



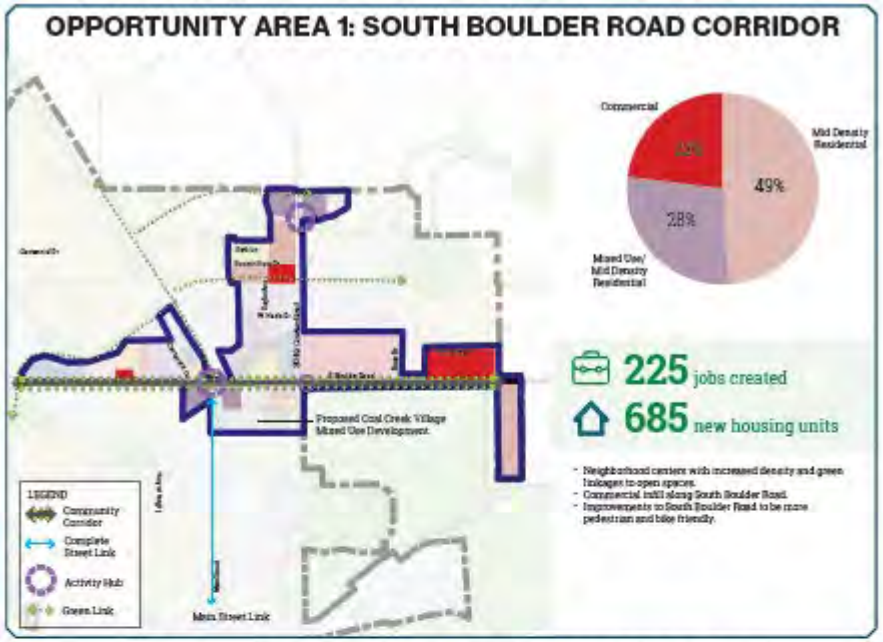
Scenario C

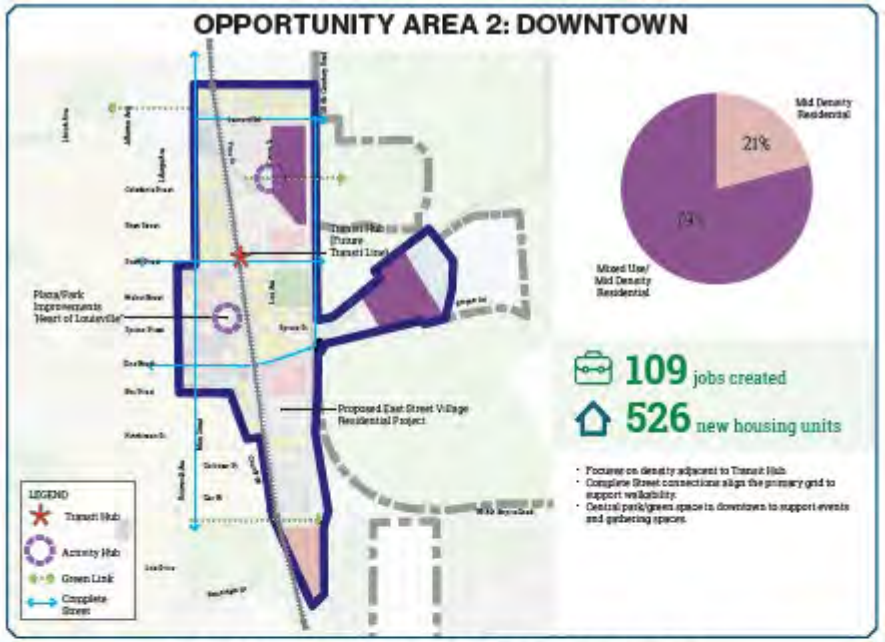
Scenario A: Stay the Course
3,741 new housing units

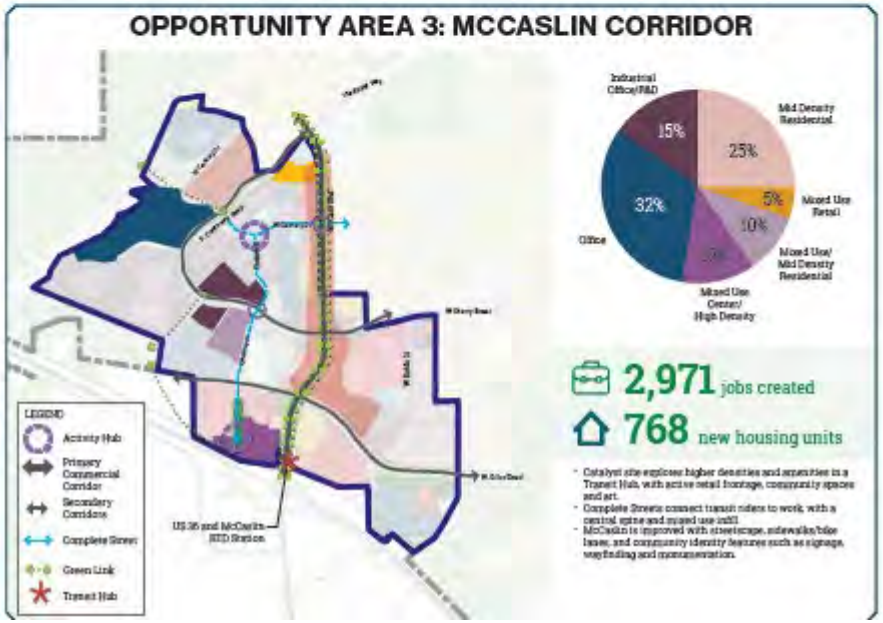
Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
685 units	526 units	768 units	1,762 units

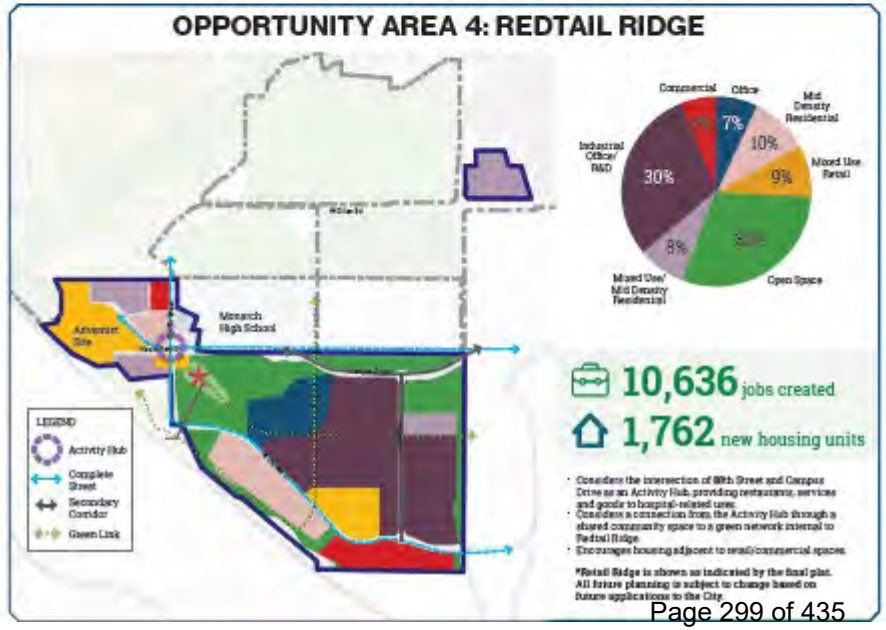
Scenario C: Live and Work
13,941 new jobs total

Area 1 South Boulder Road Corridor	Area 2 Dowtown	Area 3 McCaslin Corridor	Area 4 Redtail Ridge
225 jobs	109 jobs	2,971 jobs	10,636 jobs

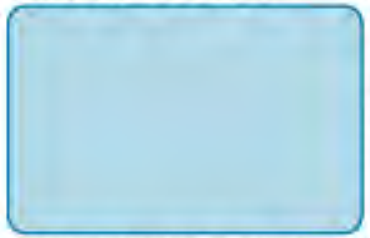








SCENARIOS AND VALUES ALIGNMENT

	COMMUNITY CHARACTER	COMMUNITY PLACES	COMMUNITY CONNECTIVITY	ECONOMIC VIBRANCY	ENVIRONMENTAL SUSTAINABILITY
SCENARIO A: STAY THE COURSE  Place a dot in the box if this is your preferred scenario!	Maintain slow population growth through continued development of single-family and lower density homes, but may also continue trends of population decline, declining school enrollment, and higher retail vacancies that puts this character at risk.	Current parks, trail systems, recreation amenities are maintained.	More vehicle-oriented travel.	As housing growth remains low, retail is less thriving. Office and Research and Development continues to drive job growth. Minimum growth of good and service businesses without additional population to support retail.	Lower density housing maintains high commutership and reliance on person vehicles, increasing carbon emissions.
SCENARIO B: A HOME FOR EVERYONE Place a dot in the box if this is your preferred scenario!	Increased focus on a mixture of housing types to address housing attainability challenges and offer more options for families and the local workforce. Changes are focused on select areas with densities and building types that are sensitive to existing neighborhood character.	Improve downtown plazas and parks to support more active street life. Opportunity for increased events and gathering.	Increase transportation options with a focus on overall connectivity for walkablity and bikeabilty.	Increase in mid-density housing supports workforce and entry level housing options. This in turn supports neighborhood centers with access to retail, goods and services.	Missing middle and more compact housing choices can support in a reduction of vehicle miles traveled and support and increase to transit connection, decreasing carbon emissions.
SCENARIO C: LIVE AND WORK IN LOUISVILLE 	Focused areas of medium and higher density housing to create vibrant places with retail centers and transit access, increasing proximity to goods and serves while supporting retail vitality and transit options. Changes are focused on select areas with densities and building types	Increase overall parks system, trails and linkages to support new development densities. Ability to support additional programs, services, and events for all ages (from youth to seniors).	Increased transit frequency with higher density housing centers and provide multimodal linkages to access housing and jobs within the community.	Higher-density centers also serve as a hub for jobs and services. With higher employment growth, there is a need to increase housing for all incomes and ages beyond the current gap.	Higher density centers support increased transit, a reduction of commuting and an overall decreasing carbon emissions. Mixed use centers allow for goods and service available by walking or biking to support increased community health and more vibrant places.

QUESTIONS?

Your Turn to Play!

How to Play the Game.

Welcome to the Sticker Game! Your participation will help shape the future of Louisville! Follow these steps to create your vision for the future. The objective of the game is to balance the number of housing units and the number of jobs to meet the requirements for a vibrant, resilient, and sustainable Louisville.

Step 1: Review the Map

Familiarize yourself with the map which indicates 4 areas of opportunity to influence future development.

Step 2: Understand the Stickers

Each sticker represents a different type land use. The color and number of jobs or units are shown on the legend on the left. Take a moment to think for yourself and then discuss as a team how you want these areas of the city in the future. Discuss your ideas as before placing your stickers.

Step 3: Place Your Stickers

Place the stickers on the map according to your vision. You c
and place them on the board. You do not need to use all t
minimum number of jobs and units to meet the growth re

Step 4: Consider Trade-offs

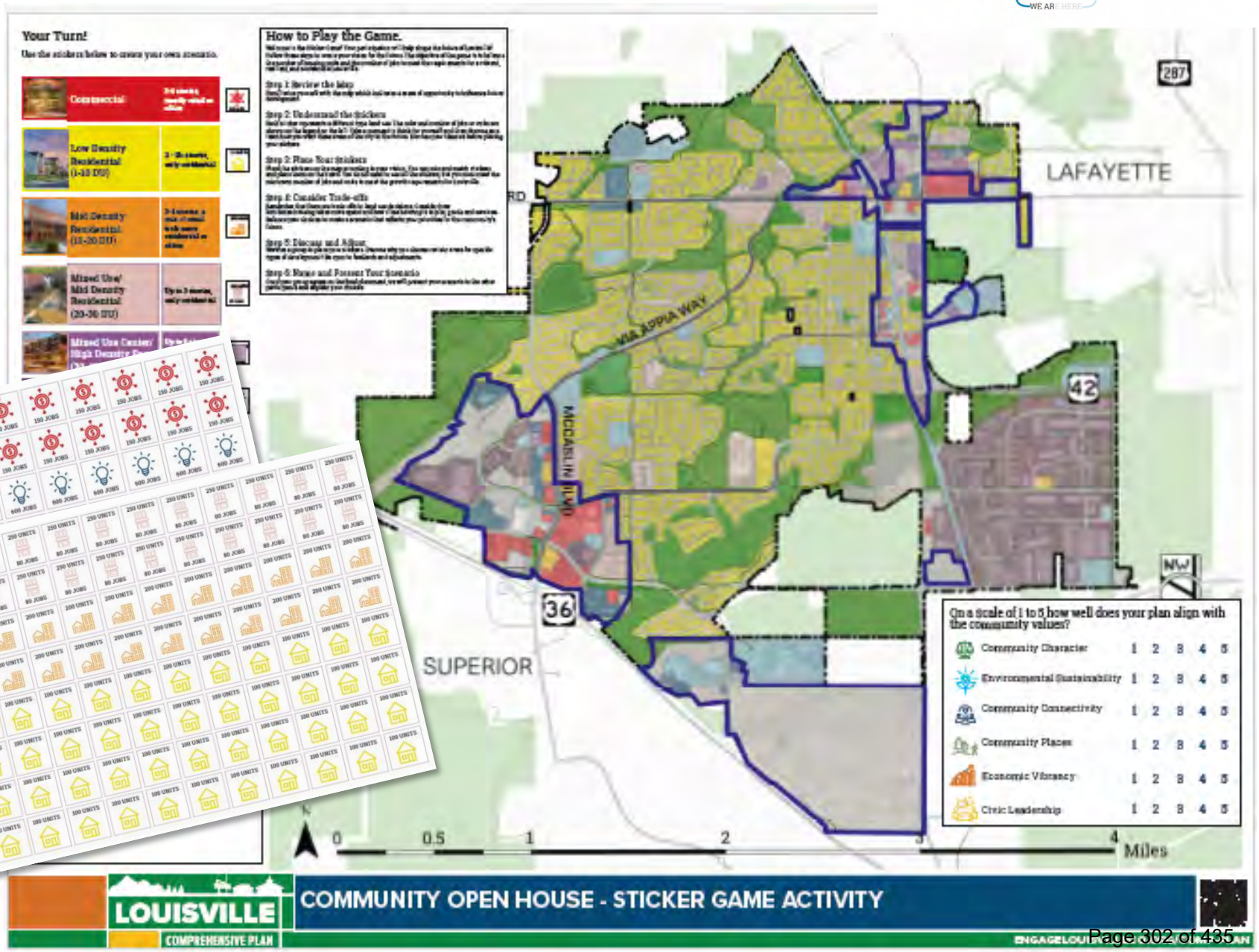
Remember that there are trade-offs in land use decisions. C
less dense housing takes more space and how close housing
Balance your choices to create a scenario that reflects your p
future.

Step 5: Discuss and Adjust

Work as a group to place your stickers. Discuss why you choose
types of development? Be open to feedback and adjustments.

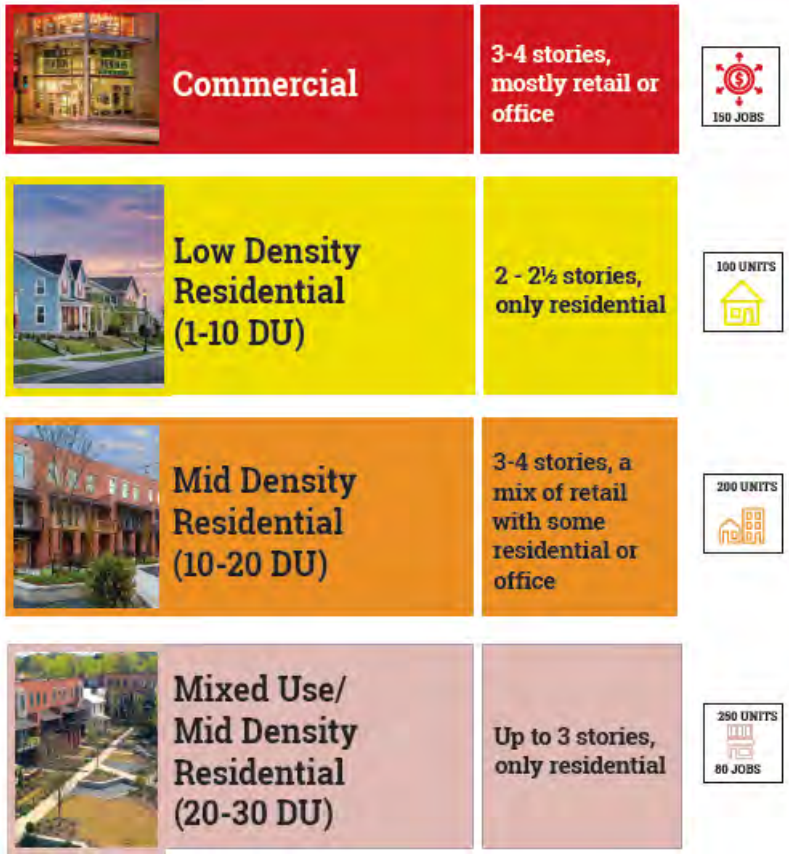
Step 6: Name and Present Your Scenario

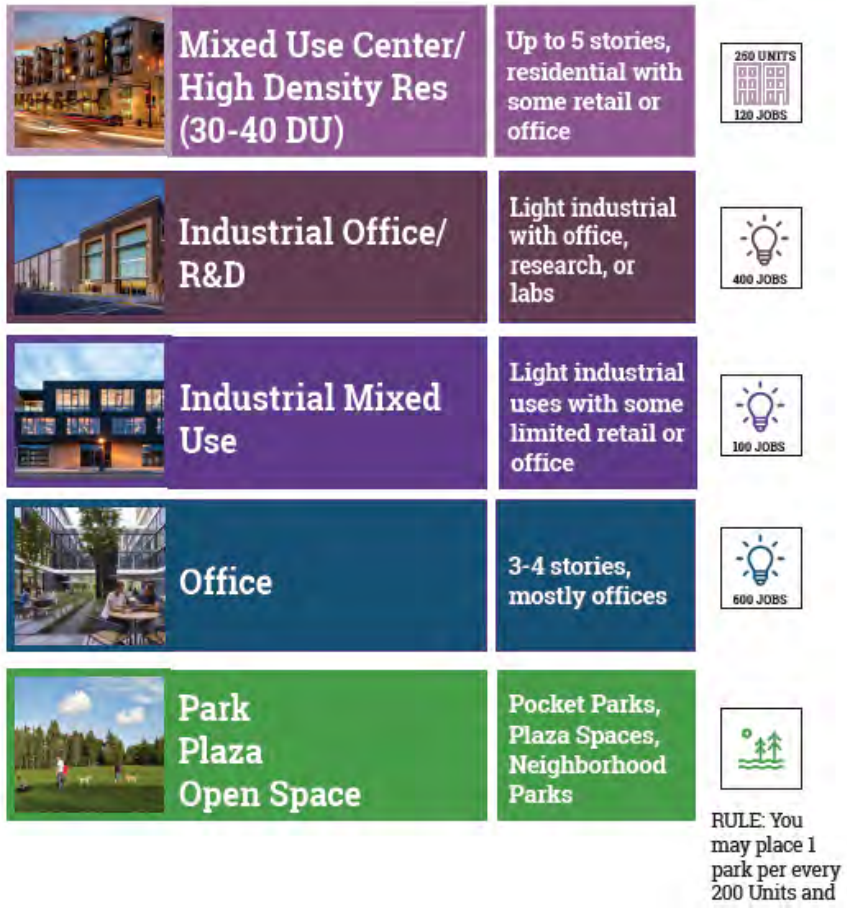
Once your group agrees on the final placement, we will present you
participants and explain your choices.



COMMUNITY CHOICES

Understand the Stickers → Place your Stickers





Each sticker represents a certain number of units and jobs. Add these up to reach a total number for your plan. You must place the minimum number of stickers.

UNDERSTANDING 'DU'

1 Acre

= 4 DU/ Acre

EACH STICKER IS APPROX. 10 ACRES

Dwelling units per acre (DU/ac) is a measurement of residential density, or the number of dwelling units on area of land.

COMMUNITY CHOICES

Consider Trade-offs → Discuss and Adjust

Consider the Driving Forces…

- Where can you add family and workforce units? What does this housing type look like?
- How can you reduce commuting in and out of Louisville?
- Where do you capture job growth?
- How do you add housing to support retail vibrancy?

Discuss and work together as a group to develop your own scenario. Each table will have a facilitator to answer questions.

COMMUNITY CHOICES

Name and Present your Ideas!

Make sure you meet the minimum requirement!

How Many Units?

Count the number of UNITS you have and fill in the box.

Total #

Minimum 1,000 Units

Maximum 5,000 Units

How Many Jobs?

Count the number of JOBS you have and fill in the box.

Total #

Minimum 10,000 Jobs

Maximum 20,000 Jobs

Name your Idea!

Your Idea Here!

When you are done, select someone to share your ideas back to the larger group.

Questions?

Keep in Touch!

www.engagelouisvilleco.org/comp-plan

APPENDIX C

EXISTING CONDITIONS REPORTS

LOUISVILLE

COMPREHENSIVE PLAN

EXISTING CONDITIONS MAP ATLAS

FINAL DRAFT APRIL 2024

SATURDAY
& SUNDAY

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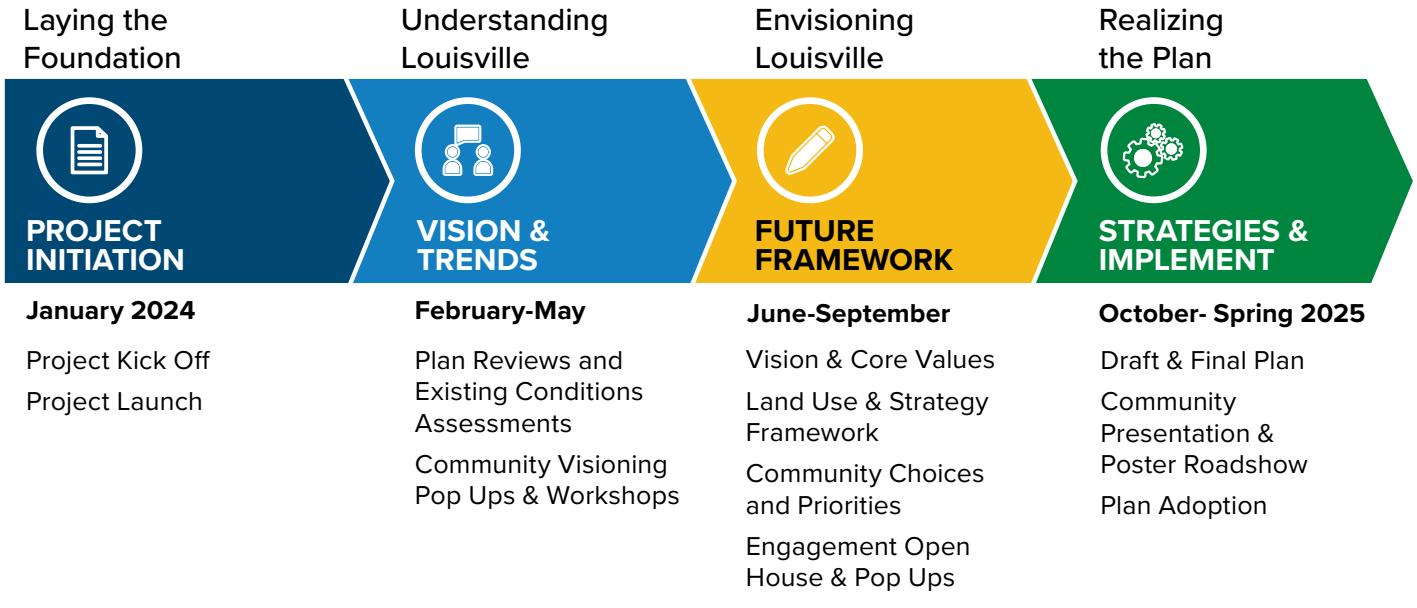
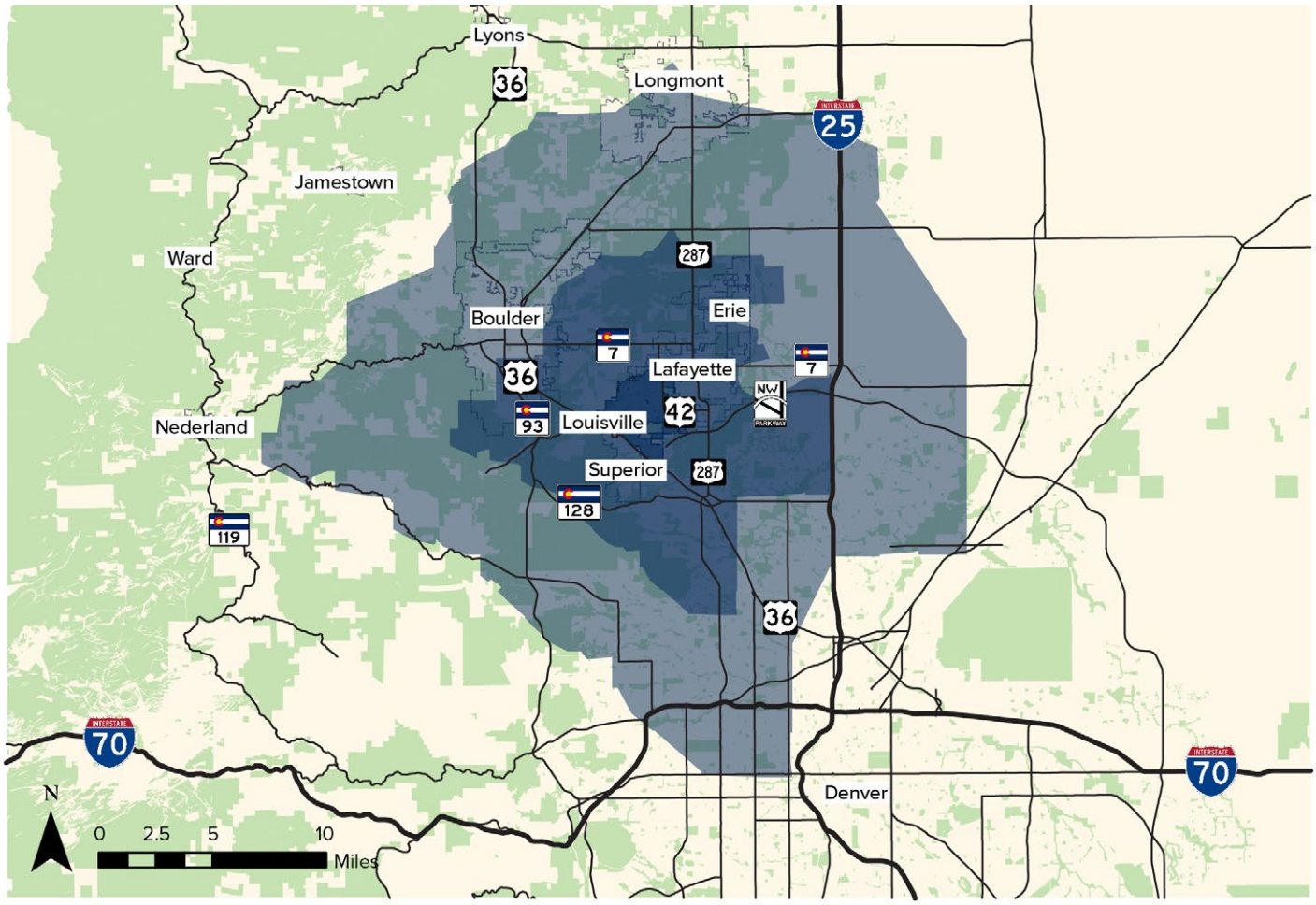
INTRODUCTION

This existing conditions map atlas is an initial assessment of the current conditions in Louisville. This provides a preliminary foundation of understanding for the Louisville Comprehensive Plan, including a summary of existing planning documents and maps describing existing conditions.



CITY OF LOUISVILLE

Located in southeastern Boulder County, Louisville is at the base of the Rocky Mountain Front Range. Within the overall region, Louisville is located between the major metropolitan areas of Denver and Boulder. Louisville is connected to these surrounding areas by US Route 36, also known as the Denver-Boulder Turnpike. Surrounding municipalities of Louisville include Superior, Lafayette, and Erie.



LEGEND

- Open Space
- Municipalities
- Arterials
- Collectors
- 10-Minute Drive
- 20-Minute Drive

Figure 1: Regional Map (Source: City of Louisville)

CONTEXT MAP

The City of Louisville is located between the Town of Superior and the City of Lafayette. There is a mix of public lands within the City of Louisville and the adjacent cities and towns. Public land types range from open space with wildlife conservatory areas to parks with active playgrounds. Public lands, are owned either by the City of Louisville, in partnership with Boulder County and/or City of Lafayette, and private entities

South Boulder Road and US Route 36 border Louisville, and the main arterial roads throughout include Centennial Parkway and McCaslin Boulevard.

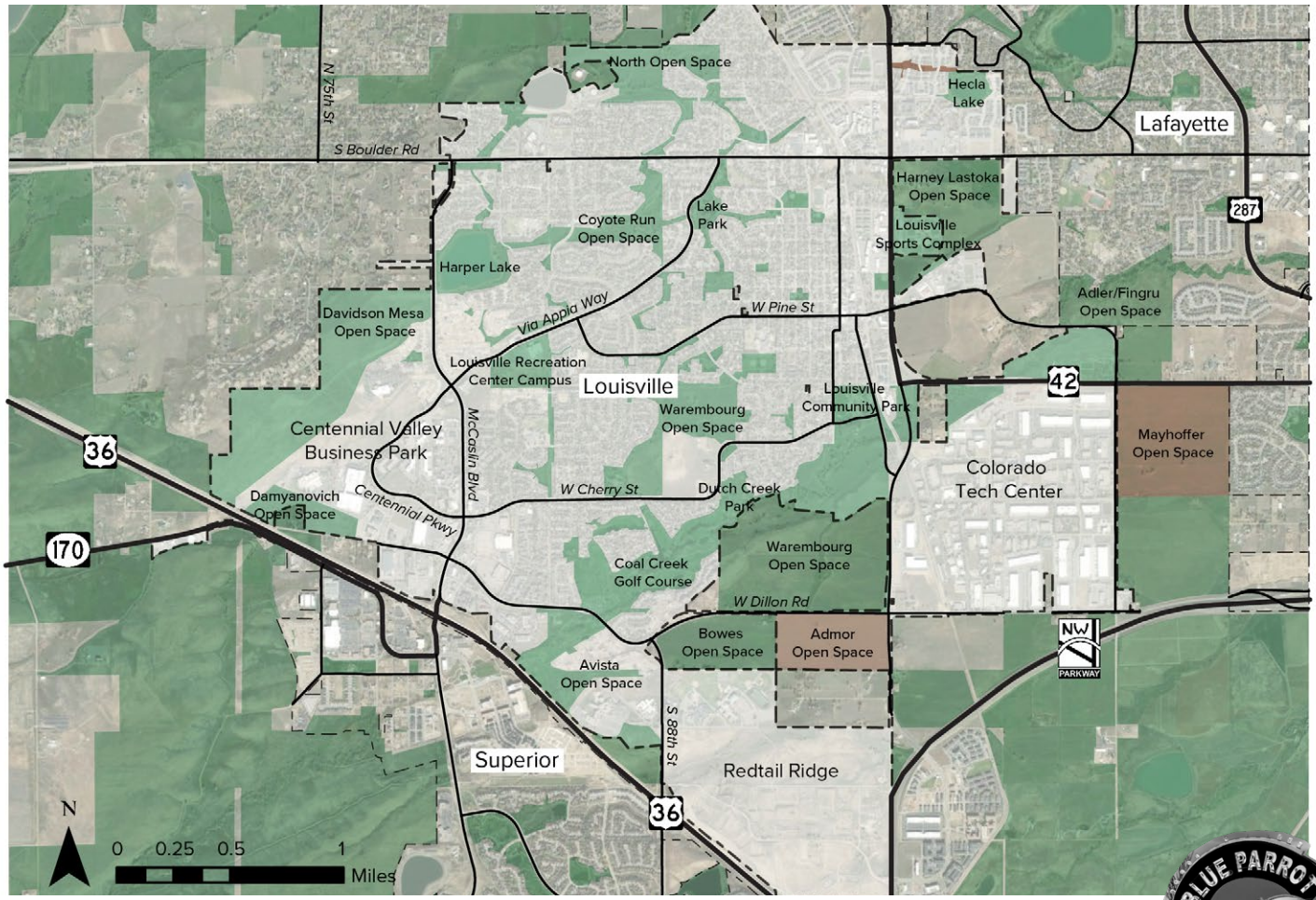


Figure 2: Context Map (Source: City of Louisville)

1878 The town of Louisville is formed by Louis Nawatny, who bought 40 acres of land from the US government.

1882 Louisville became an incorporated area with their first elected mayor, John H. Simpson.

1905 Louisville's Historic Grain Elevator is built by John K. Mullen.

1907 Louisville hits their peak with mining, having 12 mines in the area.

1924 First public library is created in Louisville.

1952 The Boulder/ Denver Turnpike (US 36) opens.

1958 Louisville gains reputation of becoming a restaurant destination.

Source: City of Louisville

History

Louisville, Colorado, has a rich history and rich cultural contributions. The first coal mine, the Welch Mine, was opened in 1877 by Louis Nawatny. Louisville became known as the Northern Coal Field, which was noted to earn high wages for miners. Between 1890 to 1928, the area produced nearly two million tons of coal. Since then Louisville has become a middle-class haven, with manufacturing plants opening in recent years.

Notable contributions include having a vibrant downtown, which in the 1950s became a destination area for restaurants, particularly for its notable Italian cuisine. Carrying that legacy, Louisville became recognized by others as one of the top small towns to live in. In 2001, Louisville was adopted as a home rule city, which allowed more flexibility in its city government as well as funding through city collection of sales tax.

Click to learn more.

Figure 3: Spruce Street, 1881 (Source: Downtown Louisville)

Figure 4: Workers at the Gorham Mine (Source: Downtown Louisville)

2001 — Louisville adopts to be a home rule city instead of being a statutory city.

2005 — Louisville is ranked into the 5 small towns to live in by Money Magazine.

2010 — Louisville Art District holds its First Friday Art Walk.

2013 — 100 Year Flood occurs, affecting Boulder County and destroying areas in Louisville.

2019 — Louisville elects its first female mayor, Ashley Stolzmann.

2021 — Marshall Fire, Colorado's most destructive fire, swept Boulder County destroying over 500 homes in Louisville.

2025 — Louisville Comprehensive Plan is adopted and implemented!

EXISTING PLAN REVIEW

Downtown Louisville Framework Plan (1999)

City of Louisville

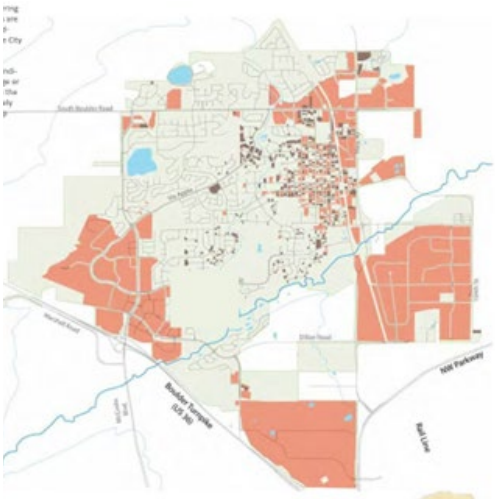
This plan identifies key areas of challenge and opportunity for the downtown area, and identified specific implementation tasks.

This plan is concurrently undergoing an update.

Highway 42 Urban Renewal Plan (2006)

City of Louisville

Purpose of the plan is to reduce, eliminate, and prevent the spread of blight within the 230 acre Urban Renewal Area (URA). A URA is intended to stimulate growth and reinvestment within the area and to promote local objectives related to land use, private investment and public improvements.



Louisville Comprehensive Plan (2013)

City of Louisville

The 20-year plan is guided by a vision statement and core community values. Recommendations for future land use were supported by a framework plan and three distinct development types. This plan is a direct predecessor to current planning process.

Preservation Master Plan (2015)

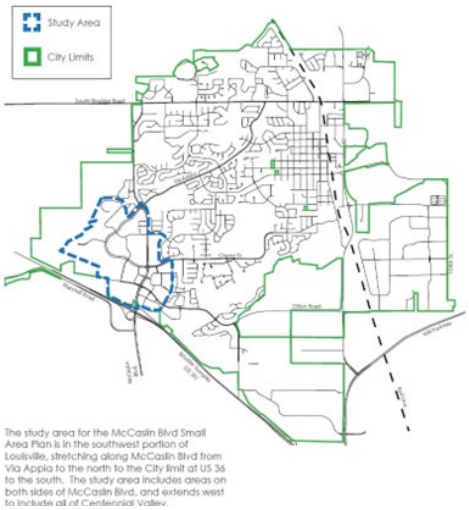
City of Louisville

This plan identifies the goals and vision for the City's preservation program; award winning plan related to community engagement, so the process could be used to inform the Comprehensive Plan's work.

South Boulder Road Small Area Plan (2016)

City of Louisville

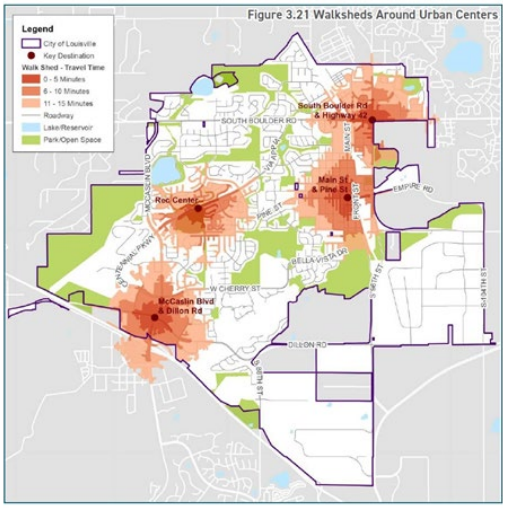
This plan is the direct result of the 2013 Comprehensive Plan, which recommended neighborhood and small area plans for various parts of the city.



McCaslin Boulevard Small Area Plan (2017)

City of Louisville

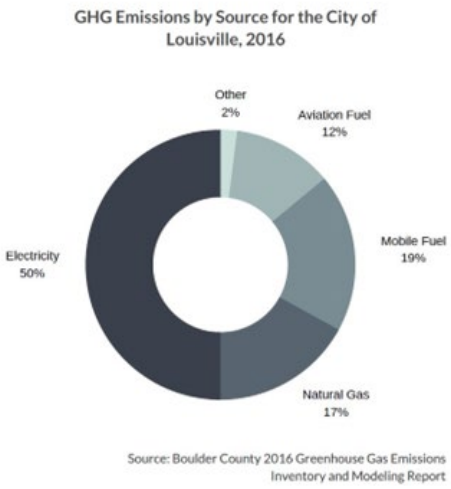
This plan is the direct result of the 2013 Comprehensive Plan, which recommended neighborhood and small area plans for various parts of the city. The plan calls for the creation of new design guidelines.



Transportation Master Plan (2019)

City of Louisville

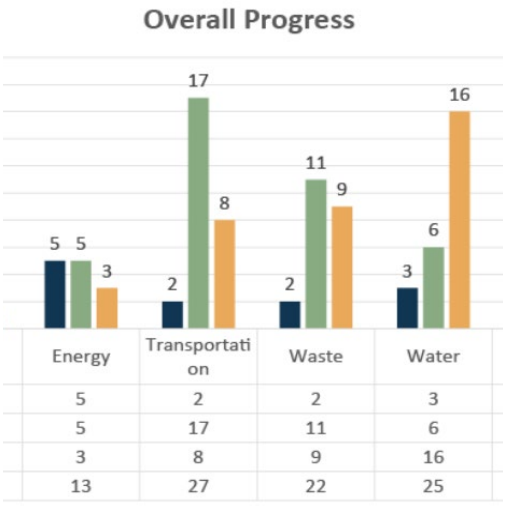
The Transportation Master Plan (TMP) consolidates previous planning efforts into one coordinated, city-wide plan (rather than incremental and corridor-specific). It is the city's first comprehensive look at transportation.



Louisville Sustainability Action Plan (2020)

City of Louisville

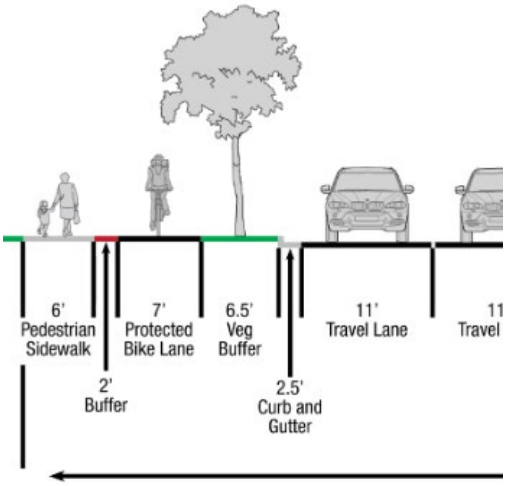
The SAP's goals are relevant to the city's overall planning efforts. The plan is organized around seven sustainability topics: climate, energy, transportation, waste, water, ecological health, and local food and agriculture. Each topic includes goals, internal and external objectives, and near to mid-term strategies.



Resolution 25: Clean Energy and Carbon Emission Reduction Goals (2019)

City of Louisville

Sustainability goals included in the Comprehensive Plan should reflect those included in Resolution 25.



Future 42 Study (2022)

City of Louisville and City of Lafayette

Colorado Highway 42 (CO 42) is a main corridor for both intra and inter-city traffic in Louisville. The reformation of the road will have significant impacts on residents and could influence future land uses.

THREE-MILE PLAN

Colorado's annexation law restricts annexations to three miles beyond the current municipal boundary. As a part of the plan effort, Louisville must prepare a three-mile plan before annexing property.

Within a three-mile radius around Louisville are portions of Superior, Lafayette, Erie and Boulder municipalities. Parts of Erie to the Northeast and Boulder to the Northwest also fall into this three-mile buffer. US Route 36 bisects the area, which connects metropolitan areas of Denver to Boulder. US Route 287 also travels through this buffer, connecting municipalities from Denver to Fort Collins.

Louisville currently has 12 intergovenmental agreements to work with Boulder County for long-term land use. These IGAs include: Lafayette/Louisville buffer, Northwest Parkway, and US 36.

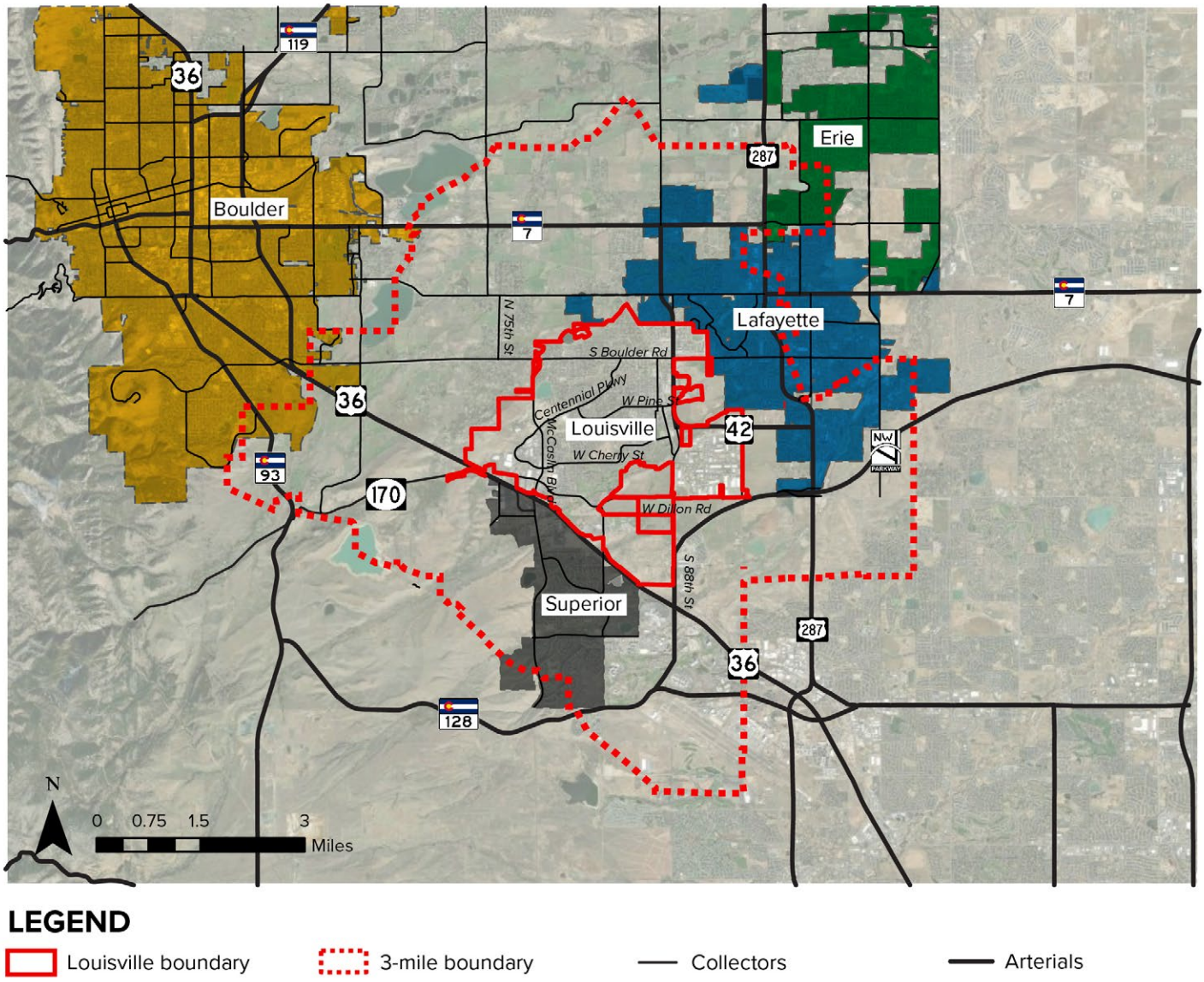


Figure 5: Three-Mile Map (Source: City of Louisville)

FIRE RECOVERY

Since the Marshall Fire on December 30, 2021, Louisville has committed to work with everyone to recover and rebuild.

Learn more about the recovery plan details here.

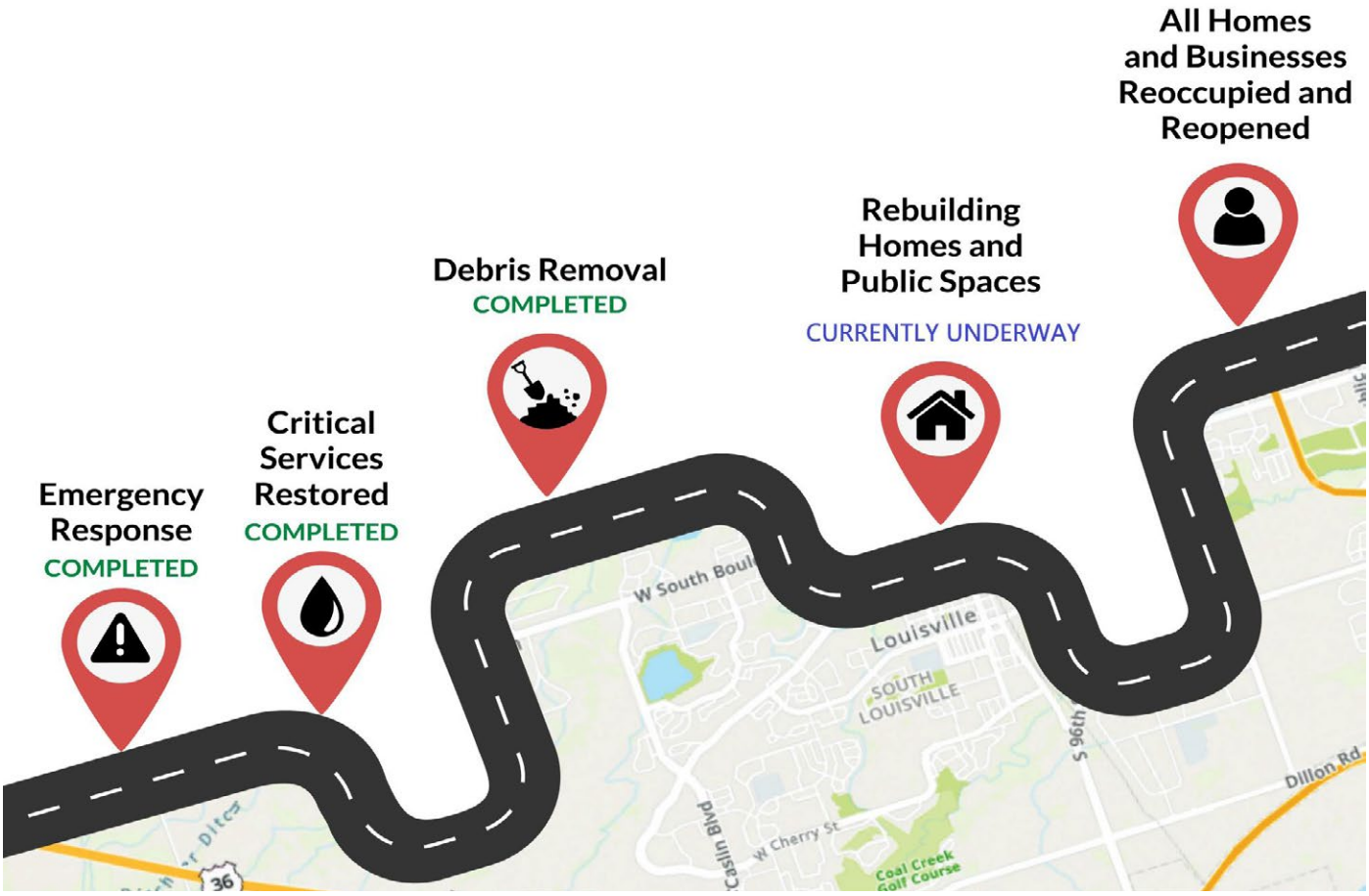
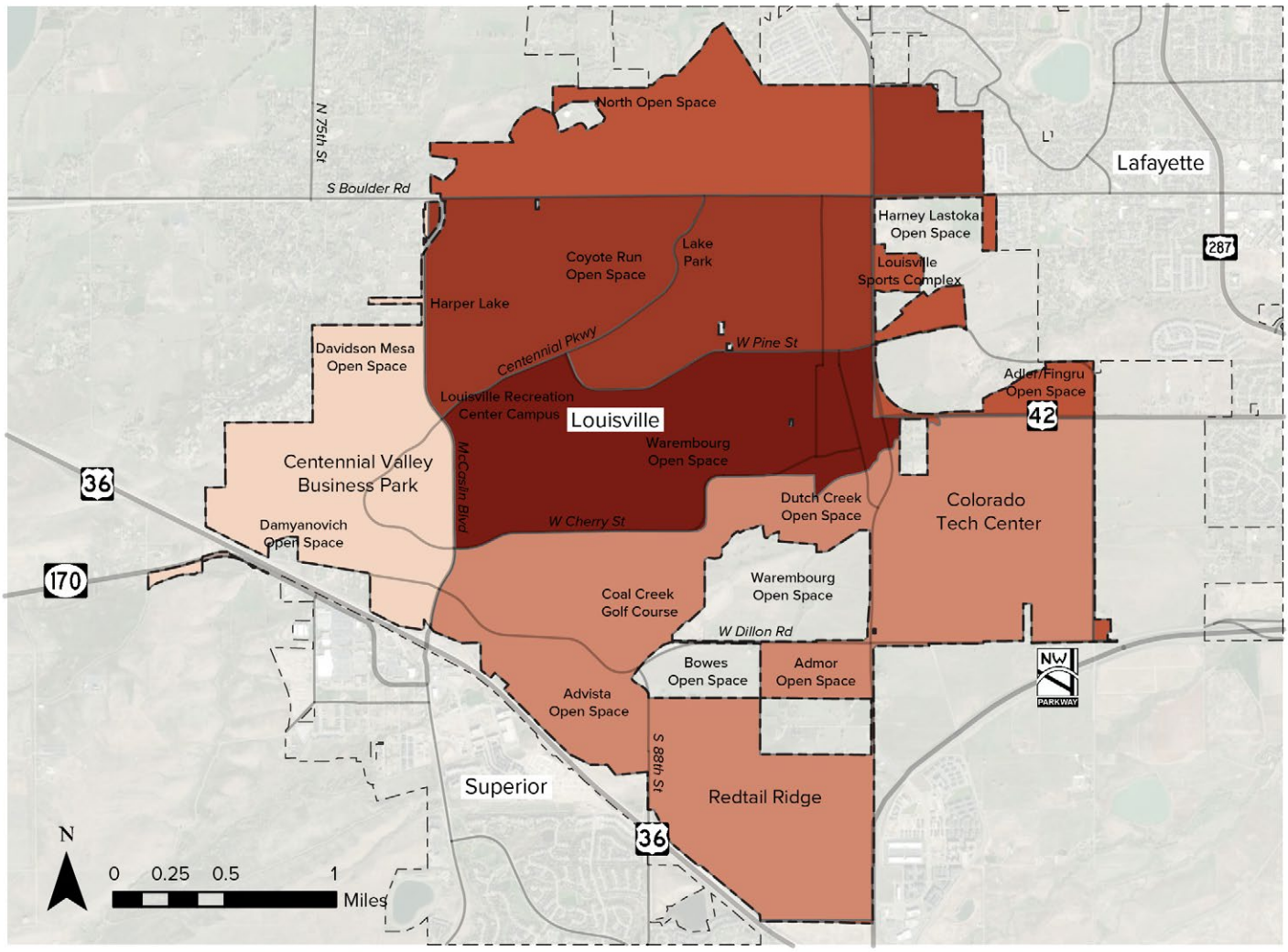


Figure 6: Recovery Roadmap from the Marshall Fire (Source: City of Louisville)

DEMOGRAPHICS

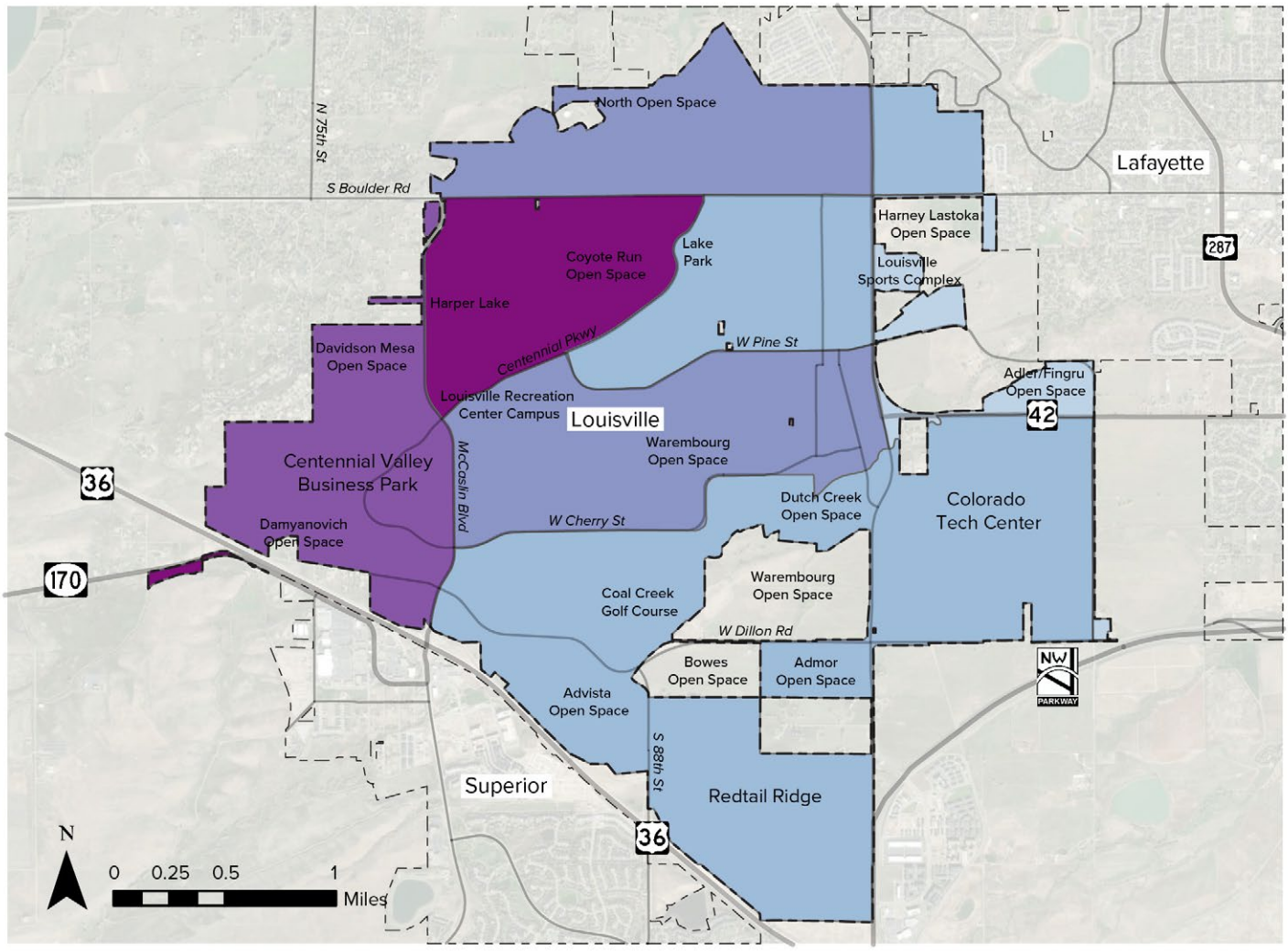
Several census tracts make up the City of Louisville. Conducting demographic spatial analysis, central Louisville has the highest population density, followed by northern Louisville. When examining the median income, northeast Louisville is in the highest bracket, consisting of the Davidson Mesa and Hillside neighborhoods (see also the Demographic Report completed by Economic and Planning Systems).



LEGEND

- Municipality Boundary
- 418.5 - 488.0 people/sq mile
- 488.1 - 809.3 people/sq mile
- Collectors
- 809.4 - 1557.1 people/sq mile
- 1557.2 - 2073.2 people/sq mile
- Arterials
- 2073.3 - 4563.1 people/sq mile
- 4563.2 - 4896.8 people/sq mile

Figure 7: Population Density Map (Source: City of Louisville)



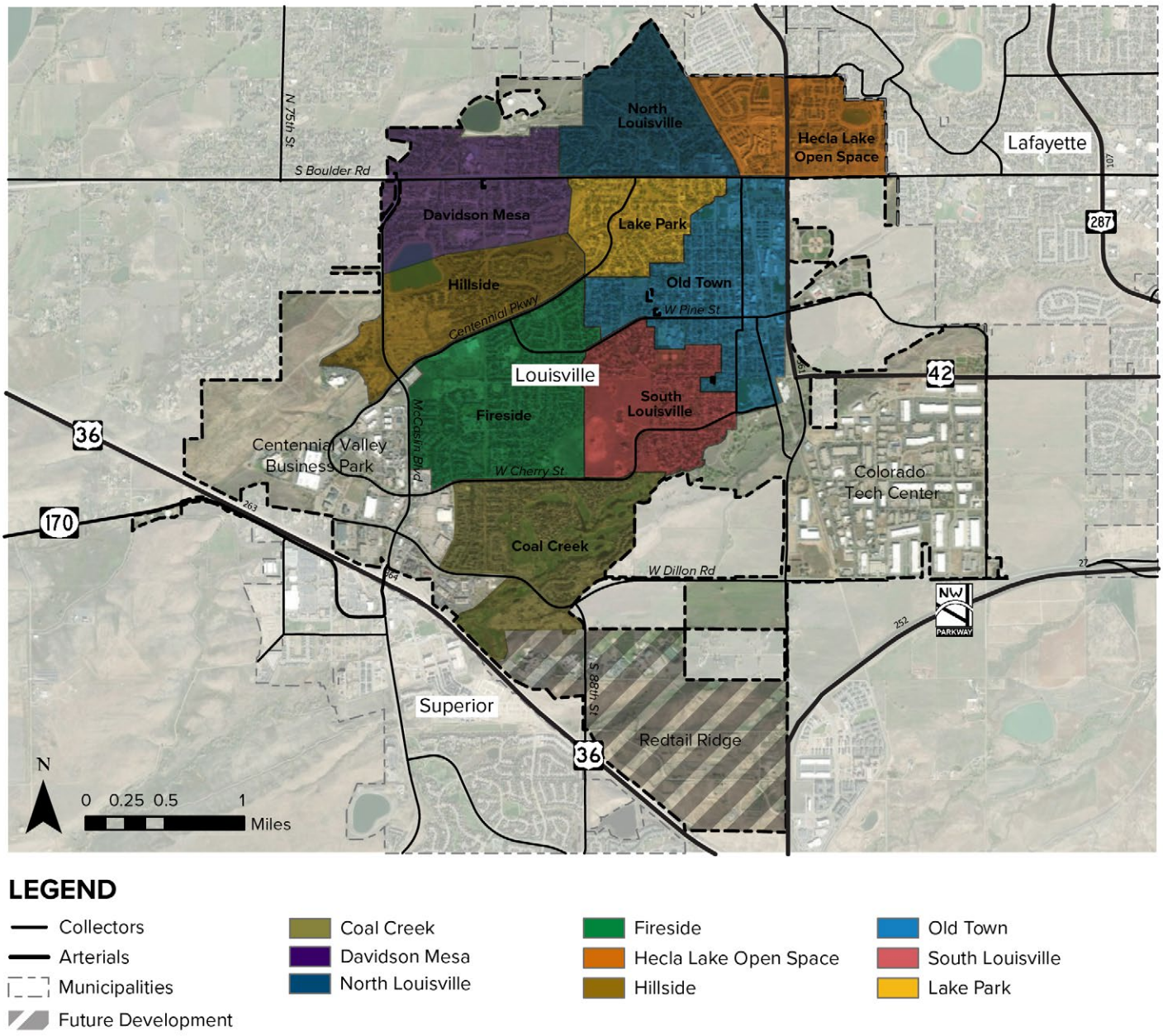
LEGEND

- Municipality Boundary
- $71,310.00
- $71,310.01 - $101,168.00
- Collectors
- $101,168.01 - $115,469.00
- $115,469.01 - $125,007.00
- Arterials
- $125,007.01 - $136,838.00
- $136,838.01 - $183,456.00

Figure 8: Median Income Map (Source: City of Louisville)

NEIGHBORHOODS

Louisville consists of nine neighborhoods: Coal Creek, Hecla, North Louisville, Davidson Mesa, Lake Park, Old Town, Hillside, Fireside, and South Louisville. Home prices for each neighborhood are referenced from BEX Realty.



LEGEND

- Collectors
- Arterials
- Municipalities
- Future Development
- Coal Creek
- Davidson Mesa
- North Louisville
- Fireside
- Hecla Lake Open Space
- Hillside
- Old Town
- South Louisville
- Lake Park

Figure 10: Neighborhood Map (Source: City of Louisville)

Hecla Lake Open Space

Named for the area around the area surrounding Hecla Lake, this neighborhood consists of single-family residential, retirement communities, and retail. Retail includes small businesses, restaurants, ARC Thrift and King Soopers. Single-family homes range between $599,999 to $3,500,000. Hecla provides recreation opportunities of walking paths for everyone to use.

Figure 11: Hecla (Source: Compass)

North Louisville

North Louisville is located just south of the Indian Peaks Golf Course. The neighborhood contains single and multi-family residences on large lots. Homes range in price from $424,900 to $975,000. The area contains small parks and open space throughout and restaurants and retail are accessible on the south end on Boulder Road.

Figure 12: North Louisville
(Source: Boulder Home Source)

Davidson Mesa

Named after the Davidson Mesa Open Space, the neighborhood consists of large single-family residential and local chuches. Single-family homes range between $950,000 to $1,695,000. Just north of the neighborhood is the Louisville Reservoir. In the Davidson Mesa Open Space, there are plenty of hiking trails as well as an off-leash dog park with views of the Flatirons.

Figure 13: Davidson Mesa Open Space
(Source: Colorado Hometown Weekly)

Lake Park

The Lake Park neighborhood contains both single-family and multi-family homes. There is no presence of commercial, however there are plenty of local parks, including Lake Park and Cottonwood Park, along with walking paths throughout the area.

Figure 14: Lake Park
(Source: Boulder Real Estate News)

Old Town

Old Town Louisville is the heart of Louisville known for its small-town charm, quaint history, and local main street. Today, the area has a strong community and provides amenities for modern downtown living. Many local businesses and restaurants are located on Main Street. Single and multi-family homes range in between $465,000 to $1,285,000.

Figure 15: Main Street (Source: Great Plains)

Hillside

The Hillside neighborhood contains primarily single-family housing. While there is no presence of commercial, the area office buildings for Global Healthcare Exchange and Infleqtion. Local schools and Harper Lake is also in the area, providing recreation opportunities for residents. Homes range in the price of $325,000 to $1,795,000.

Figure 16: Harper Lake Open Space
(Source: Uncover Colorado)

Fireside

The Fireside neighborhood is heart to Louisville's recreation, as it contains the Louisville Recreation and Senior Center. The area is also composed of single and multi-family housing. While the neigborhood itself not contain commercial, its bordering street of McClasin Blvd has commercial, office and medical uses. Housing ranges from $365,000 to $1.475,000.

Figure 17: Recreation and Senior Center (Source: Athletic Business)

South Louisville

The South Louisville neighborhood surrounds the large open space areas of Warembourg Open Space and Daughenbaugh Open Space. The neighborhoods consists primarily of single-family housing, ranging in price from $749,500 to $2,900,000.

Figure 18: Warembourg Open Space (Source: City of Louisville)

Coal Creek

The Coal Creek neighborhood borders US Route 36, which connects Denver to Boulder. This neighborhood contained a large golf course surrounded by single-family and multi-family housing. Unfortunately, the neighborhood was heavily affected by the Marshall Fire on December 30, 2021 and has been rebuilding its community.

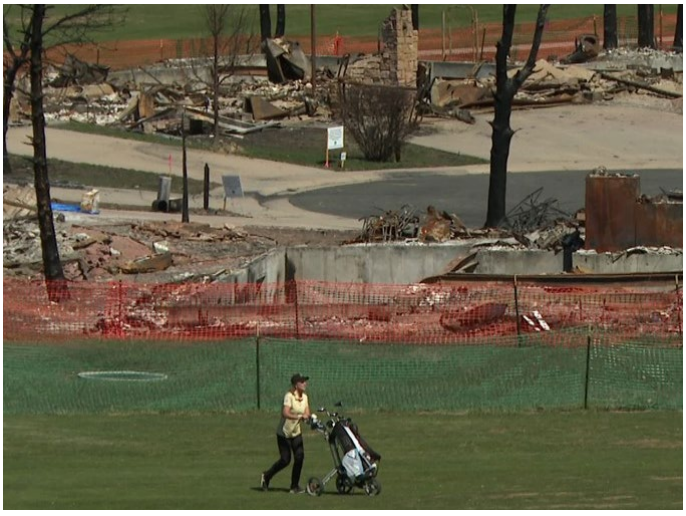
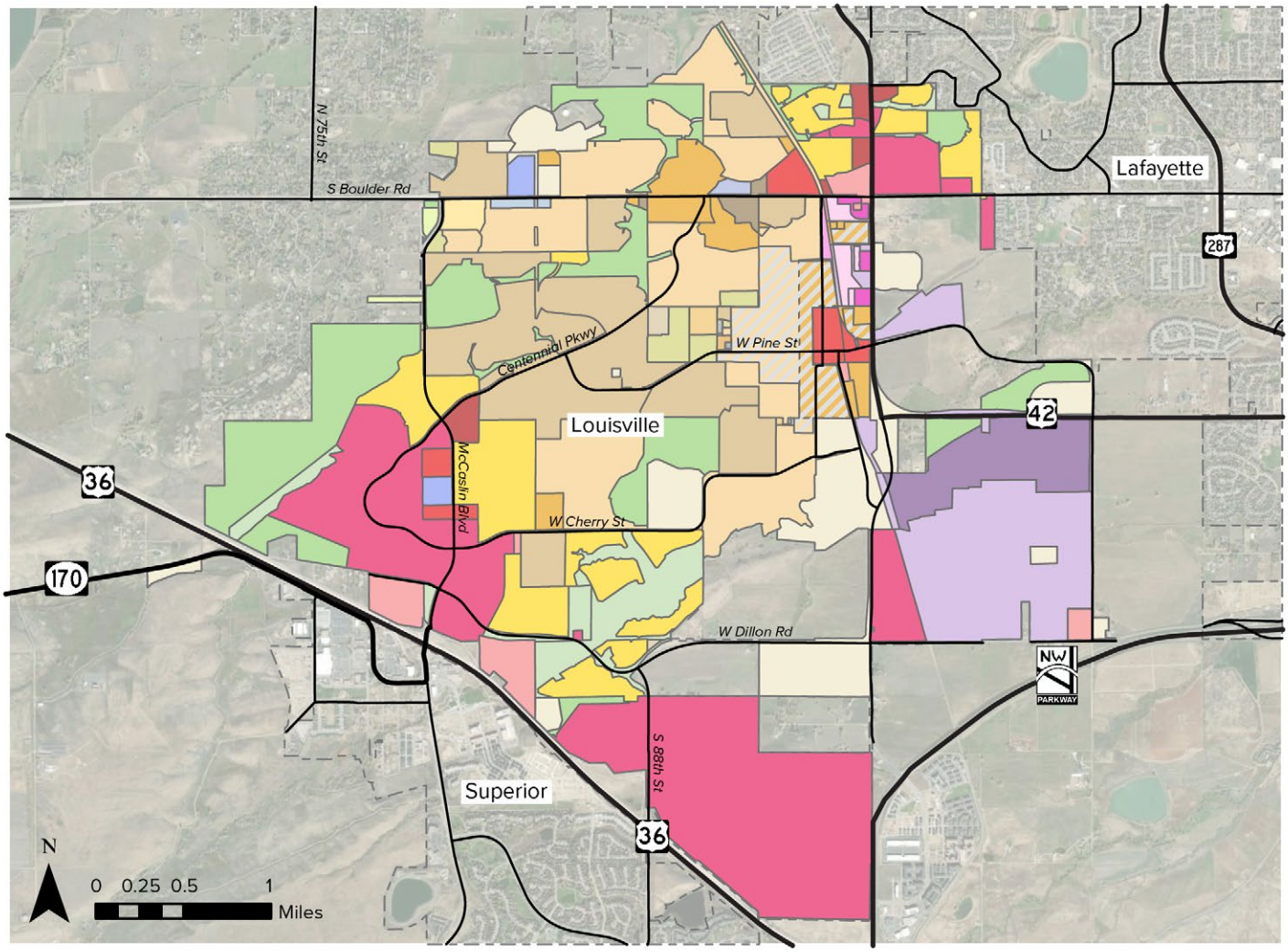


Figure 19: Rex Theater (Source: 9News)

EXISTING ZONING

Louisville's planning and development have been based on factors such as existing land use, zoning, improvement districts, annexation, and historic areas. To access the city's interactive map, click here.



LEGEND

- Collectors
- Arterials
- Municipalities
- Old Town Overlay District
- Administrative Office
- Administrative Office Transition
- Agriculture
- Business Office
- Commercial Business
- Commercial Community
- Commercial Community - Mixed Use
- Commercial Neighborhood
- Industrial
- Mixed Use Residential
- Open Space
- Planned Community Commercial
- Planned Community Commercial/Residential
- Planned Community Industrial
- Planned Community Residential
- Planned Community Zone District
- Residential Estate
- Residential High Density
- Residential Low Density
- Residential Medium Density
- Residential Rural
- Restricted Residential Rural
- Single Family Estate
- Single Family Low Density
- Single Family Medium Density
- Single Family Rural

Figure 20: Existing Zoning Map (Source: City of Louisville)

Current Zoning

Louisville's zoning plan defines regulations and districts to manage growth to promote coordinated and sound development to provide for higher quality site and land planning. Louisville's land use regulations and zoning districts are defined in Title 17 of the Code of Ordinances. The following definitions are taken directly from Title 17.

A – Agricultural

The purpose of agricultural district to utilize the growing of crops and plant materials, as well as practice similar farming activities appropriate for very low density residential use.

R-R – Residential Rural

The purpose of the residential rural district is to provide rural character for single-family areas that are primarily on the fringe areas of the city planning area.

R-E – Residential Estate

The purpose of the residential estate district is to provide an alternative to typical urban density single-family residential areas with larger minimum lot areas.

R-L – Residential Low Density

The purpose of the residential low density district is to provide typical urban density in single-family residential areas.

R-M – Residential Medium Density

The purpose of the residential medium density district is to permit multifamily development at duplex or townhouse densities for appropriately sized lots.

R-H – Residential High Density

The purpose of the residential high density district is to provide multi-unit residential development at apartment densities. It is a district to provide a high range of housing types to meet diversities in the housing market.

C-N – Commercial Neighborhood

The purpose of the commercial neighborhood district is to accommodate mixed residential and commercial uses. Uses in this district shall be strictly reviewed to ensure compatibility.

C-C – Commercial Community

The purpose of the commercial community district is to provide a restricted range of retail sales and services, including opportunities for a limited variety of comparative shoppers' goods.

C-B – Commercial Business

The purpose of the commercial business district is to provide a full range of retail sales and services, including opportunities for a complete variety of comparative shoppers' goods.

I – Industrial

The purpose of the industrial district is to provide non offensive types of industry, processing and manufacturing activities.

A-O – Administrative Office

The purpose of the administrative office district is to provide nonretail use, mainly of a personal

service nature. It is intended to have less impact than commercial uses in terms of traffic, types of use, advertising, and hours of operation and shall not have significant adverse impact upon residential uses.

B-O – Business Office

The purpose of business office district is intended for a broader range of uses than the administrative office zone, and possibly limited commercial activities. Activities would be suitable for location in areas of higher intensity of use.

R-RR – Restricted Rural Residential

The purpose of the restricted rural residential district is to provide very large lots of a rural character for very limited single-family development.

AO-T – Administrative Office Transition

The purpose of the administrative office transition district is to allow for low intensity, nonretail commercial development on parcels which adjoin residential districts.

SF-LD – Single-Family Low Density

The purpose of the single-family low density district is to provide for low density urban lots by medium to larger single-family dwellings.

SF-MD – Single-Family Medium Density

The purpose of the single-family medium density district is to provide for medium density urban lots by average sized single-family dwellings.

SF-HD – Single-Family High Density

The purpose of the single-family high density district is to provide for high density urban lots by smaller sized single-family dwellings.

SF-R – Single-Family Rural

The purpose of the single-family rural district is to provide low density single-family dwellings in a rural setting away from the urban core.

SF-E – Single-Family Estate

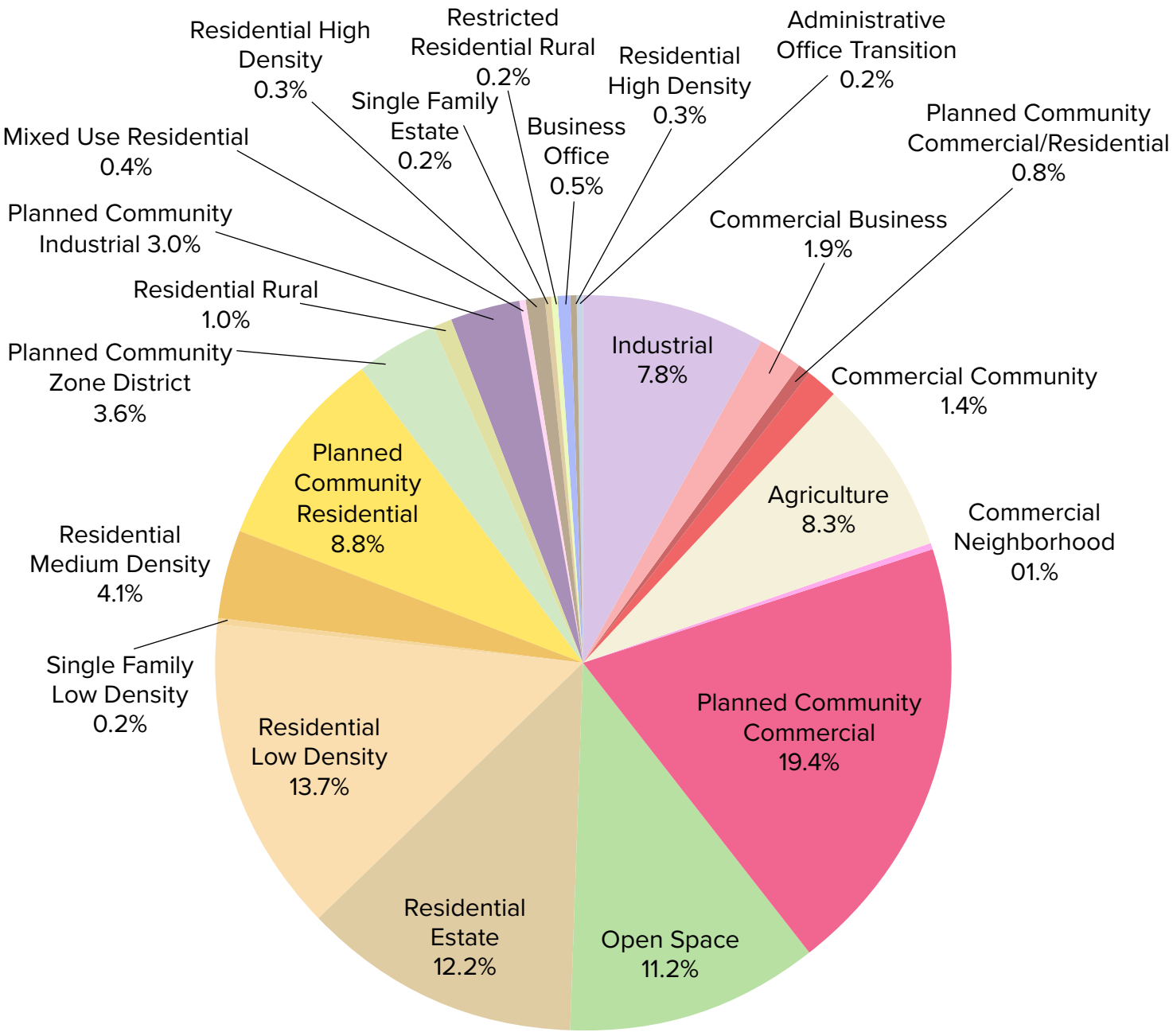
The purpose of the single-family estate district is to provide low density estate lots intended for larger single-family dwellings common in suburban estate developments.

PCZD –Planned Community Zone District

The purpose of the planned community zone district is enhance city residents' health, safety and welfare through coordinated community design. It recognizes the economic and cultural benefits of integrated community development, providing housing, retail, recreation, schools and public facilities.

OS - Mixed Use

The purpose of open space is intended to be preserved in a undeveloped manner.



LEGEND

- Collectors
- Arterials
- Municipalities
- Old Town Overlay District
- Administrative Office
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- Restricted Residential Rural
- Single Family Estate
- Single Family Low Density
- Single Family Medium Density
- Single Family Rural

2013 COMPREHENSIVE PLAN FUTURE LAND USE FRAMEWORK

The 2013 Louisville Comprehensive Plan divided the City into different zones based on three different development types: urban, suburban, and rural. The existing development patterns helped determine the look and feel for an area, including how the streets are laid out, how dense the area is, how public spaces are integrated, building characteristics, etc.

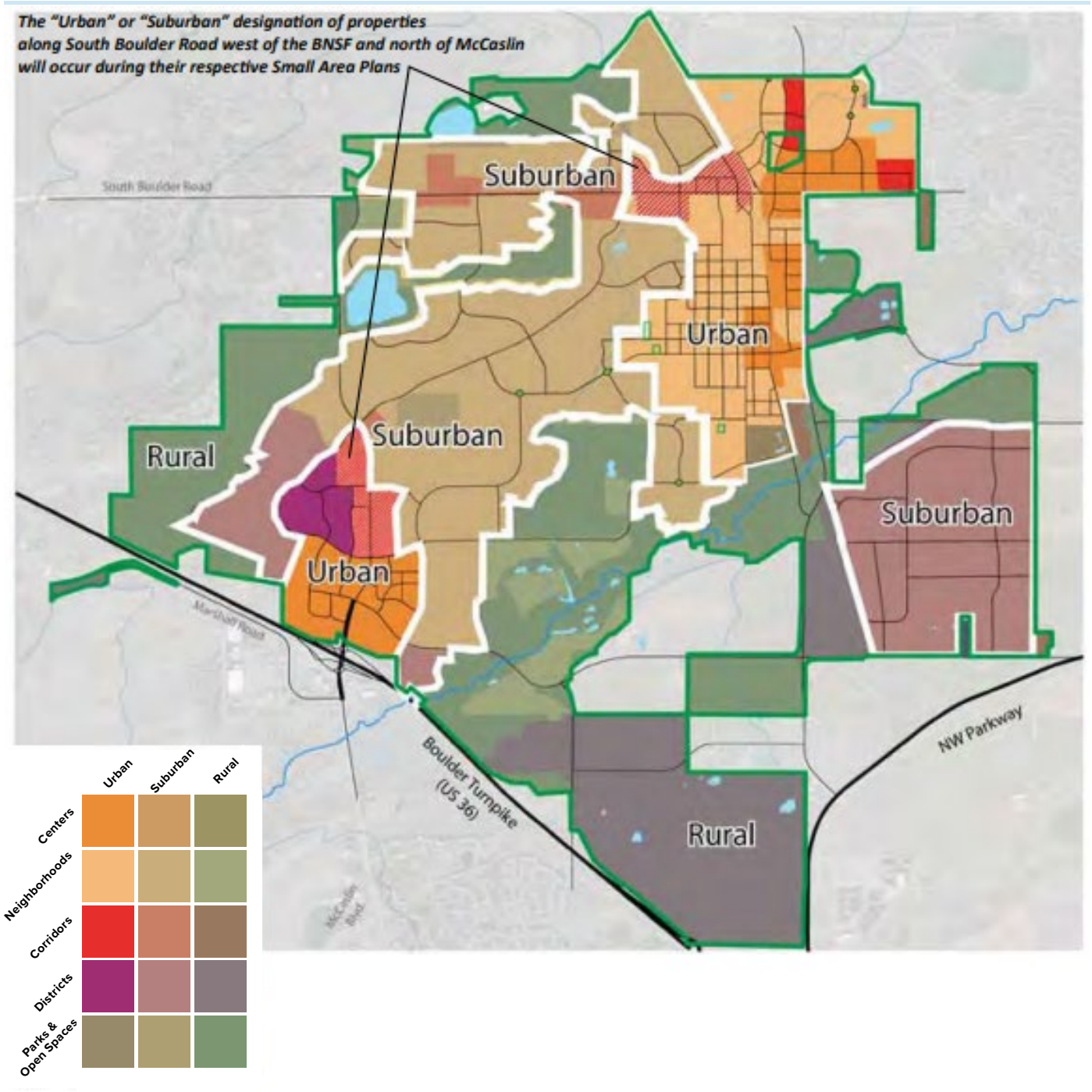


Figure 21: Future Development Patterns Map (Source: City of Louisville)

Urban

This development pattern tends to be more dense, compact, and walkable. Urban areas within Louisville include Downtown, Old Town, North End, and Steel Ranch.

(Source: Historic Downtown Louisville Facebook)

Suburban

This development pattern tends to be more spread-out and multimodal, unlike urban. Suburban areas within Louisville include McCaslin Boulevard, South Boulder Road, Centennial Valley, and the Colorado Technology Center.

(Source: Zillow)

Rural

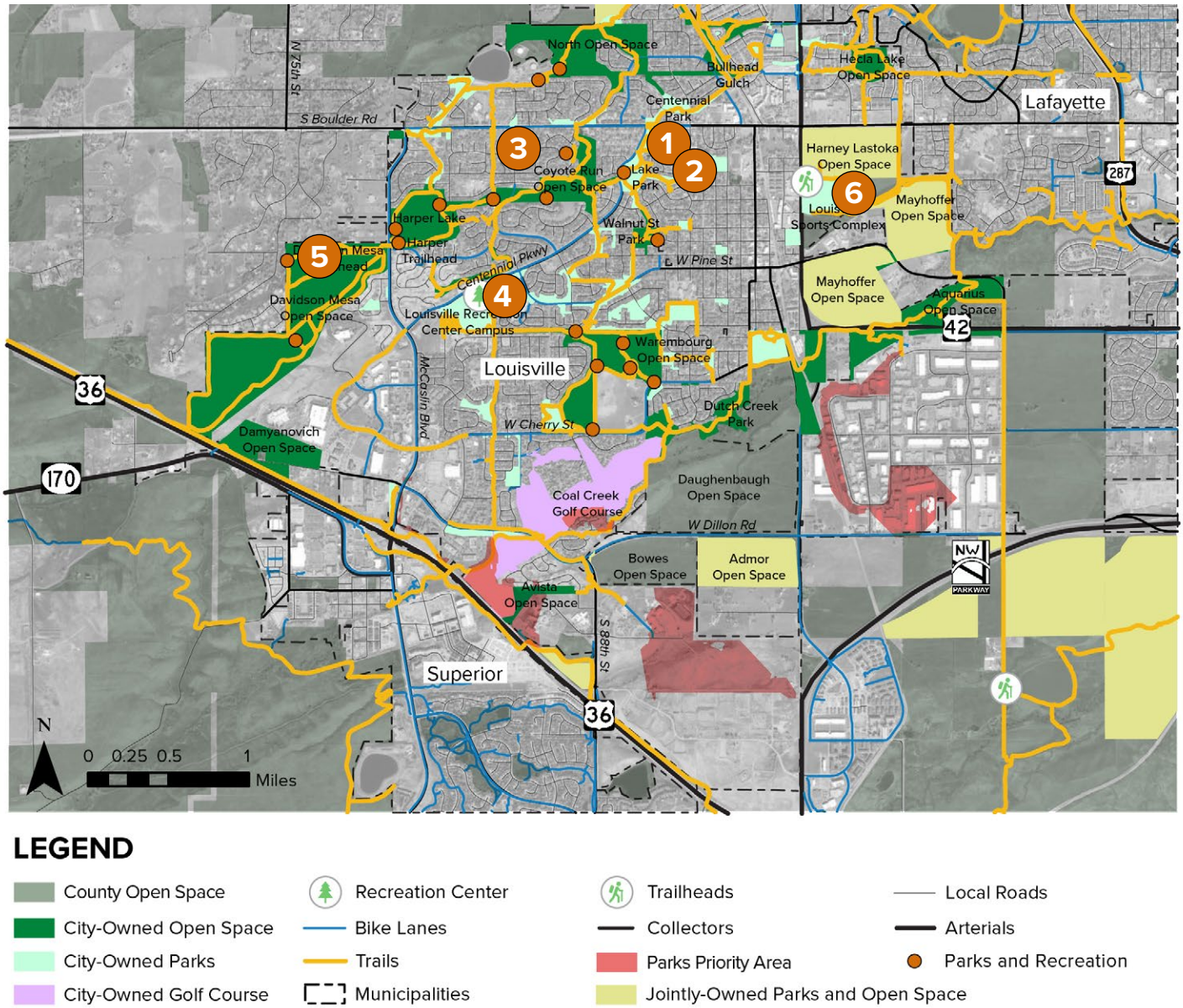
This development pattern is found on the perimeter of the city and has large amounts of open space. Development patterns are more spaced out with heavy reliance on vehicles. Rural areas within Louisville include Coal Creek Golf Course, 96th Street, and Dillon Road.

(Source: Zillow)

PARKS, RECREATION, AND OPEN SPACE

Parks are distributed throughout the majority neighborhoods within Louisville, with a golf course in South Louisville. According to the Trust for Public Land, 98% of Louisville residents live within a 10-minute walk of a park, which is over 20% higher than the US city average. Gaps in parks access are located in South Louisville and the Colorado Technology Center, as noted in the map as priority areas (areas that are not within a 10-min walk of a park). There currently 45 parks in Louisville, totaling 835 acres. The Louisville Recreation and Senior Center is located at the heart of the City, providing programs and facilities for residents of all ages.

Bordering Louisville are open spaces owned by Boulder and Boulder County. There is an extensive trail system throughout Louisville into bordering municipalities, adding up to almost 80 miles of trail. Louisville jointly manages approximately 1,060 acres of open space jointly owned with the City of Lafayette and Boulder County.



LEGEND

- County Open Space
- City-Owned Open Space
- City-Owned Parks
- City-Owned Golf Course
- Recreation Center
- Bike Lanes
- Trails
- Municipalities
- Trailheads
- Collectors
- Parks Priority Area
- Jointly-Owned Parks and Open Space
- Local Roads
- Arterials
- Parks and Recreation

Figure 22: Parks and Open Space Map (Source: City of Louisville)

1 Cottonwood Park
(Source: Slides & Sunshine)

4 Louisville Recreation and Senior Center
(Source: Athletic Business)

2 Lawrence Enrietto Park
(Source: City of Louisville)

5 Davidson Mesa Open Space
(Source: The Denver Post)

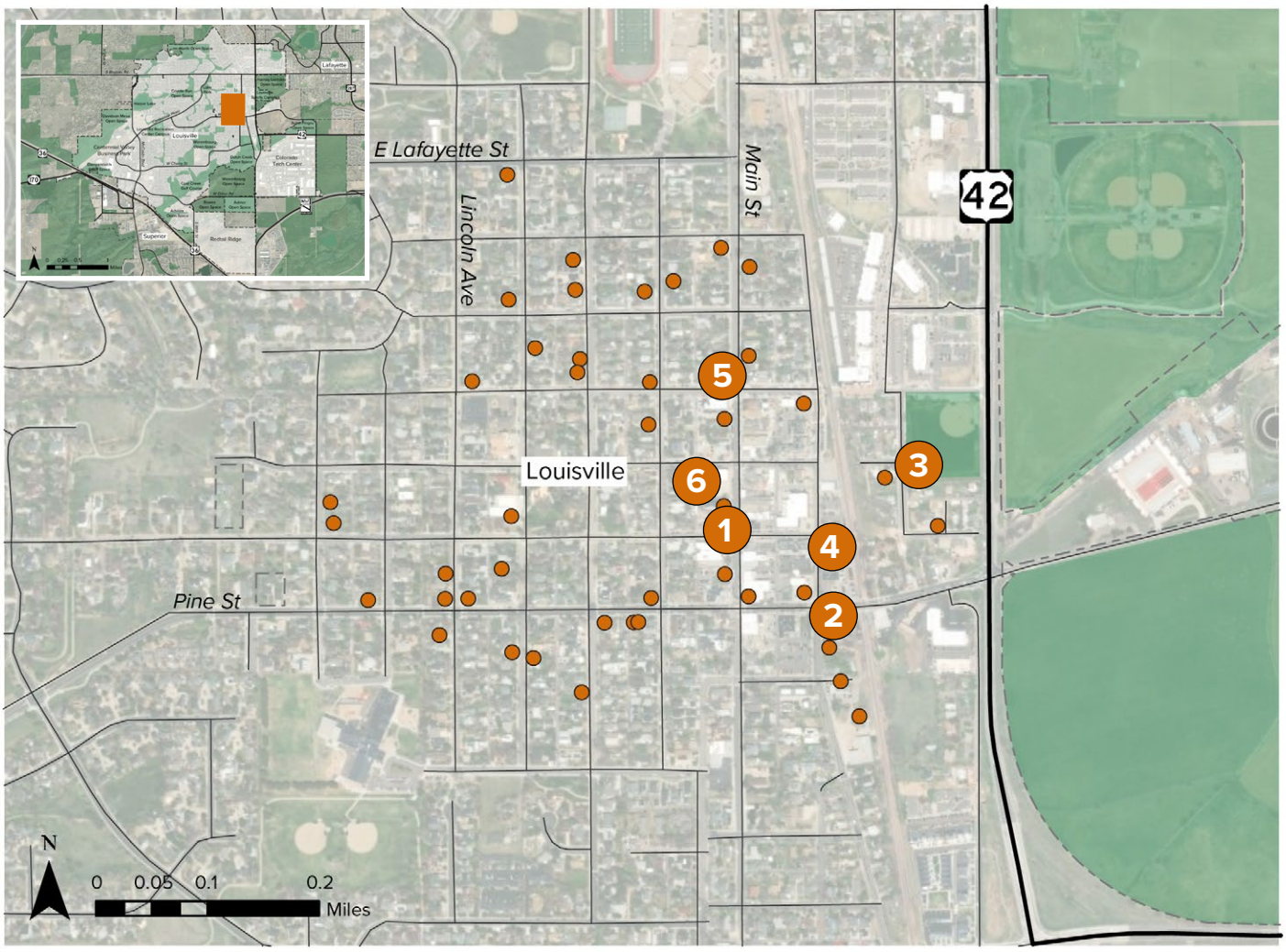
3 Joe Carnival Park
(Source: City of Louisville)

6 Louisville Sports Complex
(Source: City of Louisville)

HISTORIC AND CULTURAL RESOURCES

A majority of Louisville's historic landmarks are within and surrounding the downtown area. Landmarks include historic homes, performing arts centers, theaters, iconic signs, and historical sites.

More information on historic and cultural resources can be found here.



LEGEND

- Landmarks
- Collectors
- Local Roads
- Arterials
- Parks and Open Space
- Municipalities

Figure 23: Historic and Cultural Resources Map (Source: City of Louisville)

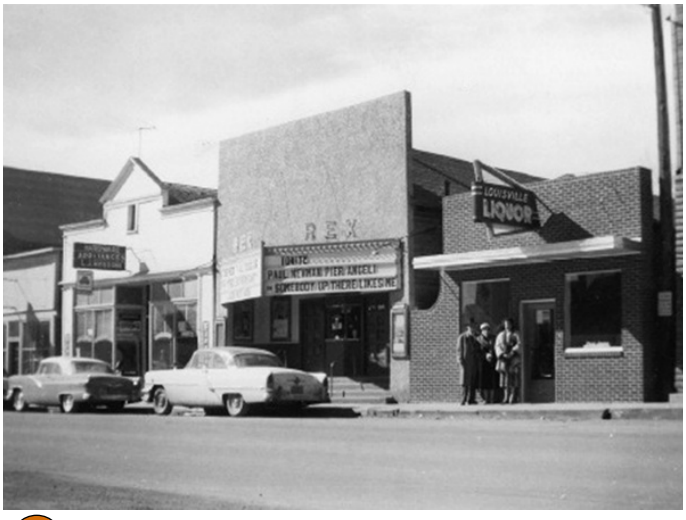
1 State Mercantile Building (Source: BoulderCo)

4 Di Francia Saloon (Source: TripAdvisor)

2 Casa Alegre/Lackner's Tavern (Source: Louisville History)

5 Louisville Historical Museum (Source: City of Louisville)

3 Trott-Downer Cabins (Source: City of Louisville)



6 Rex Theater (Source: Cinema Treasures)

COMMUNITY PLACES

Lousiville includes a number of services and resources to support community. Schools, ranging from pre-k to high school, along with childcare are placed in various residential neigborhoods. The hospital and medical facilities are in the southern area of Louisville, next to US Route 36. The public library is in the downtown area, providing education resources and programming for community engagement. For safety, three fire stations are located throughout Louisville by district area. Schools and childcare are in areas of more local roads and residential use, while safety resoures (hopsital and fire) are on arterial roads for better accessibility.

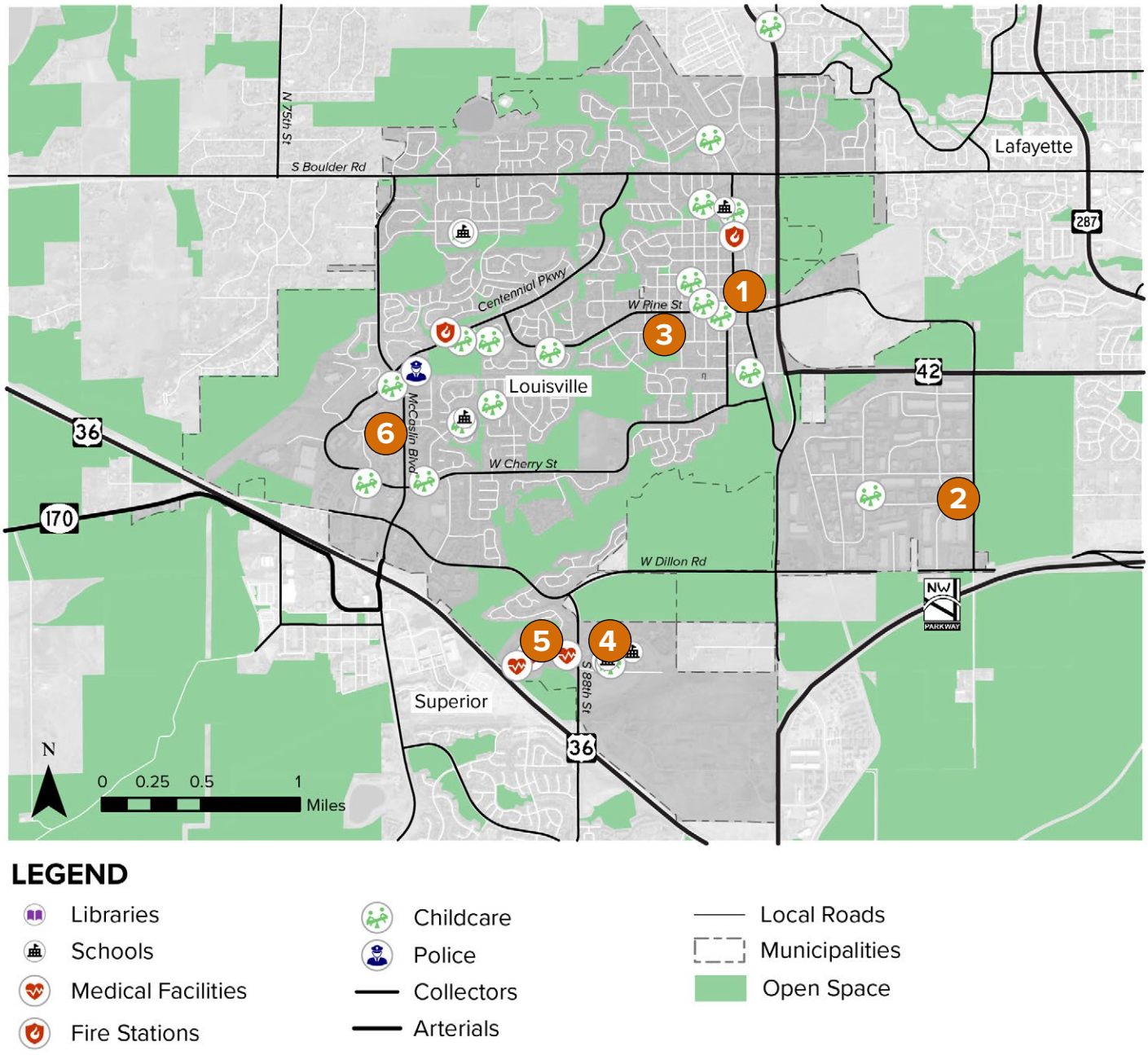


Figure 24: Community Places Map (Source: City of Louisville)

1 Louisville Public Library
(Source: Louisville Public Library)

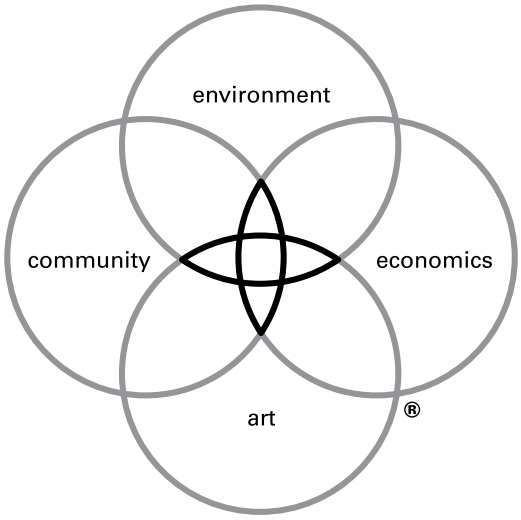
2 Louisville Fire Station 3 (Source: 5280Fire)

3 Louisville Elementary School
(Source: Boulder Valley School District)

4 Monarch High School
(Source: Boulder Valley School District)

5 AdventHealth Avista Hospital
(Source: Daily Camera)

6 Goddard School Daycare
(Source: The Goddard School)



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MEMORANDUM

To:	The City of Louisville
From:	Spirit Environmental: Conor Merrigan, Bekah Bailey, Dylan Costelloe
CC:	Design Workshop
Date:	2/8/24
Project Name:	Louisville Comprehensive Plan
Project #:	7131
Subject:	Environmental Assessment

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Key Gaps & Opportunities to Address 17

Purpose

This environmental assessment was performed on behalf of the City of Louisville (Louisville) to inform the current and anticipated environmental conditions in context with the Louisville community. The scope of this assessment encompasses a preliminary evaluation of surrounding landscape, lands managed by the City, and environmental hazards as well as an initial presentation of potential opportunities to be addressed within the context of the comprehensive planning process.

The City of Louisville has a robust open space and park system, a significant amount of wholly and jointly managed landscapes, both fragmented and connected wildlife corridors and several key natural features. While at this point much of the land within and adjacent to city limits has been built out, there are still opportunities for acquisition to enhance the natural environment as well as opportunities to manage existing lands intentionally and intensely towards specific land management outcomes. The ecosystems in Louisville are interdependent on adjoining lands and dynamic in their species that inhabit the areas. Working with the community to implement practices that mirror their values is likely to require a certain amount of education regarding trade-offs, appropriate uses, political obstacles, and what is possible within resource limitations on staffing, financing, and conservation.

Louisville Areas of Significance

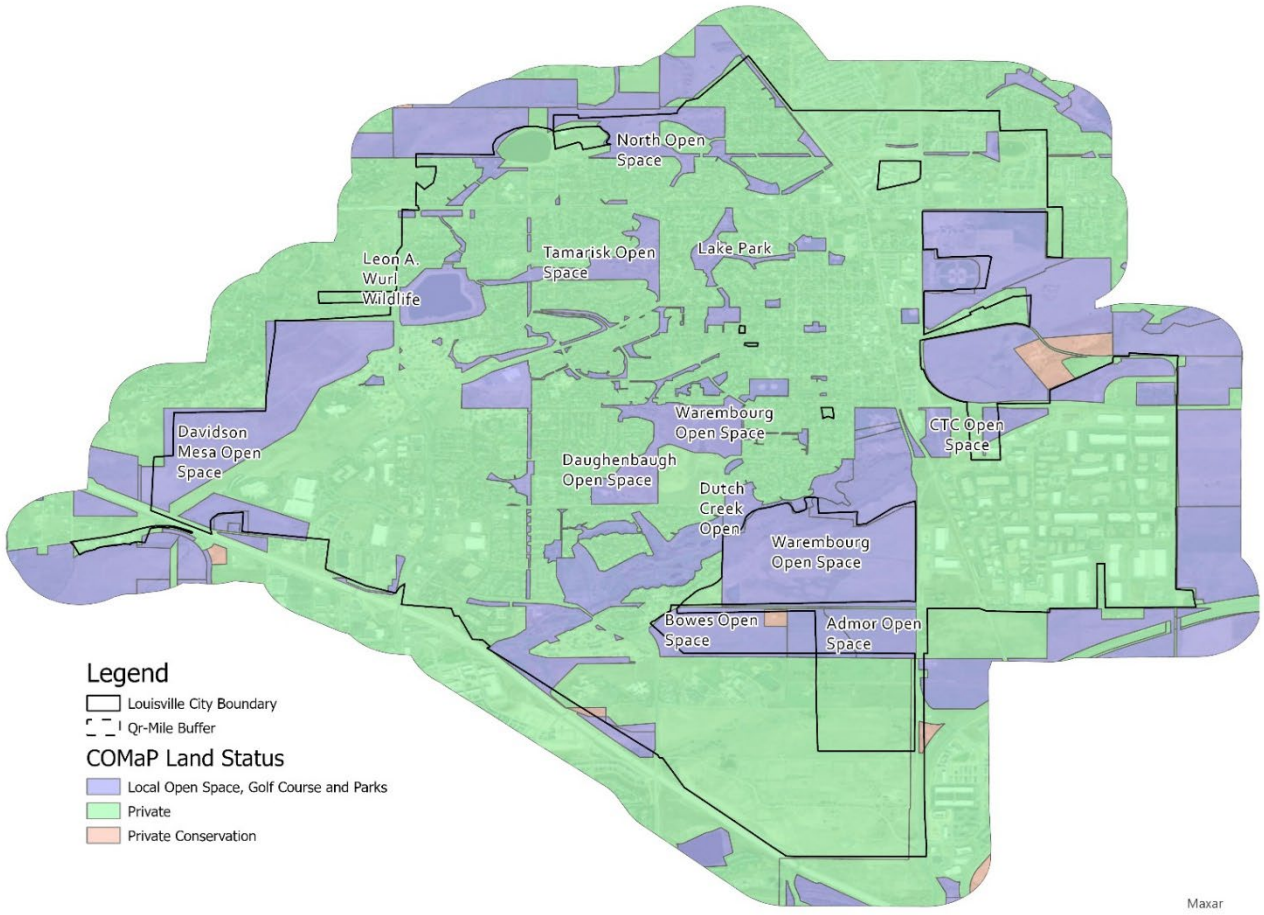
Open space lands are the most extensively represented of natural landscapes managed in Louisville. Areas with proximity to these lands as well as other private and non-open space lands such as parks and lands co-managed or managed by other jurisdictions also play important roles in the greater Louisville community.

Open Space Lands

Louisville boasts an extensive open space system that includes a variety of parcels serving different purposes. Large open spaces like Aquarius Open Space and Davidson Mesa Open Space act as buffers to adjacent communities and provide high quality wildlife habitats. More centrally located open spaces, such as Coyote Run Open Space and Hillside Open Space, are integrated into the city while smaller corridors within neighborhoods weave through the city, often following utilities or natural features like streams. In Louisville's open space system, each area is designated with one or more of the following classifications: Preserve, Protect, Visitor, and Other.[1]

Figure 1 Louisville Land by Ownership

[1] Department of Land Management. (2004). *City of Louisville Open Space Master Plan.* City of Louisville.



Source: Map was prepared by Spirit Environmental using data from Colorado Ownership, Management and Protection (COMaP)

The Louisville Open Space parcels include[1]:

- 34.5 acres referred to as the Aquarius Property
- 14.58 acres referred to as the Colorado Technology Center (CTC) Property
- 20 acres referred to as the Daughenbaugh Property
- 246.14 acres referred to as the Davidson Mesa Property
- 17.15 acres referred to as the Lake Park Property
- 68 acres referred to as the North Property
- 49.5 acres referred to as the Coyote Run Property
- 57.7 acres referred to as the Warembourg Property
- 16 acres referred to as the Leon A. Wurl Wildlife Sanctuary (Harper Lake) Property
- 143.53 acres of Miscellaneous Open Space Property

Additionally, Louisville jointly manages approximately 1,225 acres of open space jointly owned with the City of Lafayette and/or Boulder County.

Sensitive Species Habitat Areas

In December of 2023, the Natural Resource team at Spirit Environmental performed a review of databases of sensitive species maintained by the U.S. Fish and Wildlife Service (USFWS), Colorado Parks and Wildlife (CPW) and Colorado Natural Heritage Program (CNHP) to determine the potential of occurrence of state or federally listed species within the City of Louisville, Colorado. Additionally, this assessment included a field reconnaissance survey to review existing habitat within Louisville.

An Information for Planning and Construction (IPaC) report was obtained from the USFWS. No critical habitats or national wildlife refuges were encountered within the city limits of Louisville. The nearest wildlife refuge is the Rocky Mountain Flats Wildlife Refuge (RMFWR) located approximately 3 miles southwest. The IPaC report lists a total of ten regulatory species with potential to occur within Louisville. Eight were listed as threatened and endangered species, one candidate species, and one proposed endangered species. Additionally, the Colorado Conservation Data Explorer (CODEX) identifies one additional state candidate species. No federally listed species were observed during the field reconnaissance survey.

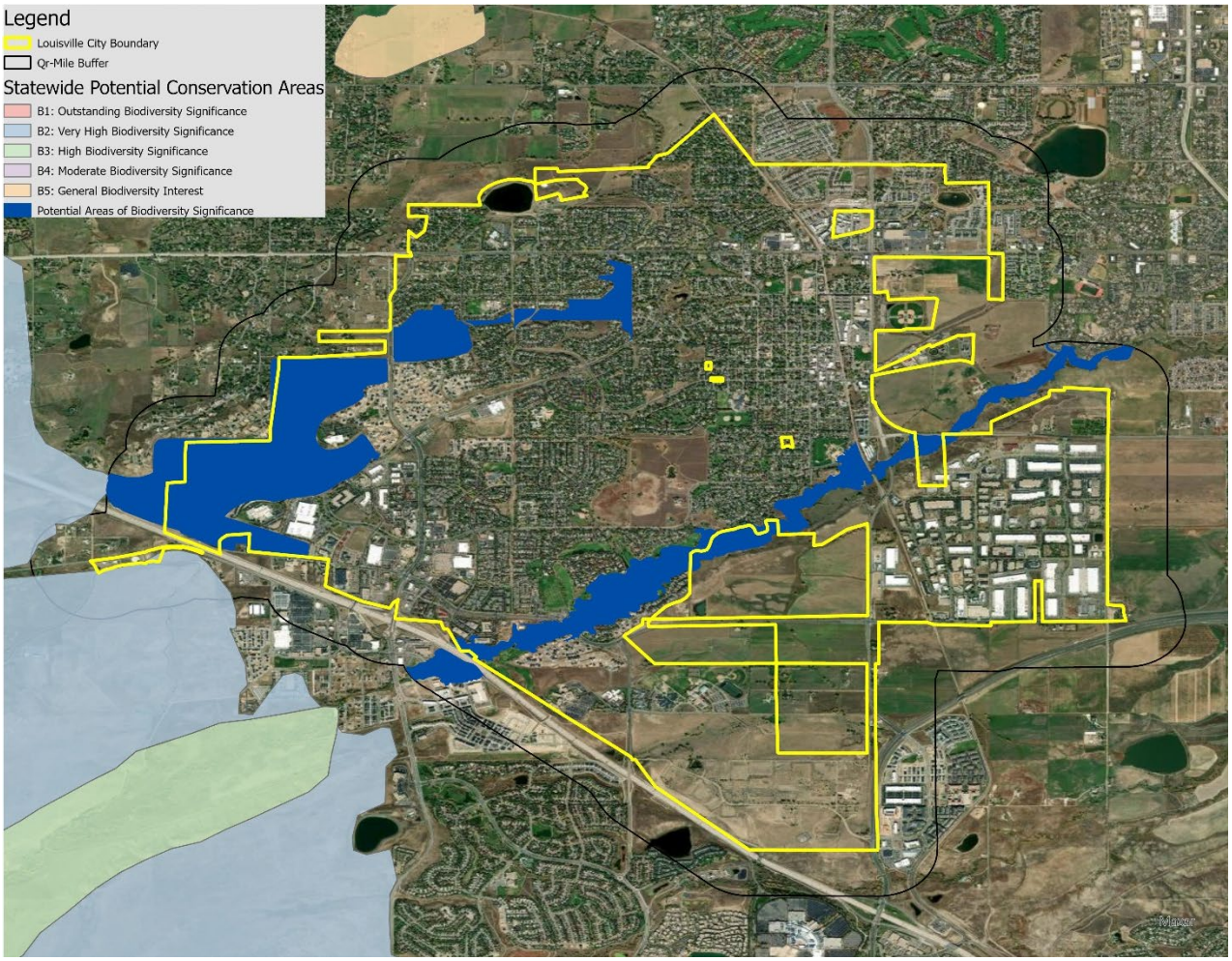
Of the species identified, five are highly likely to occur in Louisville due to the presence of potential habitat. The following table summarizes these species:

Table 1 Sensitive Species in Louisville

Species	Status	Description of Preferred Habitat	Determination of Potential Habitat Present
Preble's meadow jumping mouse (*Zapus hudsonius preblei*)	LT, ST	Shrub-dominated riparian habitats with adjacent, relatively undisturbed grassland communities and a nearby water source. Uses upland habitats as far as 330 feet beyond the 100 year floodplain	Potential habitat present within the Coal Creek floodplain.
Bald Eagle (*Haliaeetus leucocephalus*)	SC	Deciduous or coniferous forested areas near large bodies of water or rivers.	Potential habitat present within the Coal Creek floodplain, Davidson Mesa Open space and Harper Lake.
Burrowing Owl (*Athene cunicularia*)	ST	Wide-open, sparsely vegetated areas like prairies, deserts, grasslands and agricultural fields.	Potential habitat present throughout Louisville, particularly Davidson Mesa open space.
Whooping Crane (*Grus Americana*)	LE, SE	During migration, whooping cranes utilize cropland, shallow freshwater wetlands, and wide shallow rivers as stopover habitat	Potential stopover habitat present within freshwater wetlands and open waters throughout Louisville. Key areas include Harper Lake.
Ute Ladies'-tresses (*Spiranthes diluvialis*)	LT	Silty loam alluvial soils associated with wetlands or floodplains of perennial streams in intermontane valleys	Habitat present within the Coal Creek floodplain.
LE = listed endangered, LT = listed threatened, ST = state threatened, SE =state endangered, SC= state candidate			

The RMFWR and Boulder County open space located to the southwest of Louisville, presents a unique ecological situation. CODEX identifies both of these areas to have “very high biodiversity significance”. Areas with very high biodiversity significance are identified as important to the continued existence of ecological processes that support rare and imperiled species, subspecies and natural communities in Colorado. Louisville’s proximity to both RMFWR and Boulder County Open Space’s increases the likelihood of wildlife migration into Louisville.

Figure 2 Potential Conservation Areas in Louisville



This is particularly true for areas that mimic the natural habitats found in the refuge; Key areas of interest identified within Louisville include the Coal Creek 100-year floodplain and the Davidson Mesa open space. The Coal Creek floodplain's open water, riparian zones, natural wetlands, and uplands are ecologically important, as they have potential to provide important habitat for four of the five state and federally listed species identified in Table 1. However, habitat conditions observed during the field reconnaissance survey were seen as degraded due to factors such as pollution, agriculture, and development. A substantial amount of fill dirt with an unknown origin was observed on the eastern portions of Coal Creek within the Louisville city limits. The presence of fill dirt on the banks of a creek can have a negative impact on the natural structure of the banks and the vegetation within the riparian zones of the creek. Fill dirt is often composed of soil, sand, and other materials that are not native to the area. When fill dirt is introduced to a creek bank, it can change the composition of the soil and make it more difficult for native vegetation to grow. This can lead to further erosion of the creek banks and degradation of the habitat.

Ecosystems Represented In Louisville

General Climactic Classifications

The Louisville area is located ten miles east of the Front Range of the Southern Rocky Mountains, placing

the city in the plains life zone with a high plain, continental climate. This climate is significantly influenced by the proximity to the mountains, diverging from the typical climate expected in a high plains environment. The region's weather is also heavily influenced by winds that are channeled from the Continental Divide down the Front Range, often resulting in severe conditions. The prevailing winds predominantly come from the west.

Typically, Louisville experiences light rainfall and low humidity. The average high temperature in July is 88°F, while the average low in January is 14°F. Louisville receives an average annual precipitation of 16 inches. The relative humidity ranges from about 30- 35% in the summer to 40-50% in the winter, and periods of drought are common, usually in fall and winter. The growing season lasts roughly 140 days, with the first killing frost around September 28 and the last around May 11.

Topography

Louisville is located in the Colorado Piedmont Section of the Great Plains, and is characterized by generally flat lands with some gently rolling terrain. The topography trends toward Coal Creek and Rock Creek with elevations range from about 5,250 to 5,530 feet. Geologically, the area is primarily composed of Upper Cretaceous sediments, covered extensively by alluvium veneers from both the Pleistocene and Holocene epochs. The bedrock includes coal beds from the Laramie formation, which underlays Louisville. The coal beds played a significant role in the area's early human activity and subsequent ecological changes including habitat destruction, soil disruption, and cumulative effects on nutrient cycling and hydrology.

Many of the Open Space system areas of ecological interest align with surface exposures of Fox Hills sandstone or areas with thin alluvium veneers. Two linear exposures of Fox Hills sandstone cross the area, influencing the development of various sites due to slope steepness, shallow soils, and rockiness. The Coal Creek riparian communities are associated with young alluvium from flood events. The landform in the area is defined by Coal Creek, with uplands to the northwest and southeast forming drainage divides with the South Boulder Creek and Rock Creek basins, respectively.[1]

Soils

The soils in the Louisville area are categorized into three main associations as per the Boulder County Soil Survey by Moreland and Moreland (1975). These include:

1. **Ascalon-Nunn-Manter Association**: Found northwest of Coal Creek (excluding the top of Davidson Mesa), this association comprises nearly level to moderately

steep, deep soils located on terraces, valley sides, and uplands. The surface texture of these soils is often sandy loam.

2. **Nederland-Valmont Association**: This covers the upper portions of Davidson Mesa and consists of nearly level to moderately steep, deep, very cobbly soils found on high terraces, alluvial fans, and benches.
3. **Nunn-Heldt Association**: Situated between Coal Creek and Rock Creek, it includes nearly level to moderately sloping, deep soils on terraces and uplands. These soils are primarily very fine, consisting of clays, clay loams, and sandy clay loams.

Additionally, terrace escarpment soils underlie relict grasslands at Davidson Mesa, Warembourg, and Colorado Technology Center (CTC) sites. These are characterized by a very cobbly and stony nature, derived from coarse alluvial parent material. The Ascalon- Otero complex is found in the North and Aquarius sites, featuring soils shallower than typical and transitioning into sandstone outcrops with nine to twenty percent slopes.
Valmont clay loam soils, typical of Pleistocene pediment surfaces, underlie the McCaslin area and parts of the Davidson Mesa relict grasslands. Lastly, along Coal Creek, riparian communities are found on miscellaneous alluvium with little soil development, classified as Soil Group Fluvents[1].

Anthropogenic Impacts and Management Practices

To fully characterize the environmental conditions in Louisville, the impacts of human inhabitants must be considered, both historically and as of the initiation of the plan.

Anthropogenic Impact on wildlife and habitat

The agricultural era of Louisville introduced practices that led to habitat fragmentation and the loss of ecosystems and the services they provided. As land was cultivated, native habitats were divided and isolated into increasingly smaller areas. The widespread planting of trees and colonization around water sources benefited some wildlife species but often degraded native riparian areas due to livestock that were attracted to streams and invasive woody vegetation encroachment. This period also introduced various alien plants, both deliberately (like Dalmatian toadflax(*Linaria dalmatica*) and inadvertently (such as leafy spurge (*Euphorbia esula*)), I would mention Smooth brome *(Bromus inermis)*

In Louisville, some grassland areas in open spaces continue to support historic prairie wildlife, especially in steep regions unsuitable for farming. Certain riparian areas also maintain their pre-settlement functions, though they've been altered by habitat loss, human activity, and competition from urban wildlife. However, other open spaces have been heavily modified or impacted by development, losing their habitability for non- urban species. The City of Louisville Open Space Master Plan indicates that future strategies will focus more on habitat evaluation for specific wildlife species and habitat enhancement through native plantings, invasive species removal, grazing, or prescribed burning.

Since the agricultural era, invasive vegetation has and continues to pose a significant and growing problem to Louisville like the rest of the Front Range. These invasives reduce productivity and ecological functions on public and private lands, impacting native ecosystems, agriculture, and recreational enjoyment of natural areas. Weed management is becoming an increasingly critical issue for both private and public land managers[1].

Open Space Management

Louisville's primary mechanisms for physical management of its open space system include several key strategies[2]:

1. **Noxious Weed Management**: The Department has adopted an integrated approach to control noxious

[2] City of Louisville. (2012). *Parks, Recreation, Open Space, and Trails Comprehensive Master Plan.*

weeds, as detailed in the 2009 Integrated Weed Management Plan. This includes monitoring weed populations and employing various control methods: mechanical, biological, chemical, and cultural. Additionally, the plan emphasizes providing educational outreach to the public, ensuring all actions comply with federal, state, and municipal laws and regulations. In 2020, the City discontinued the use of glyphosate and 2,4-D in City-maintained parks and Open Space in response to public concerns. As a result, managing noxious weeds and invasive species is more challenging in Louisville's public spaces.

2. **Black-Tailed Prairie Dogs Management**: Recognizing the ecological importance of prairie dogs in Louisville Open Space, the Department manages them using an ecosystem approach. This involves improving habitat components and controlling prairie dog populations to avoid exceeding the carrying capacity. Control methods include visual barriers, relocation, removal and donation, trapping, and flushing, and fumigation (if deemed necessary), all in compliance with legal requirements.
3. **Ecological Restoration**: The goal here is to transform degraded areas into landscapes resembling pre-settlement nativegrassland conditions. The Department focuses on preserving areas with existing native vegetation and restoring degraded areas. Management activities may include noxious weed and prairie dog management, grazing, prescribed burning, and re-vegetation with native species.
4. **Coyote Management**: The City uses educational outreach as the primary method for managing human-coyote interactions. This involves distributing educational materials, providing guidance on hazing techniques, reducing coyote attractants, and soliciting and analyzing citizen reports to understand coyote behavior. All actions comply with the regulations set by the Colorado Parks and Wildlife Division.
5. **Raptor Management**: The objective is to maintain awareness of raptor species diversity and abundance, identify nesting locations, protect raptors and their nests under the Migratory Bird Treaty Act, manage habitats, and engage the public in citizen science monitoring. Compliance with all federal, state, and municipal laws and regulations is ensured in managing raptors.
6. **Fisheries**: The City of Louisville collaborates with the Colorado Parks and Wildlife to identify appropriate and sustainable fish species for stocking in designated fishing areas. This collaboration aims to ensure that the fish species introduced are suitable for the local ecosystem and can be sustained in the long term.
7. **Encroachments**: According to Louisville Municipal Code, Sec. 4.04.010 R, it is unlawful for anyone to encroach on Open Space property owned solely by the City with private improvements or to store personal property. Such improvements include gardens, landscaping, fences, paths, or compost piles. The Department, in cooperation with Code Enforcement, is responsible for identifying such encroachments, notifying the offending parties, and seeking resolution. If a solution is not achieved, the City Attorney may intervene.
8. **Water Quality**: The City acknowledges the distinct needs of Open Space areas compared to developed parks and golf courses in terms of water quality management. The Department will track the use of chemicals in weed, turf, tree, and shrub management, determine appropriate aeration techniques, and monitor water levels to control water quality. Ensuring that water quality in these spaces meets the City of Louisville's standards is a key part of their strategy.

These management strategies highlight Louisville's commitment to ecological preservation, species management, and public education while adhering to legal and environmental standards.

Environmental Hazards and Vulnerabilities

As a city situated at the convergence of the Great Plains and the Rocky Mountain Front Range, Louisville is posed with several vulnerabilities that arise from the urban interface exposed to a spectrum of natural hazards intrinsic to its geographic and climatological context. Urban development, intersecting with these natural hazards, amplifies risk through the alteration of natural drainage systems, expansion into

wildland-urban interfaces, and the introduction of the urban heat island effect. There is an imperative need for integrated risk assessment and management strategies, considering the complex blending of environmental, climatic, and anthropogenic factors in shaping Louisville's hazard profile.

Water Availability

The Front Range is expected to face significant impacts from climate change including reduced snowpack in the Rockies, which is a major source of water for the region.
Snowpack acts as a natural reservoir, releasing water gradually during spring and summer. Less snowpack means less water is stored and released, disrupting traditional water availability patterns. This can lead to earlier and reduced spring runoff, impacting water supplies during the drier months.

As the community expands, Louisville will need to consider how future development will impact water availability. Urban development typically involves the addition of impermeable surfaces like roads and buildings, which impede the natural replenishment of groundwater. This affects the availability of groundwater for use in times of scarcity and can lead to longer-term depletion of these reserves. Reduced groundwater recharge, coupled with less reliable surface water sources, elevates the risk of drought. The consideration of the agricultural demands in the greater region is also important, as this industry can be a significant contributor to water consumption. Changes in agricultural practices or shifts in crop types could impact overall water demand.[3] Maintaining public lands also requires water to irrigate green spaces and planted areas. To optimize water use, plant selection, efficient irrigation systems, and soil improvements should be considered.

Flooding

Most of the land encompassed in the Louisville city boundary has a minor risk of flooding, meaning that there is a relatively low probability of flooding occurring, and if it does occur, the expected impacts are minimal or manageable. The impact areas are expected to be smaller with quickly receding floodwaters. However, 324 properties, or 10% of all properties in Louisville, have a greater than 26% chance of being severely affected by flooding in the next 30 years.

Although the risk of flooding is low at large for Louisville, severe flooding is still experienced. In 2013, Boulder County was hit with 18 inches of rain in a four-day timespan, with 9 inches in just the first day. This amount is comparable to the total average annual precipitation for the county, an event with an annual exceedance probability as low as 0.1%. This rainfall event led to re-channelization of the Coal Creek, leading to annual flooding along a portion of the trail that follows along the creek.

Coal Creek introduces the greatest risk of flooding for Louisville, which is limited mostly to the banks with little to no impact on developments within the City. The city's infrastructure, particularly designed to handle the runoff from Coal Creek, plays an important role in mitigating flood risks. Louisville's stormwater management systems, including strategically placed culverts and retention basins, have been developed to effectively manage the water levels during heavy rainfall, minimizing the chances of overflow.[4]

Louisville has implemented comprehensive land-use policies and zoning regulations that discourage construction in flood-prone areas, particularly along the banks of Coal Creek. This ensures that residential and commercial developments are situated in locations with lower flood risk. The city also actively maintains its natural drainage systems, preserving the integrity of local creeks and streams to handle sudden influxes of water.[5]

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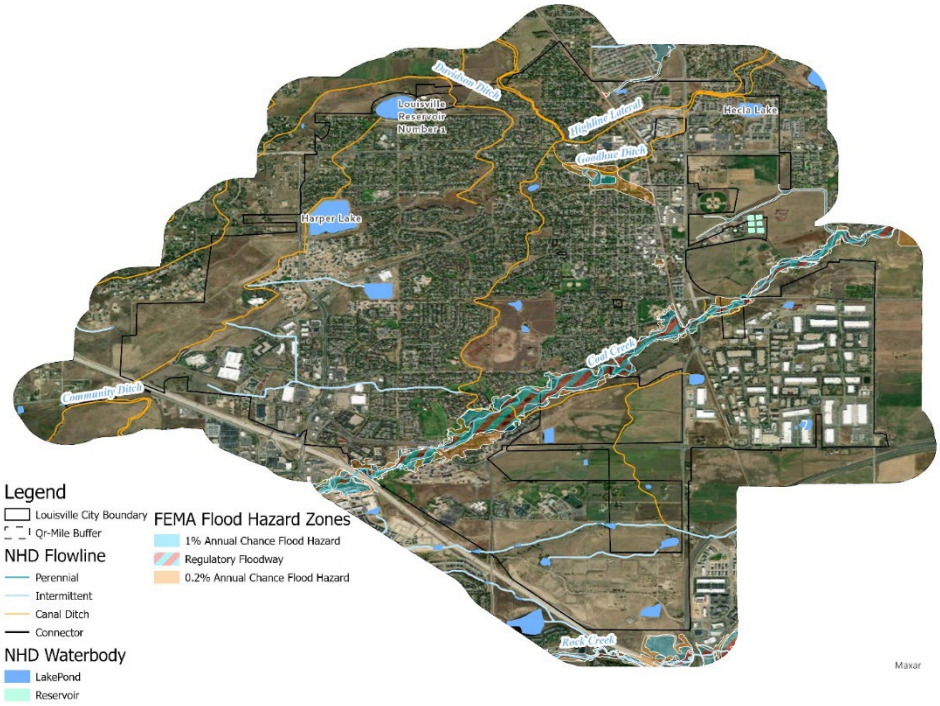
[3] The Colorado Climate Network and Colorado Municipal League. (2015). *The Report of the Colorado Local Resilience Project.* Rocky Mountain Climate Organization.

4 City of Louisville. (2013). City of Louisville Comprehensive Plan.

[5] City of Louisville. (2010). *A Citizen's Guide to Maintaining Stormwater Best Management Practices.*

Figure 3 Louisville Waterbody and Flood Hazard Map



Source: Map was prepared by Spirit Environmental using data from National Hydrography Dataset and National Wetland Inventory

Extreme Heat

Louisville is susceptible to extreme heat due to a combination of geographical, climatic, and urban factors. The surrounding geographical region is characterized by a climate that naturally encompasses a wide range of temperature fluctuations, including the potential for intense and prolonged heatwaves, particularly in the summer. As a part of this climatic zone, Louisville is inherently exposed to these weather patterns and its susceptibility is further amplified by broader climatic trends. As global temperatures continue to rise, Louisville will face an elevated risk of experiencing more severe and frequent heat-related events. This scenario necessitates a proactive approach to heat mitigation and adaptation strategies in the region to safeguard against the escalating impacts of extreme heat.[3]

Urban development also plays a crucial role in exacerbating the risks of extreme heat. As the city expands and develops, the increase in concrete, asphalt, and other heat- absorbing materials contributes to the urban heat island effect. This phenomenon leads to higher temperatures in urban areas compared to their rural surroundings. The heat retained by buildings, roads, and other structures not only elevates daytime temperatures but also prevents the city from cooling down adequately at night. Moreover, urbanization often leads to a decrease in green spaces and vegetation. Trees and plants are essential for cooling the urban environment through shading and evapotranspiration. A lack of sufficient greenery in Louisville's urban landscape can intensify the heat, making the city more prone to the adverse effects of heatwaves.[6]

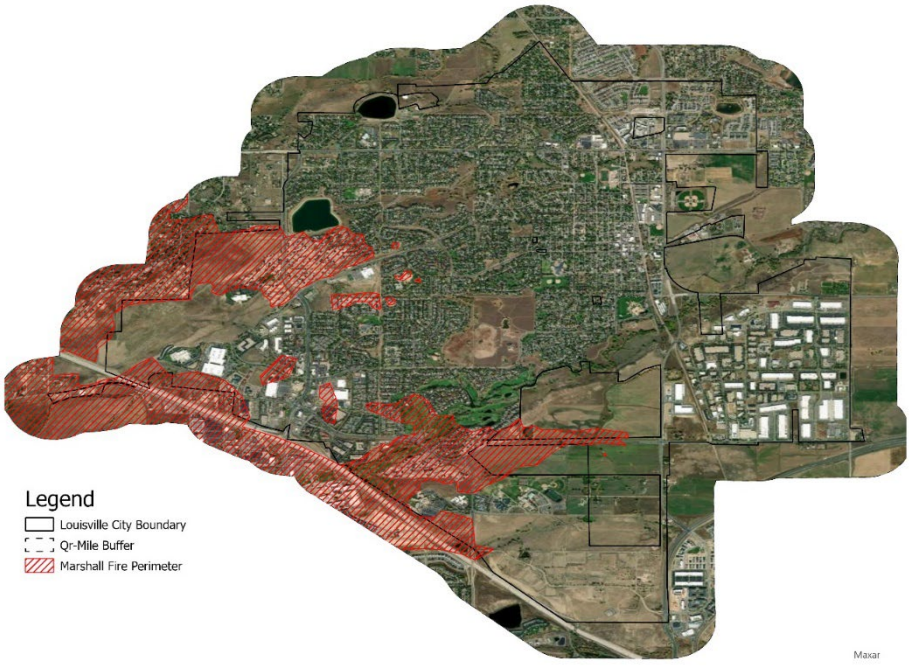
[6] Unite States EPA. (2023, August 28). *Heat Islands*. Retrieved from https://www.epa.gov/heatslands/heat-island-impacts

Being situated in an area prone to natural temperature extremes coupled with the urban heat island effect results in an increased risk of experiencing more severe and frequent heat-related events. It highlights the importance of integrating urban planning and green infrastructure in Louisville's development strategies to mitigate the impacts of extreme heat and adapt to the changing climate conditions.

Fire Risk

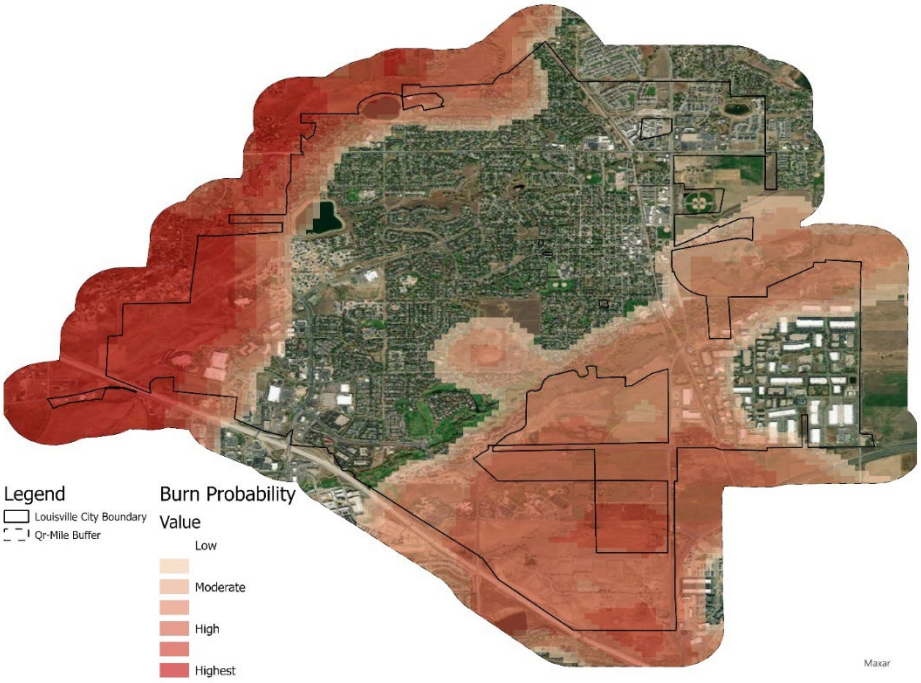
Wildfire is a natural hazard that Louisville has faced historically and will continue to combat with increased risk as local temperatures rise and the chance of drought increases. The threat that wildfire poses was exemplified through the Marshall Fire that brought record-breaking destruction in December of 2021. During this event, more than 6,000 acres of land, mostly to the west of the City, were burned due to dry conditions and high winds that spread the fire rapidly. The map below depicts the impact felt by Louisville community.

Figure 5 Marshall Fire Impact Perimeter



The damage felt across impacted communities highlights the importance of recognizing Louisville's unique fire risk as the city continues to develop and grow. To understand the risk of wildfire, several variables must be assessed including burn probability, flame length, rate of spread, and the susceptibility of the community to fire. The western boundary of Louisville, including areas like Davidson Mesa, the South Water Treatment Plant, and regions extending north of South Boulder Road near Louisville Reservoir are noted for the highest burn probability. These locations are predominantly characterized by grassland and grass-shrub fuel types.

Figure 4 Louisville Burn Probability



Towards the southeast, particularly the undeveloped private lands near Highway 36 and Northwest Parkway, there's an increased burn probability due to extensive grasslands that act as surface fuels in the dry climate. The fuel connectivity of the landscape is also a factor in burn probabilities, with large, unbroken expanses of fine fuels like grasses in the west and south of Louisville enhancing the potential for burning. In contrast, the urban center of Louisville shows much lower burn probabilities due to features and materials considered non-burnable including roads, buildings, and irrigated areas. Within the City of Louisville, flame lengths are most likely to be 2-4-feet and 4-6-feet in length, due to the grass-dominated surface fuels in and around the city. Some areas to the north near the North WTP and North Open Space and along Coal Creek to the south have the potential for higher flame lengths, greater than 8 feet.[7]

Within Louisville, areas were identified with the highest wildfire risk. The Howard Berry WTP has some of the highest burn probabilities within Louisville properties, surrounded by mostly grasslands characterized as dry climate grass and timber-grass-shrub. Public lands to the north, Keith Helart Park, Annette Brand Park, North Open Space, and North WTP, exhibit moderate burn probabilities. Davidson Mesa and Damyanovich Open Space both have areas with moderate and high burn probabilities combined with grasslands that produce moderate flame lengths. In North Open Space, there are low to moderate burn probabilities, but higher flame length probabilities due to increased fuel heights produce similar wildfire risk.

Table 2 Highest Wildfire Risk Louisville Properties

Location	Average Risk	Relative Risk
Howard Berry Water Treatment Plant	Highest Risk	Increasing Risk
Keith Helart Park	High Risk	
Annette Brand Park	High Risk	
North Open Space	Moderate Risk	
Davidson Mesa Open Space	Moderate Risk	
Damyanovich Open Space	Moderate Risk	
Pressure release valve (PRV) - 9182 W Dillon Rd	Moderate Risk	
Gateway Open Space	Moderate Risk	
City of Louisville Water Treatment Plant	Moderate Risk	
Coal Creek Regional Trail Corridor	Low Risk	Decreasing Risk

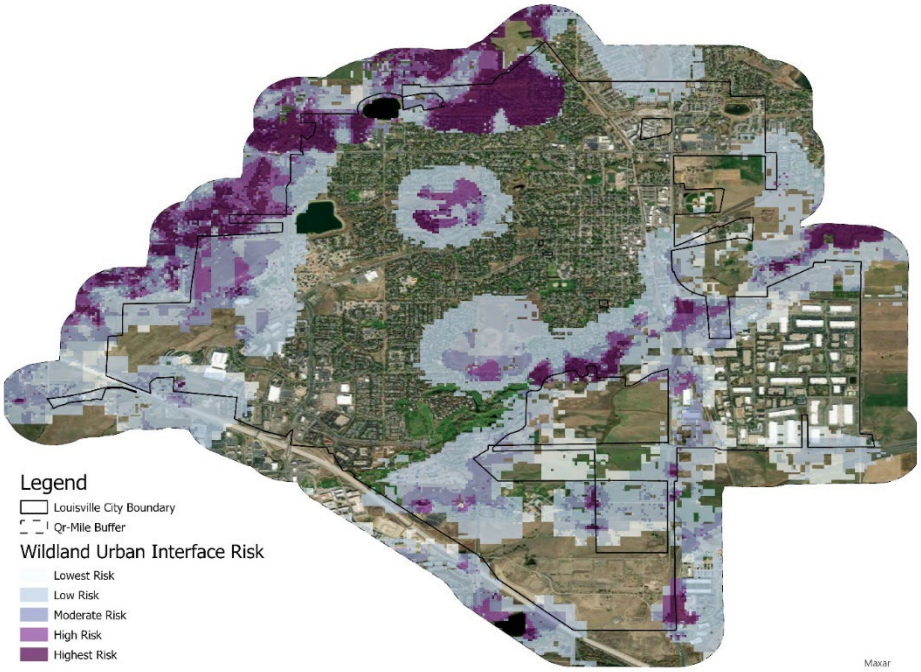
Note: **bolded text** indicates properties that were burned during the Marshall Fire.

[7] Lynker Corporaton & The Ember Alliance. (2023). *Wildfire Hazard and Risk Assessment of Louisville Public Lands.* City of Louisville.

Source: Table was extracted from the Wildfire Hazard and Risk Assessment of Louisville Public Lands

The intersection of the wildland-urban interface (WUI) with burn probability presents a critical area of focus for wildfire risk management. The WUI, where human developments meet or integrates with natural vegetation, is especially prevalent in the areas of Louisville that border grasslands and shrublands, such as Davidson Mesa and areas near the South Water Treatment Plant. Mapped below is a visual representation of the WUI risk within Louisville.

Figure 5 Louisville Wildland Urban Interface Risk



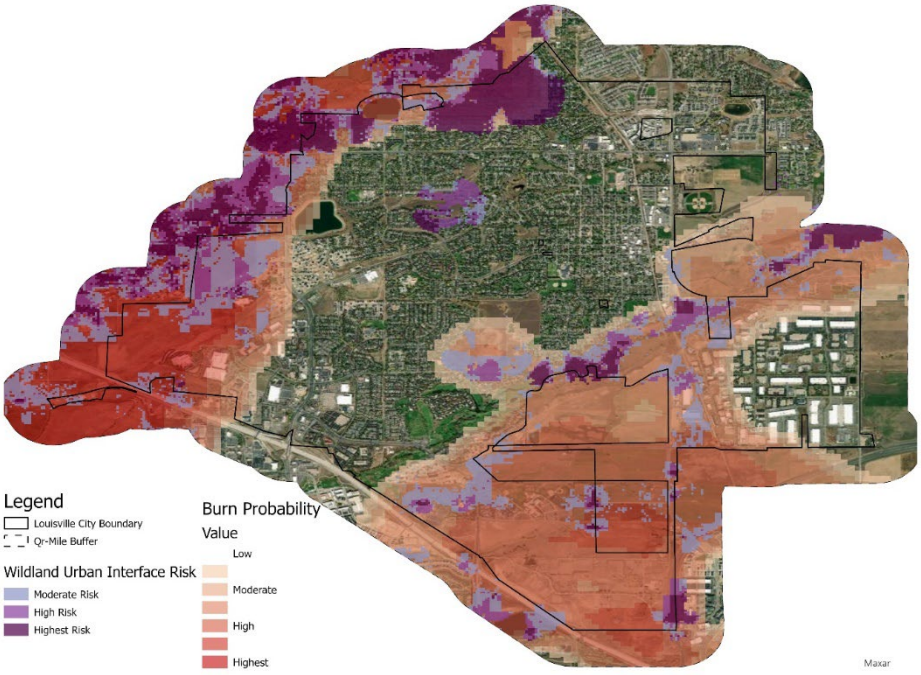
Source: Map was prepared by Spirit Environmental using data from Colorado Forest Atlas Public

These regions are characterized by higher burn probabilities due to their grassland and grass-shrub fuel types and are therefore particularly vulnerable. The proximity of these natural fuel sources to residential and other human structures amplifies the risk of wildfire damage. Furthermore, the connectivity of the landscape, with large contiguous stretches of fine fuels like grasses, increases the potential for fire to spread rapidly, especially in areas where developments are interspersed with natural vegetation. This dynamic underscores the importance of integrating land use planning and fire mitigation strategies in these high-risk areas. Effective management in the WUI of Louisville involves not only addressing the natural propensity of these areas to burn but also the consideration of unique challenges posed by the presence of human infrastructure and habitation within high-risk zones.

The Home Ignition Zone (HIZ) describes the area surrounding a home and the structure itself, taking into account the potential for ignition and the quality of surrounding defensible space, the area around a structure modified to reduce fire hazard. As a community susceptible to fire risk, Louisville has a responsibility to introduce and implement municipal code that guides appropriate management of each zone within defensible space. These mitigation measures could include planting spacing and selection, fuel reduction, construction and landscaping materials mandates, and maintenance requirements.

The map below blends both the wildfire risk with wildland urban interface (WUI) risk, demonstrating where the highest risk for the two threats intersect.[8]

Figure 6 Louisville Fire Risk



Development pressures

The interplay between urban development and the surrounding environment presents complex challenges, particularly in the context of preserving ecosystems and sensitive species, as well as mitigating natural hazards like wildfires. As Louisville expands, the management of both Open Spaces and the WUI will be critical issues, with direct implications for biodiversity and ecosystem health. Development pressures can lead to habitat fragmentation and loss, adversely affecting sensitive species and disrupting natural ecological processes. Moreover, the encroachment of urban areas into wildlands increases the risk of wildfires, both in frequency and intensity, posing significant threats to both natural and urban environments.

The Marshall Fire demonstrated the catastrophic damages that can result from Louisville's WUI. Valuable lessons were learned from this fire and they should be implemented through code adjustments as development continues in Louisville. While land management is undoubtedly important to wildfire mitigation and management, building materials, construction, and zoning regulations are critical and need to be considered heavily. The following are strategies that can be leveraged into municipal code: the use of fire-resistant construction standards, home spacing, setbacks and restricted development in the WUI, and private landscaping and maintenance. Understanding and addressing that current and anticipated development in Louisville is essential for sustainable urban planning, a balance between development and the preservation of natural spaces needs to be ensured.

[8] Colorado Forest Atlas Public. (2024). *Wildland Urban Interface Risk*. Retrieved from https://help.coloradoforestatlas.org/public/wildland-urban-interface-risk

Key Gaps & Opportunities to Address

The natural environment in Louisville has some contiguous parcels and several key corridors, the continued anthropogenic pressures and uses of these lands present challenges. Interviews with stakeholders and staff identified the need to balance resources both in terms of management of existing lands versus acquisitions of newly available lands but also in terms of general balances of uses such as recreation versus conservation. As Louisville continues to develop, conversations about how to interact with the natural environment could be held in a variety of forums, including within the context of the comprehensive plan.

The climate is changing at a rapid pace, and as the City becomes more built out, greenfield development opportunities are rapidly disappearing. Fire in particular has risen as an extreme threat fueled by non-native grass species, more intense weather, and increased water scarcity and timing of hydration cycles. The Marshall fire demonstrated some of the gaps in aspects of both the built and natural environment, and the re- building efforts offer some measure of opportunity to build back better. In addition to fire, other hazards from climate and human-caused events are being investigated, and the comprehensive plan will benefit from these parallel efforts.

To complement those efforts and to set the stage for future conversations, the following are several potential gaps for Louisville to consider when thinking about future land use and the natural environment:

- The Coal Creek Corridor is an important ecological feature within Louisville, with several areas that would benefit from activities such as habitat restoration and enhancement, pollution mitigation, and invasive species removal. These activities can be balanced with engineering and management of the flood plain. The eastern portion of the corridor is showing signs of degradation as noted above, and there may be a gap in knowledge of adjacent agricultural users as well as general users of the trail and wildlands.
- Invasive species management is a growing gap due to the challenge of managing the rapid spread of invasive species with limited staff capacity.
- The power lines spanning open spaces proximate to the grassy vegetation are a known risk of ignition. By undergrounding or otherwise treating these lines to make them more resistant to weather events, future catastrophic events may be able to be avoided.

On the other hand, Louisville has several opportunities that could lead to better outcomes for the natural environment:

- The proximity to biologically rich areas in Lafayette and Boulder County, and the continued co-management agreements in place can enhance the natural dispersion of species and actively manage for more natural migration, if desired.
- The focus on fire mitigation, while stemming from a tragic event, can present an opportunity to make proactive decisions that lead to a more resilient and diverse ecosystem of native plant species, both in municipal plantings as well as the more naturalized areas.
- Assessing the current municipal code in conjunction with lessons learned from the Marshall Fire offers an opportunity to make modifications to the code that would address home hardening, zoning in the WUI, and creating requirements for defensible space creation and maintenance.
- In addition to public lands, conservation easements and land dedications can provide privately owned migration stops and seasonal and permanent habitat for a diversity of species.
- The population of Louisville is engaged on environmental issues and could be supportive of potential recommendations such as temporary trail closures, restoration efforts that limit recreation, and pilot projects aimed at climate adaptation and/or mitigation efforts.

GEOLOGIC HAZARD AREAS

Purpose

Geologic hazards—such as landslides, rockfall, debris flows, and subsidence—pose risks to public safety and property. Identifying these areas helps guide land use decisions and development review.

Source

The City of Louisville relies on Boulder County's Geologic Hazard Mapping Program for the most current information on hazard areas. This resource provides detailed mapping and descriptions of geologic hazards throughout the county.

Official Resources: Boulder County Geologic Hazard Mapping and Boulder County Comprehensive Plan

Map

The map below illustrates geologic hazard areas as identified by Boulder County. For the most up-to-date information, consult the resource above.

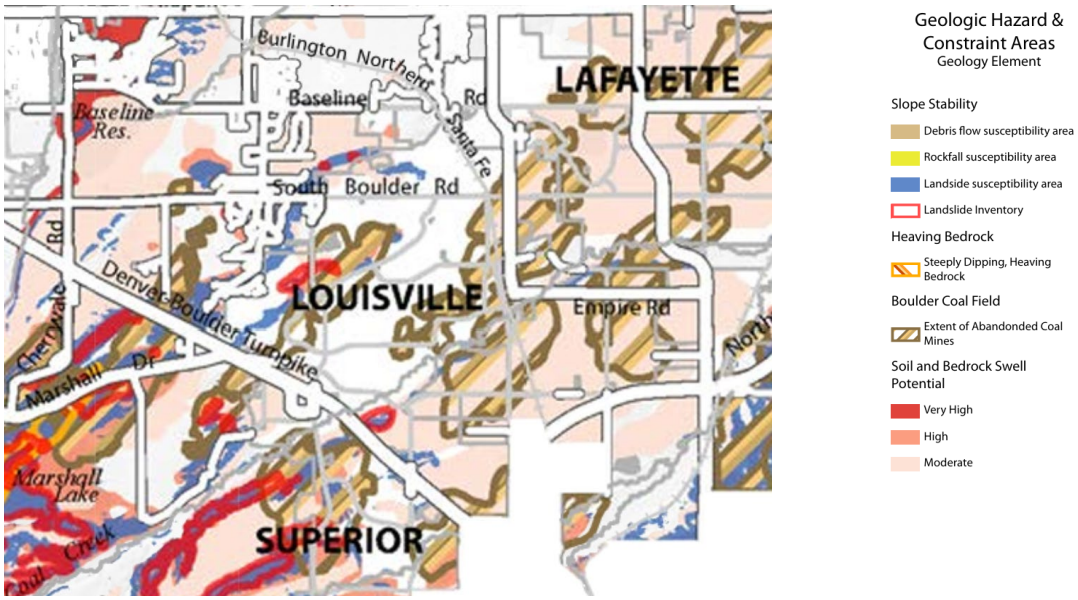


Image: Boulder County Comprehensive Plan Map – Geologic Hazard and Constraint Areas (2020)

FEHR PEERS

MEMORANDUM

To:	Alison Bourquin, Design Workshop
From:	Maggie Ostwald and Carly Sieff, Fehr & Peers
Date:	April 8, 2024
Project Name:	Louisville Comprehensive Plan
Project #:	7131
Subject:	Transportation Assessment

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Introduction

Louisville is a growing city of 20,899 residents as of 2023 located in Boulder County. In addition to population growth, the City is experiencing changing land use patterns and evolving infrastructure needs. It is generally bordered by CO 42 to the east, Baseline Road to the north, and US 36 to the south.

This transportation assessment is part of the larger Louisville Comprehensive Plan. The Comprehensive Plan is a multifaceted effort to establish a long-term vision and set goals and policies for the future of Louisville. The transportation assessment addresses all modes of transportation within the town—vehicles, bicyclists, pedestrians, and transit. This summary of existing conditions also outlines all aspects of the transportation network, including travel patterns, the existing roadway, bicycle and pedestrian networks, transit services, and key gaps and opportunities for the City to address.

The transportation section of the Comprehensive Plan will build on the transportation assessment to form a vision for interconnected walking, rolling, bicycling, transit, and roadway networks in Louisville that achieves the City's Transportation Strategy overall goal to "Provide and maintain sustainable and safe transportation choices for all Louisville residents to enhance community connectivity while reducing environmental impact."

Summary of 2019 Transportation Master Plan

The 2019 Transportation Master Plan (TMP) sought to unify numerous transportation goals and previous citywide efforts under one broad plan. As shown in **Figure 1**, the eight goals of the TMP included goals to

Figure 1: Transportation Master Plan Goals

develop a more efficient, layered, multimodal transportation system, develop complete streets, and support local economic development, environmental sustainability, and community health.

Community input collected during the planning process prioritized, in order:

- Access to destinations by walking and biking
- Regional rail transit service
- Bike lanes
- First and last mile connections to transit
- Reducing speeding in neighborhoods
- Safe pedestrian crossings.

By project types, the public most valued, in order:

- Underpasses
- Commuter rail
- Intersection safety
- Traffic congestion
- Roadway maintenance
- Bike lanes.

At the time of TMP publication, the focus on Louisville's role within the surrounding region (Denver Regional Council of Governments (DRCOG), Denver's Regional Transportation District (RTD), and Boulder County) was significant. Because so much of Louisville was already developed at the time, a considerable amount of the traffic growth was expected to stem from outside the City. Only 7% of Louisville's workers both lived and worked in Louisville, further emphasizing the need for connectivity to the surrounding region. Only 22.6% of trips began and ended in Louisville, leaving a large majority of trips that only start or end in Louisville. This tends to add pressure to the key corridors within the City. Average daily traffic volumes were highest on McCaslin Boulevard, CO 42, and South Boulder Road. Most roads in Louisville had a Level of Service (LOS) of C or D (stable flow), which is reasonable for urban and suburban corridors, but CO 42 had segments of LOS E and F (slow speeds with volume at or exceeding capacity). There were three intersections identified as crash hotspots – McCaslin Boulevard and Dillon Road, South Boulder Road and CO 42, and Pine Street and CO 42.

Within Louisville city limits, a number of land use characteristics influenced travel patterns. In 2019, 59% of employment was located within just five high activity centers, but residential growth was expanding into the suburban areas. The number of apartment units in Louisville had more than doubled in recent years, in addition to the new Kestrel affordable housing neighborhood, but transit connections to these areas were still in need of development. 60% of trips made within, to, or from Louisville were not work related, leaving significant potential for walking and biking network improvements, as these non-work trips are usually shorter in distance. Street grid connectivity was high in Downtown and the Steel Ranch neighborhood and notably low along the McCaslin corridor. In 2019, Louisville on the whole had a walkability score of 38 out of 100 at the time. The network of high-comfort off-street trails was encouraging, but high-comfort on-street bike lanes were minimal. Other than the high commuter numbers

at McCaslin Boulevard, transit ridership was low – only 58 boardings and alightings per day at Main Street and Pine Street in Downtown, for example.

The 2019 TMP included the following recommended policies:

- **Designing and operating "great streets" or complete streets that accommodate all modes, ages, and abilities.** This policy applies when performing any street reconstruction, resurfacing, restriping, and maintenance. The TMP provides a framework for street cross sections based on whether walking, biking, transit, and driving are 1) optimized, 2) prioritized, or 3) accommodated. The TMP also illustrates key design elements of successful intersections, pedestrian and bicycle crossings, and bicycle facilities.
- **Creating walkable and bikeable places.** The plan cites downtown Louisville as a good example: "The grid network in the Downtown area has lower traffic speeds, a high intersection density, or connectivity among the streets, well-marked pedestrian crossings and wide sidewalks and amenities such as street furniture and patios buffering the sidewalks to the street. Additionally, there are many destinations within a short distance. This provides multiple, direct routes for people to travel, reducing the reliance on an automobile for short trips and encouraging active transportation options." This section stresses the need to promote walkability along South Boulder Road.
- **Incorporating transit-oriented development to create walkable mixed-use neighborhoods near bus service.** While the plan mentions downtown and Downtown East Louisville (DELO) as areas with a foundation for TOD development, additional investment could create a future commuter rail station or major transit hub.
- **Considering ways in which investments in technology can improve safety, efficiency, and equity of the transportation network.** This could include shared mobility, flexible loading zones for goods and passengers, and EV charging.

The 2019 TMP included the following recommended projects:

- **Corridor projects such as SH 42** (which included a recommended underpass connection to downtown via South or Short Street) and South Boulder Road.
- **Bicycle connections needed to complete a connected bicycle network that will support all ages and abilities**, including bike lanes and bike lane improvements on Cherry Street, Via Appia, and South Boulder Road.
- **Connectivity and safety improvements at street and trail intersections and completion of sidewalk gaps, including traffic calming.** Examples of projects include nine proposed underpasses, shortened crossing distances and curb extensions, and other crossing improvements across the City.
- **Enhancements of key connections between the recreation center, neighborhood bikeways, trails, and downtown**; such as traffic calming, placemaking elements, wayfinding, and intersection treatments.
- **Transit improvements** including 1) new fixed route connections, 2) a neighborhood EcoPass program, 3) first and last mile access improvements to McCaslin Station, 4) bus stop improvements, 5) Northwest Rail peak service, and 6) planning for a Northwest Rail station outside of downtown near the Colorado Tech Center.

The TMP included recommended programs such as neighborhood speed management, travel demand management, Safe Routes to School, Fun Routes, open streets, a bike share network, safety/maintenance/training, coordinated wayfinding, national recognition designation as a Bicycle Friendly Community, and data collection and monitoring.

Progress Since 2019

Several projects have been implemented since the 2019 TMP, moving the City towards the policy goals of creating "great streets" and creating walkable and bikeable streets. On a city-wide scale, the 2019 TMP

is a useful tool for coordinating simultaneous mobility improvements during annual paving projects such as the painting of bike facilities. The use of advisory bike lanes, such as those that were recently installed on Dahlia Street and Polk Avenue, was approved and added to the 2023 Pavement Marking contract. Connected to the Polk and Dahlia advisory bike lanes are new buffered bike lanes installed on Pine Street between Via Appia and Johnson Street and buffered bike lanes on S Madison Avenue between Dahlia Street and Cherry Street and on Century Drive between Dahlia Street and McCaslin Boulevard. Pedestrian safety and connectivity were upgraded with improved at-grade crossings on South Boulder Road between Eisenhower Dr and Main Street. Additionally, buffered bike lanes have been installed on Cherry Street. Also underway are plans to install buffered bike lanes on Via Appia and bike boxes at the intersections of Dahlia Street and Cherry Street, Appia Way and South Boulder Road, and Via Appia and McCaslin Boulevard. Multimodal accessibility to Downtown has improved with new bike parking, including e-bike parking areas.

Regional network goals have also made progress following the TMP. Significant strides were made in city-wide signal retiming, in addition to developing Louisville's first Traffic Signals Management Plan and receiving a DRCOG Regional Transportation Operations and Technology grant for upgraded signals hardware. Planning and preliminary engineering began for multimodal improvements on SH 42, one of Louisville's most congested corridors. RTD's Route 228, which serves Louisville, Superior, and Broomfield, was rerouted to have a more direct route along South Boulder Road and was extended on the north end to reach Lafayette.

Regarding the goal to leverage technology to improve transportation safety, efficiency, and equity, it is unclear with our existing knowledge whether this goal has been assessed. More information is desired about recent uses of emerging innovations such as flex zones, electric vehicle accommodations, and micromobility.

Existing Multimodal Networks

The maps below show the existing transportation networks for vehicles, transit, bicyclists, and pedestrians. These networks generally show urban and suburban development, infrastructure, and connectivity in the downtown area with arterial connections in the surrounding suburban areas. Opportunities for improvements are plentiful, especially in the areas surrounding the suburban arterials.

Louisville's roadway network, as shown in **Figure 2,** consists of a well-connected grid in the downtown area and many suburban developments stemming from higher speed arterial roadways. Areas with room for development such as the southeast corner of the City are lacking a more connected roadway network. McCaslin Boulevard, South Boulder Road, and Via Appia are the three major arterial connections that provide mobility across the City.

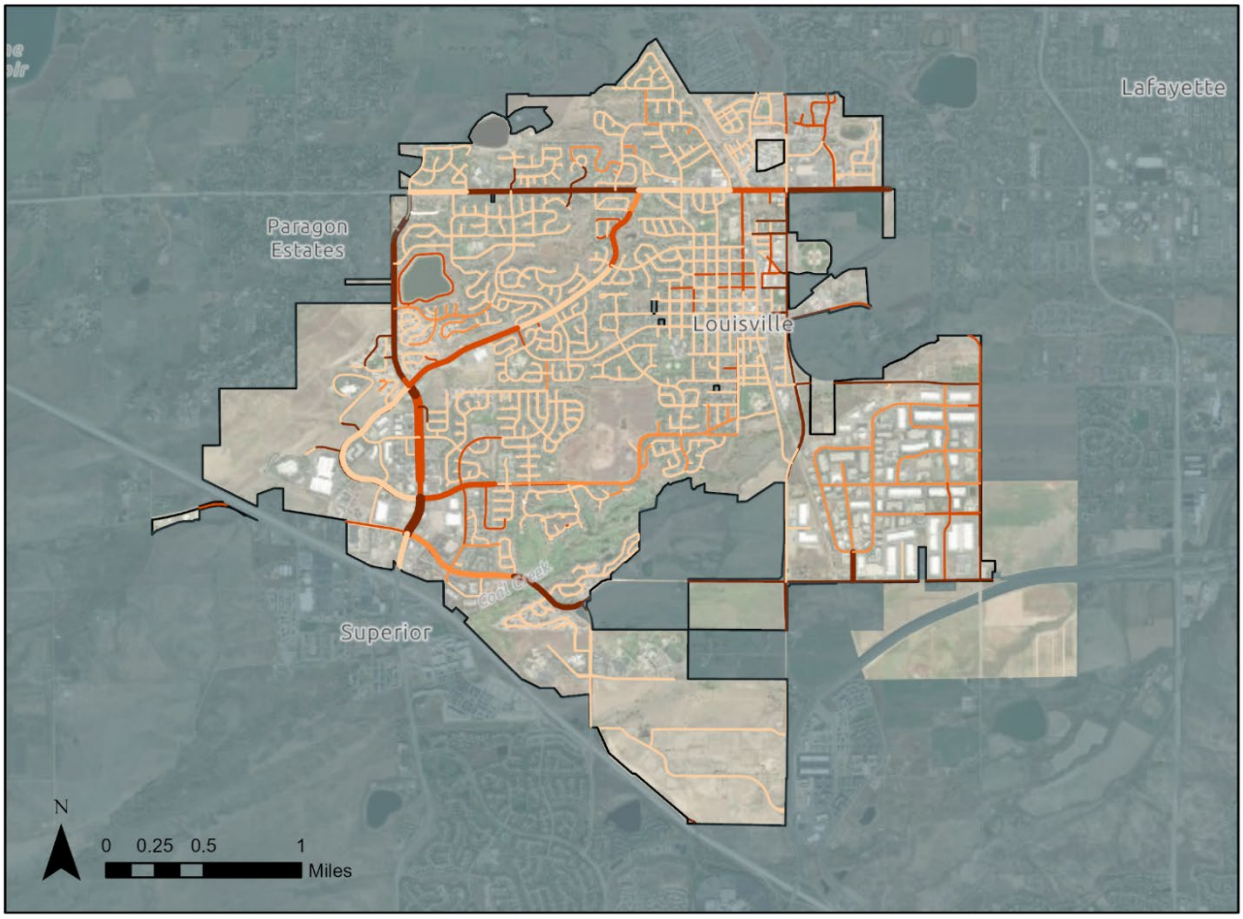
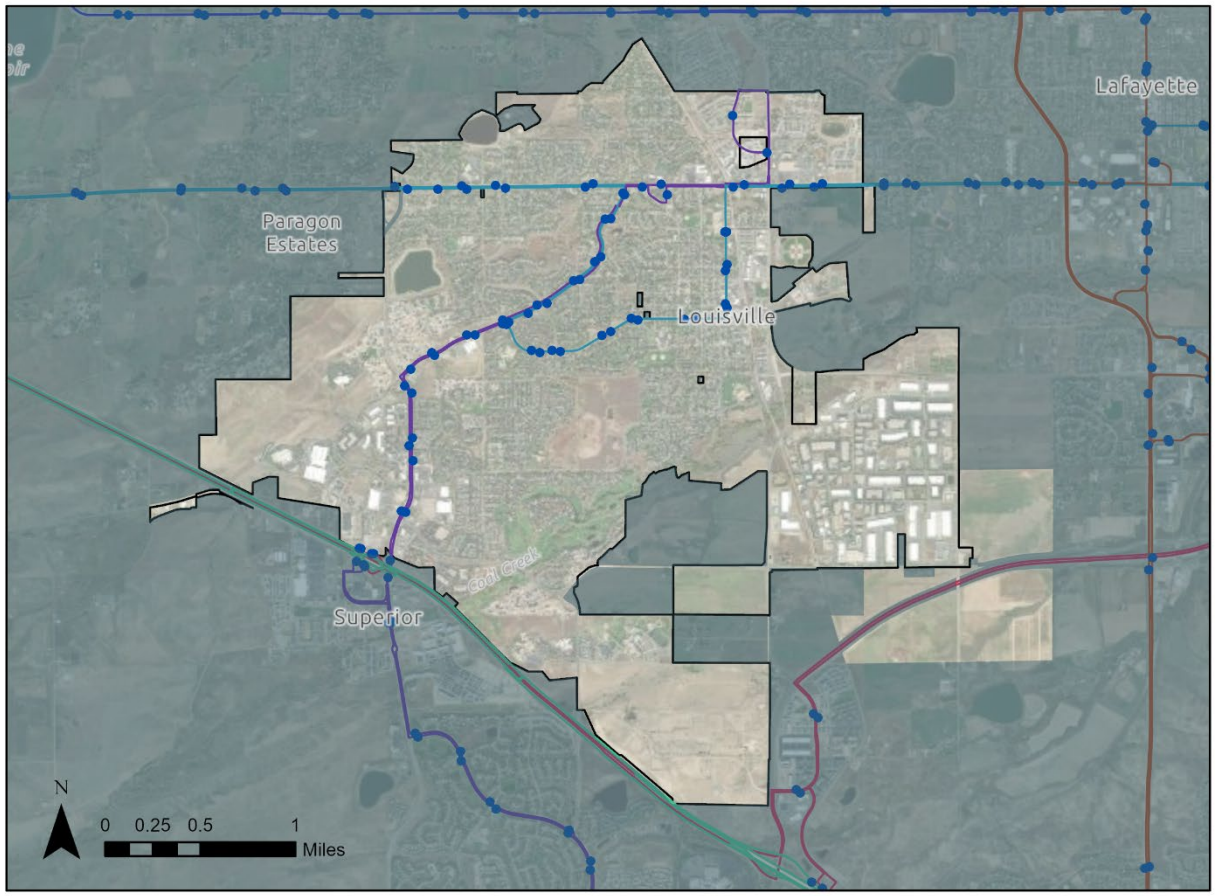


Figure 2: Existing Roadway Network

Figure 3 shows the existing transit network. Louisville is served by two primary RTD bus routes within the City –routes 228 and the DASH. The DASH route dips into Louisville from South Boulder Road to serve the downtown area. The Flatiron Flyer also provides regional connections between Denver and Boulder along the US 36 corridor. There are notably no transit options providing access to the suburban neighborhoods, and there is no transit available in the Colorado Technology Center, a major employment hub. This provides a first/last mile gap for transit users trying to access bus stops from their homes or

places of employment.



LEGEND

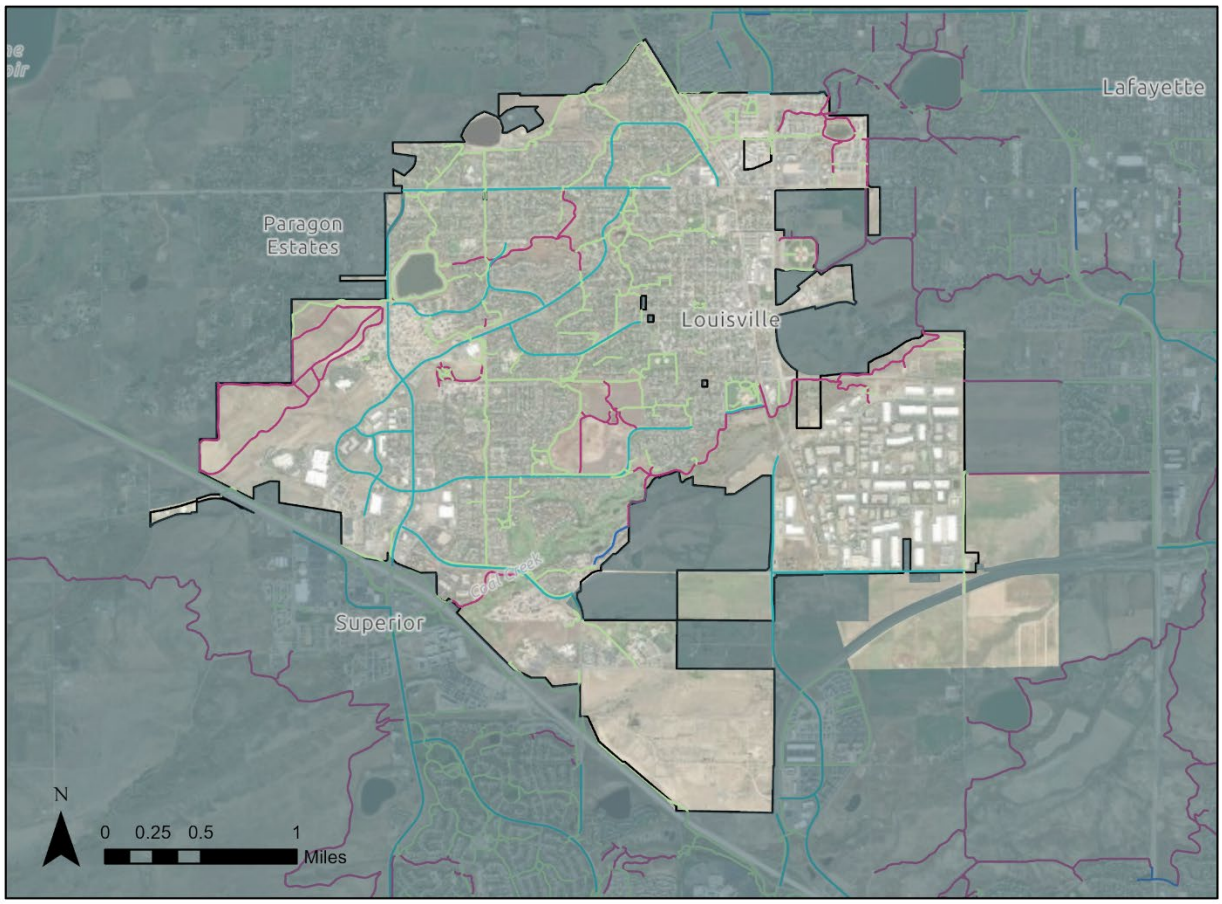
- City Boundary
- Bus Stops

Bus Routes

- Louisville / Broomfield (228)
- Boulder / Lafayette via Louisville (DASH)
- Boulder / Denver Airport (AB)
- Flatiron Flyer (FF)
- Boulder / Lafayette via Baseline (225)
- Longmont / Denver (LD)

Figure 3: Existing Transit Network

Figure 4 shows the existing bicycle network. The existing network of bicycle facilities in Louisville is robust and even reaching into suburban developments, but has gaps. Designated bike lanes are present on many of the City's major arterials, including Via Appia, McCaslin Boulevard, South Boulder Way, and Dillon Road, and there have been several new bicycle facilities introduced in recent years. The Coal Creek Trail can be used to access the Colorado Technology Center, but bicycle infrastructure within that area is limited. Existing bike facilities on arterials should be evaluated for their level of comfort for users of all ages and abilities, given the volume and speed on adjacent roadways.



LEGEND

City Boundary

Bicycle Facilities

Bicycle Lane

Other Paths and Trails

Sidepath

Unpaved Path

Figure 4: Existing Bicycle Network

Figure 5 shows the existing pedestrian network. Louisville has sidewalks on most roads and most of them are wide enough to comply with ADA accessibility regulations. Sidewalk facilities are wide in the immediate areas surrounding Main Street, but many of the sidewalks in the rest of downtown grid are insufficient. Most suburban neighborhoods have been built with sidewalks, and this should continue with future development, especially in mixed-use and high-density development.

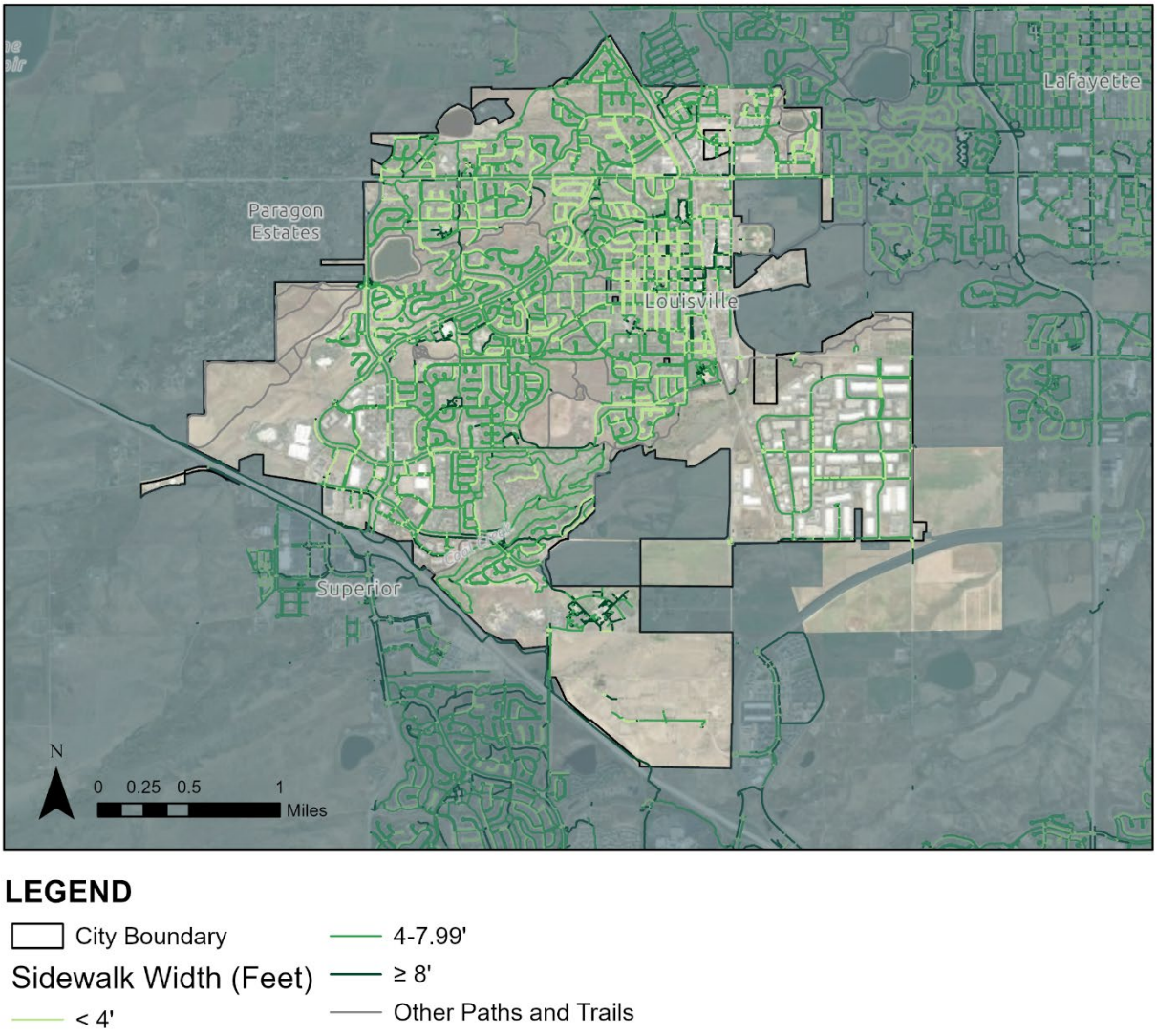


Figure 5: Existing Pedestrian Network

In 2021, only 11.3% of Louisville residents were working in Louisville, leaving almost 90% of the population to rely on the transportation network to get to jobs outside of Louisville. Over 16,000 people who live outside of Louisville are coming to Louisville to work. About half of Louisville residents live less than ten miles from their job. About 95% of Louisville residents have access to at least one vehicle. In 2021, 65% of residents were driving themselves or carpooling to work, while 26% were working from home. The average household spends 18% of their income on transportation.

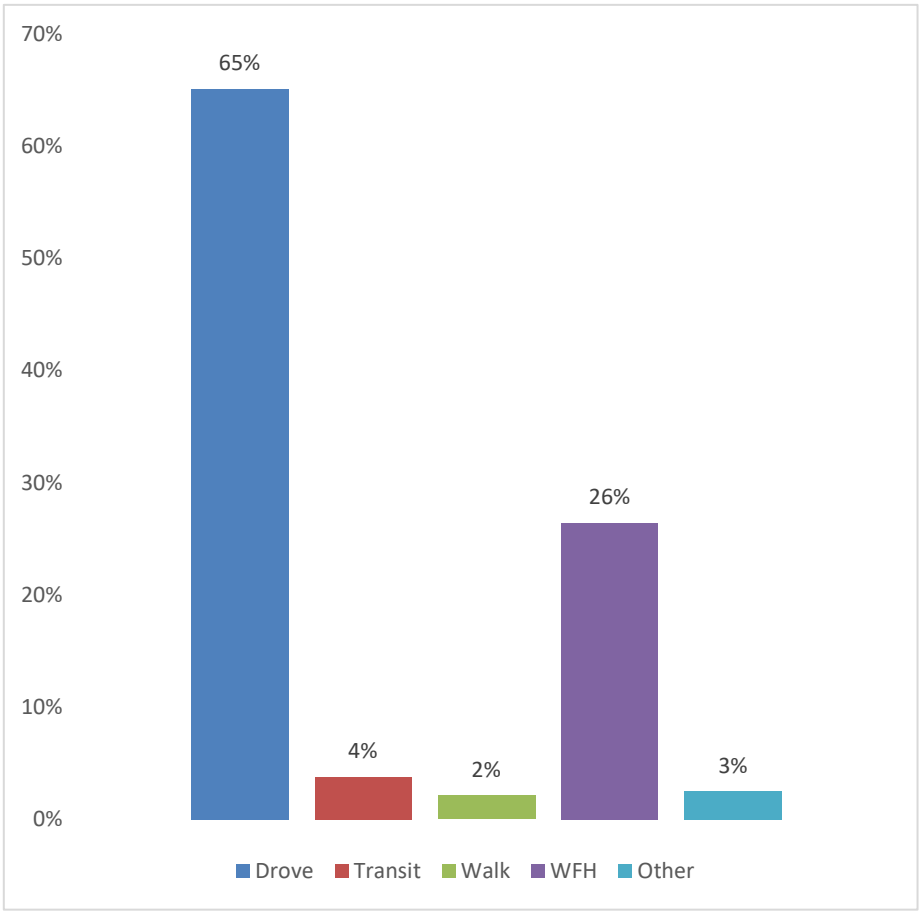


Figure 6: City of Louisville Commute Mode Share (2021)

Key Gaps & Opportunities to Address

Three focus group meetings were conducted in Fall/Winter 2023 with local experts and key stakeholders, with one focus group focused exclusively on transportation. Participants' top priorities included bicycle and pedestrian safety and connectivity, transit connectivity, and street design as shown in Figure 7. Several community members expressed pride in the downtown area, and several others expressed interest in maintaining a strong small-town connection by encouraging walking and biking.

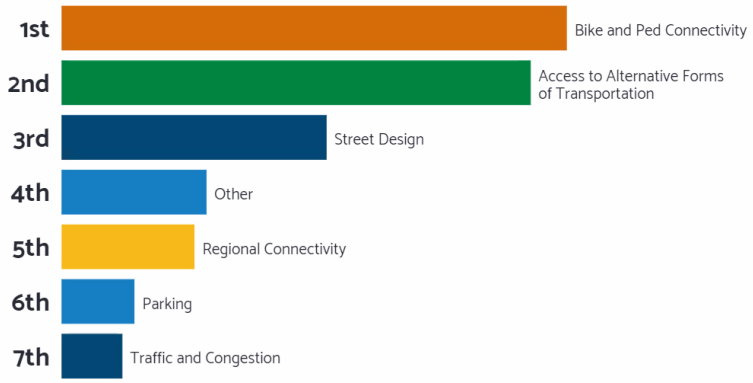


Figure 7: Focus Group Top Transportation Priorities for the Comprehensive Plan

With community members increasingly concerned about local traffic growth, improving regional connectivity in key corridors is critical. In addition to working with RTD to improve bus service and multimodal access on SH 42 as well as South Boulder Road, it is also important to address demand on other arterials such as McCaslin Boulevard. Additionally, the growth of Colorado Technology Center (a 600-acre industrial park south of SH 42 and west of S 104th Street) presents an immediate need for transit access to reduce the impact of this employment hub on vehicular traffic in Louisville, and the Redtail Ridge area is planned for development and will have its own transportation demands and impacts.

The 2019 Transportation Master Plan identified bicycle and pedestrian connectivity as a high priority in the City. Projects involving completing sidewalk gaps, underpasses, on-street bike facilities, and user comfort should be prioritized. Emphasizing building for and increasing the percentage of short trips not in a single occupancy vehicle in Louisville will help reduce congestion and increase sense of community, which is highly regarded in Louisville. An increase in bicycle and pedestrian mode split is especially feasible in mixed-use and affordable housing communities if bicycle and pedestrian infrastructure is improved. With this background in mind, the Comprehensive Plan serves as an opportunity to reassess community priorities and refresh transportation plans to best serve community desires, while aligning land use in Louisville with transportation policies and decisions.

MEMORANDUM

To: City of Louisville

From: Economic & Planning Systems, Inc.

Date: February 12, 2024

Project Name: Louisville Comprehensive Plan

Project #: 7131; EPS #233040

Subject: Market Analysis of Growth Potential and Trends

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1. INTRODUCTION AND SUMMARY OF FINDINGS

This market analysis report was prepared as part of the City of Louisville's update to its Comprehensive Plan. Major findings of this work will be included in the larger plan document; this technical analysis is included as an appendix.

The report is presented in three chapters following this Introduction and Summary of Findings as follows:

- Economic and Demographic Conditions provides an analysis of existing conditions in the City, including population, demographics, and employment, as well as projected growth and regional context.
- Market Conditions outlines commercial market conditions in the City and region since 2010, including office, industrial/flex, and retail. Forecasts for construction are developed for the 2023 to 2045 time period to estimate new demand over this time period.
- Opportunity Areas build off the data analysis to identify opportunity areas, which will be utilized throughout the planning process.

Summary of Findings

Louisville's population peaked in 2018, and the population is aging.

The city's population steadily grew from 2010 to 2018, growing by an average of 1.8 percent annually over this time (an average of 356 residents per year). From 2018 to 2022, Louisville's population began decreasing - even before the Marshall Fire - declining by an average of 465 residents annually. At the same time, Louisville has the highest median age among communities in Boulder and Broomfield counties, at 43.6 years, and the population is aging more quickly than other communities.

The greatest concentration of jobs in the city is in Manufacturing, and the industry accounted for a significant amount of employment growth since 2010.

About 21 percent of jobs in Louisville are in Manufacturing, and one-third of employment growth between 2010 and 2022 was in that industry. Professional and Technical Services (17.2 percent) and Health Care (14.5 percent) are the next largest employment industries in the city.

Most Louisville residents leave the city for work, and most employees within the city live elsewhere.

In 2021, Louisville residents made up 6.4 percent of the city's employment base, while nearly 94 percent of people who work in Louisville live outside the city. Approximately 40 percent of Louisville residents work within Boulder County, including about 22 percent in the City of Boulder. Roughly 23 percent of Louisville workers live in Boulder County including 6.4 percent who live in Louisville, 5.5 percent in the City of Boulder, 5.6 percent in Lafayette, and 5.6 percent in Longmont.

Industrial development has been the primary driver of real estate growth in Louisville since 2010. Flex/R&D space is also a significant driver of growth.

Since 2010 the city has added 1.4 million square feet of new industrial space, accounting for nearly 98 percent of new industrial development in Boulder County. Over this same time the city added 780,000 square feet of new Flex/R&D development, which represents 16.5 percent of the Denver Metro area growth (outpacing its share of inventory, which was 4.5 percent in 2023). Within the city, this space is concentrated in CTC and Centennial Valley Business Park, which together account for nearly 77 percent of the Flex/R&D inventory in the city.

Employment growth will be more significant than population growth in the city over the next 20 years.

Between 2022 and 2045 Louisville is expected to add 1,445 residents and 17,349 jobs (based on current trends, recognizing that economic development efforts to recruit large employers could increase this number). This is a much larger differential than in the county overall, which is expected to add approximately 46,500 residents and 100,400 jobs.

Several opportunity areas within the city warrant additional exploration through the Comprehensive Plan process.

Land for new residential development is limited, and outside of key greenfield sites residential development would primarily need to take place through infill and redevelopment.

Multifamily and mixed-use retail development would also need to take place through infill and redevelopment. The most significant opportunities for this are along McCaslin Boulevard and South Boulder Road, where vacant and outmoded retail stores and centers offer potential for redevelopment.

Employment growth (office, industrial, and flex/R&D) is likely to be the largest growth sector in the city. This is likely to be concentrated in existing employment nodes (CTC, Bolder Innovation Campus, and Centennial Valley), as well as in the Redtail Ridge development (if approved).

2. ECONOMIC AND DEMOGRAPHIC CONDITIONS

This chapter provides an overview of the economic and demographic conditions within the City of Louisville and surrounding region. Population, household, and employment trends since 2010 are analyzed, and housing data from the recently completed Housing Needs Assessment is summarized. Growth forecasts are provided through 2045 to estimate future demand for development in the city.

This analysis addresses three key questions:

- What are the current conditions and characteristics of growth in Louisville?
- How do changes and current conditions in Louisville compare to the region?
- What impact do these growth trends have on opportunities and demand for new development?

Demographics

Population and Households

In 2022, the City of Louisville had a population of 19,394 residents. As shown in **Table 1**, from 2010 to 2022 Louisville gained 988 residents, or 82 residents per year, an annual growth rate of 0.4 percent.

While this indicates overall growth during this time period, Louisville's population peaked in 2018 at approximately 21,252 residents. From 2010 to 2018, Louisville's population grew by a total of 2,846 residents, an average annual growth rate of 1.8 percent. After 2018, population growth began to flatten and decline, even prior to the Marshall Fire in 2021. From 2018 to 2022, Louisville's population decreased at an average annual rate of 2.3 percent, which translates to a total loss of 1,858 residents (an average of 465 annually).

These recent trends generally align with Boulder County overall, which also saw population grow at an annual rate of 0.9 percent from 2010 to 2022. Like Louisville, the County at large, (as well as Superior and Broomfield) saw higher population growth rates from 2010 to 2018 compared to after 2018. Lafayette is the only peer municipality that has grown faster since 2018 than from 2010 to 2018.

Superior saw the slowest population growth from 2010 to 2018 (0.6 percent annually), and also declined from 2018 to 2022 (-1.6 percent annually), while Lafayette and Broomfield grew faster than the County overall, adding population at 1.9 percent and 2.6 percent annually, respectively, from 2010 to 2022. Broomfield has had the most significant growth of these communities, adding an average of 1,671 residents annually since 2010.

Table 1. Population Trends, 2010-2022

Population	2010	2018	2022	2010-2018			2018-2022			2010-2022		
				Total	Ann. #	Ann. %	Total	Ann. #	Ann. %	Total	Ann. #	Ann. %
Louisville	18,406	21,252	19,394	2,846	356	1.8%	-1,858	-465	-2.3%	988	82	0.4%
Lafayette	24,545	28,192	30,890	3,647	456	1.7%	2,698	675	2.3%	6,345	529	1.9%
Superior	12,497	13,071	12,240	574	72	0.6%	-831	-208	-1.6%	-257	-21	-0.2%
Broomfield	56,107	71,322	76,155	15,215	1,902	3.0%	4,833	1,208	1.7%	20,048	1,671	2.6%
Boulder County	295,605	328,056	327,424	32,451	4,056	1.3%	-632	-158	0.0%	31,819	2,652	0.9%

Source: Colorado Dept. of Local Affairs; Economic & Planning Systems

As household estimates from the Colorado Department of Local Affairs are not yet available beyond 2019 for the communities listed in **Table 2**, household trends from ESRI are shown below for the 2010 to 2023 period. From 2010 to 2023, Louisville added 1,004 households, or 77 households per year. Similar to population trends, Lafayette and Broomfield saw household growth at a much higher rate, adding an average of 219 and 819 households annually, respectively.

Table 2. Household Trends, 2010-2023

Description	2010	2023	2010-2023 Total	2010-2023 Ann. #	2010-2023 Ann. %
Households					
Louisville	7,552	8,556	1,004	77	1.0%
Lafayette	9,689	12,537	2,848	219	2.0%
Superior	4,514	5,022	508	39	0.8%
Broomfield	21,408	32,058	10,650	819	3.2%
Boulder County	119,307	135,802	16,495	1,269	1.0%

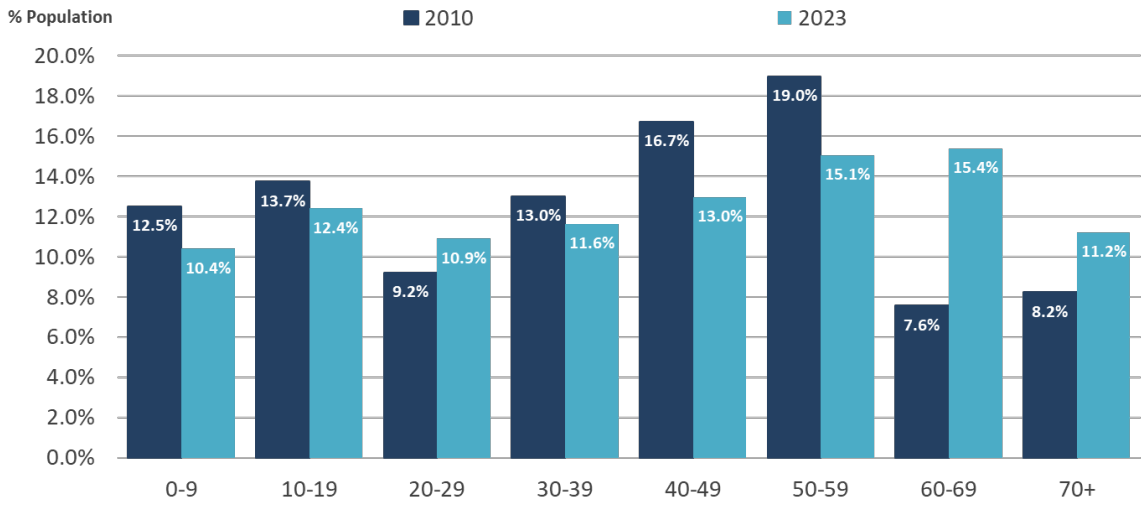
Source: ESRI Business Analyst; Economic & Planning Systems

Age

In 2023, the City of Louisville had a median age of 43.6 years, and nearly 55 percent of residents were over 40, as shown in **Figure 1**. This is the highest median age among communities in the area, and the only community with a median age above 40. The median age in Louisville has increased from 41 years in 2010, and the City was the only community to see its median age increase by over two years during this time period.

As a percentage of the population, residents ages 19 years old and below have decreased since 2010 by 3.4 percentage points, from 26.2 percent of the population to 22.8 percent. At the same time, the percentage of the population in older cohorts has increased significantly since 2010. In 2010, residents ages 60 to 69 comprised 7.6 percent of the population – by 2023 this group accounted for 15.4 percent of City residents. Similarly, residents 70 years older now make up 11.2 percent of the population, an increase of 3.0 percentage points since 2010. This illustrates the rapid aging of the population in Louisville, a trend seen in many communities. The only age group below 60 to increase as a percentage of the population was the 20–29 year cohort. This group grew slightly, increasing from 9.2 to 10.9 percent of the population; this growth may be in part due to the construction of new multifamily apartment buildings that are more accessible and affordable to young adults.

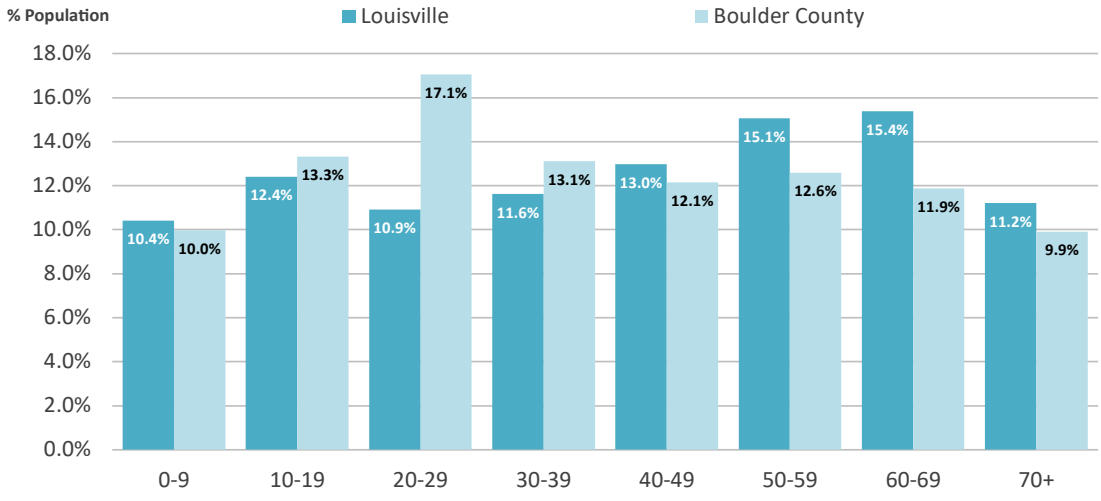
Figure 1. Louisville Age Distribution, 2010-2023



Source: ESRI Business Analyst; Economic & Planning Systems

The population of Boulder County is also aging, but not to the same extent as Louisville. In the County, the 60 to 69 age cohort increased by 4.3 percentage points between 2010 and 2023 (compared to 7.8 percentage points in the City) and residents aged 70 and older increased by 2.2 percentage points (3.0 in the City). As shown in **Figure 2**, Louisville residents skew older than the county, with a higher share of the population in all age groups above forty.

Figure 2. Louisville and Boulder County Age Distribution, 2023

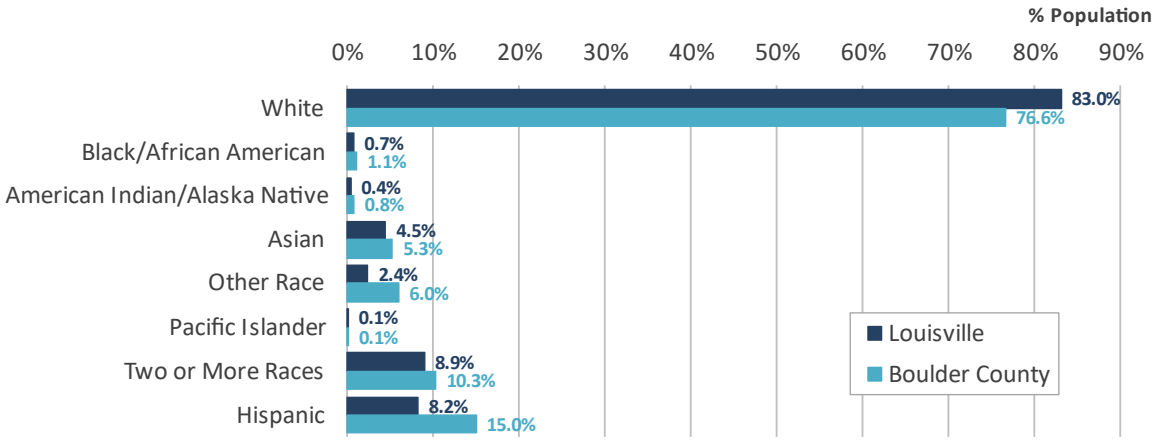


Source: ESRI Business Analyst; Economic & Planning Systems

Race and Ethnicity

As shown in **Figure 3**, Louisville has a higher share of White residents than Boulder County overall. In 2023, 83 percent of Louisville residents were White compared to 76.6 percent of residents in the County. Additionally, Louisville has a lower share of residents in every racial group other than White compared to Boulder County.

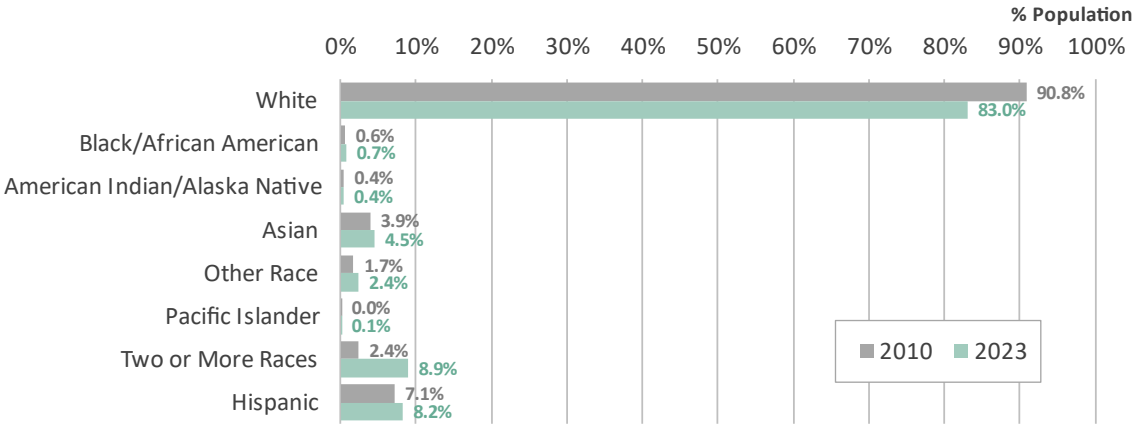
Figure 3. Louisville and Boulder County Race Distribution, 2023



Source: ESRI Business Analyst; Economic& Planning Systems

The population in Louisville has become more diverse since 2010, as shown in **Figure 4**. Between 2010 and 2023, the share of Louisville's White population decreased from 90.8 percent to 83.0 percent, while the share of every other racial group has increased or remained the same.

Figure 4. Louisville Race Distribution, 2010-2023



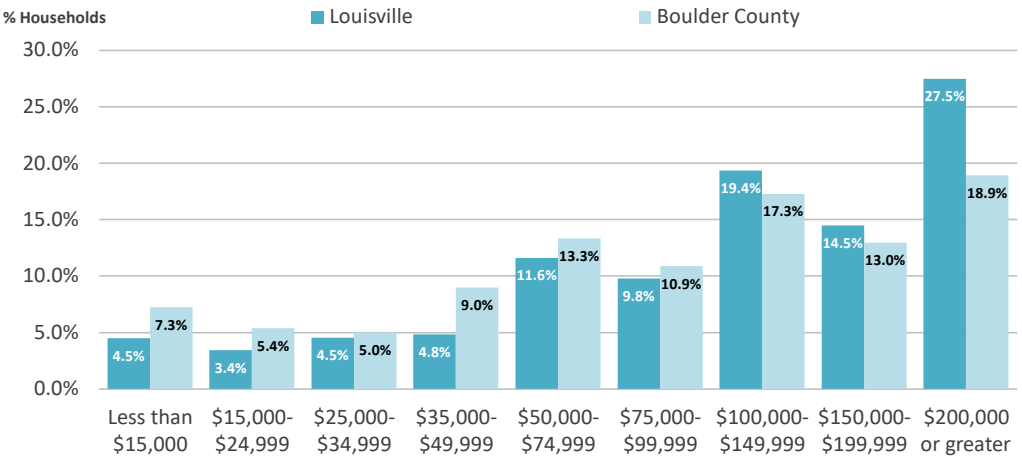
Source: ESRI Business Analyst; Economic& Planning Systems

Household Income

Louisville residents have higher incomes compared to Boulder County as a whole. In 2023, the median household income in Louisville was $124,459, compared to $97,612 in Boulder County overall. Louisville has a lower share of low-income households than the County and a much higher share of households with higher incomes, indicating that there is more wealth in Louisville than surrounding municipalities.

As shown in **Figure 5**, about 61 percent of Louisville households have household incomes over $100,000, compared to 49 percent in Boulder County, and 27.5 percent have household incomes above $200,000, compared to 18.9 percent in Boulder County. Additionally, 27 percent of households in Boulder County, and just 17 percent in Louisville, have an annual household income below $50,000.

Figure 5. Household Income Distribution, 2023



Source: ESRI Business Analyst; Economic & Planning Systems

Housing

In 2023, the City completed a Housing Needs Assessment outlining housing issues, needs, and opportunities. Because this study was completed just as the Comprehensive Plan effort was beginning, housing data and needs are not addressed in detail in this report. Key findings outlined in that report include:

- Louisville had 8,665 housing units in 2021, comprising approximately 6 percent of the county's housing inventory.
- Louisville's housing stock has grown at a slower pace than other areas in Boulder County, with an 11 percent increase in its housing inventory between 2011 and 2021 (892 new units).
- Over two-thirds of housing in Louisville (67 percent) is single family detached units; 9 percent is in structures with 1 to 4 units (attached); 22 percent is multifamily (5 or more units).
- In 2023 the average home price in Louisville was $831,000, the second highest in the county (behind the City of Boulder). Average home prices in Louisville were approximately $150,000 more expensive than the overall county.
- Louisville has a slightly higher homeownership rate than the county, with 68 percent of households in the city owning their homes (compared to 63 percent in the county).

Marshall Fire Housing Impacts

On December 30, 2021, the Marshall Fire began in unincorporated Boulder County and spread to the Town of Superior and the City of Louisville. Louisville lost an estimated 549 residential properties from the fire (out of 8,668 total housing units) including 519 detached single-family homes and 30 attached single family and multifamily properties. This loss equates to 6.3 percent of the total housing stock. Louisville has been working to rebuild housing following the Marshall Fire, with 148 units rebuilt and occupied, 237 houses/units under construction, and 25 permits under review as of early 2024.

Population and Household Growth

Population growth is based on the Colorado Department of Local Affairs (DOLA) population projections for Boulder County, which show the county growing at 0.6 percent annually to 2045. This growth would result in a 2045 population of 373,973 in the county, or 46,549 new residents between 2022 and 2045 (note that 2022 is used as the base year to remain consistent with DOLA data). To determine growth in Louisville, the city's historic capture of county growth was applied to this growth projection. Between 2010 and 2022, Louisville captured 3.1 percent of Boulder County population growth. Applying this factor to the 46,549 anticipated new residents in the county between 2022 and 2045, the city is expected to add 1,445 residents over this time period, as shown in **Table 3**.

Using the historic (2010-2020) average household size of 2.42 persons per household, this population growth translates to an increase of 597 households over the 2022 to 2045 time period. Applying a 5 percent vacancy factor (which is typical and necessary in a housing market to allow for movement between units), 627 housing units will be required by 2045 to accommodate this growth.

Table 3. Population and Household Growth Forecasts

Description	2010	2022	2045	Growth 2010-2022	Growth 2022-2045	Annual Growth Rate 2010-2022	Annual Growth Rate 2022-2045
Population							
Louisville	18,406	19,394	20,839	988	1,445	0.4%	0.3%
Share of County Growth		3.1%	3.1%				
Boulder County Population	295,605	327,424	373,973	31,819	46,549	0.9%	0.6%
Households							
Louisville	7,549	8,014	8,611	465	597	0.5%	0.3%
Average HH Size	2.42	2.42	2.42				

Source: Colorado Department of Local Affairs; Economic & Planning Systems

While growth is projected for the city as a whole, it is not likely to occur consistently across the city's neighborhoods. The established areas with little land available for new development are likely to experience a slower growth rate, while a higher growth rate is more likely in the few undeveloped areas with more development capacity.

This housing growth will likely occur at a variety of scales – from single family homes to townhome or rowhomes to multifamily apartment projects – based on the recommendations of the Housing Needs Assessment.

Employment

Boulder County

As of 2022, Boulder County as a whole had 207,799 jobs, as shown in **Table 4**. The largest employment industry in the County was Professional and Technical Services with 38,022 jobs, which accounted for 18.3 percent of Boulder County total employment. This was followed by Health Care with 23,815 jobs (11.5 percent) and Education with 23,504 jobs (11.3 percent).

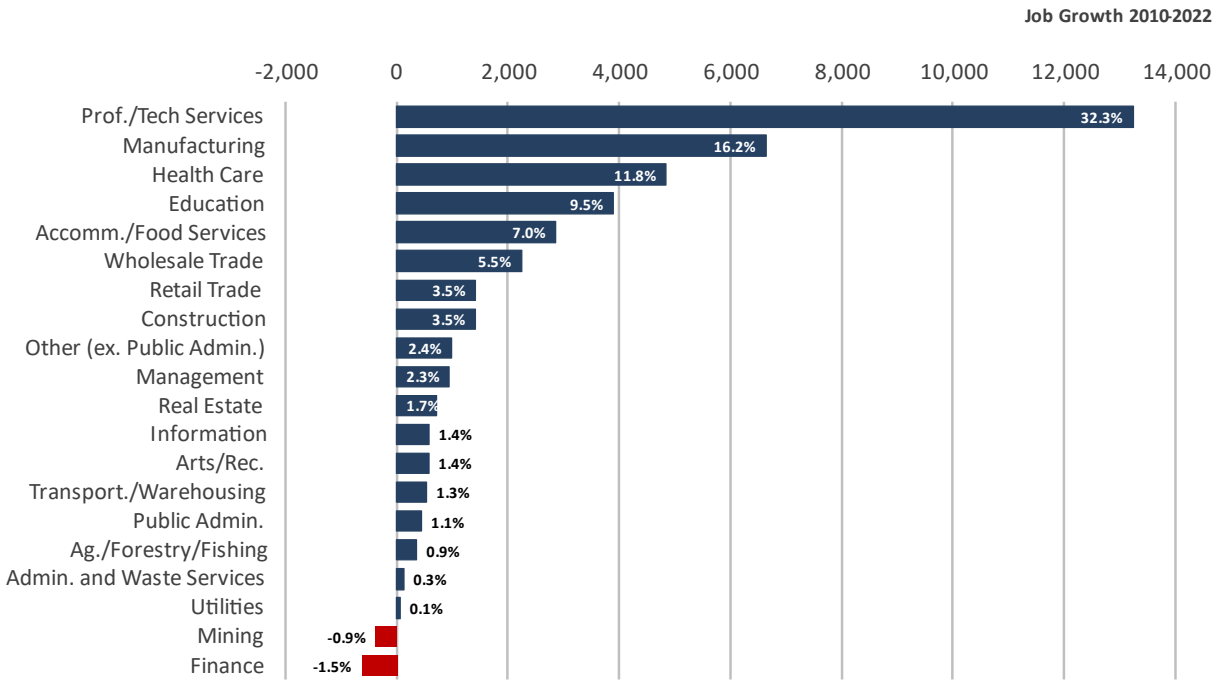
Table 4. Boulder County Employment by Industry, 2010-2022

Description	2010	2022	2010-2022 Total	2010-2022 Ann. #	2010-2022 Ann. %
Boulder County					
Agriculture, Forestry, Fishing & Hunting	780	1,141	361	30	3.2%
Mining	587	224	-363	-30	-7.7%
Utilities	339	398	58	5	1.3%
Construction	5,820	7,247	1,427	119	1.8%
Manufacturing	15,765	22,404	6,639	553	3.0%
Wholesale Trade	5,094	7,344	2,250	187	3.1%
Retail Trade	15,936	17,365	1,429	119	0.7%
Transportation and Warehousing	2,115	2,656	541	45	1.9%
Information	9,062	9,642	580	48	0.5%
Finance and Insurance	5,171	4,546	-625	-52	-1.1%
Real Estate and Rental and Leasing	2,918	3,635	716	60	1.8%
Professional and Technical Services	24,783	38,022	13,239	1,103	3.6%
Management of Companies and Enterprises	924	1,873	949	79	6.1%
Administrative and Waste Services	6,734	6,856	123	10	0.2%
Educational Services	19,598	23,504	3,906	325	1.5%
Health Care and Social Assistance	18,964	23,815	4,851	404	1.9%
Arts, Entertainment, and Recreation	3,660	4,236	576	48	1.2%
Accommodation and Food Services	14,439	17,308	2,869	239	1.5%
Other Services, Ex. Public Admin	6,527	7,528	1,001	83	1.2%
Public Administration	7,591	8,036	445	37	0.5%
Unclassified	9	20	10	1	6.3%
Total - All Industries	**166,817**	**207,799**	**40,982**	**3,415**	**1.8%**

Source: JobsEQ; Economic & Planning Systems

Employment in the county increased from 2010 to 2022 by a total of 40,982 jobs or an average of 3,415 jobs per year - a growth rate of 1.8 percent annually. The Professional and Technical Services sector grew the most with the addition of 13,239 jobs, which accounts for 32.3 percent of Boulder County total employment growth, as shown in **Figure 6**. Other growing industries include Manufacturing with 6,639 new jobs (16.2 percent of job growth), Health Care with 4,851 jobs (11.8 percent), and Education with 3,906 jobs (9.5 percent). Growth in Professional and Technical Services and Manufacturing outpaced those industries share of overall employment, indicating that these are growth sectors in the region.

Figure 6. Boulder County Employment Growth by Industry, 2010-2022



Source: JobsEQ Economic & Planning Systems

Louisville

Louisville had 20,262 wage and salary jobs in 2022, as shown in **Table 5**. The city's largest industry in 2022 was Manufacturing with 4,273 jobs (21.1 percent of total jobs), followed by Professional and Technical Services with 3,476 jobs (17.2 percent), Health Care with 2,928 jobs (14.5 percent), and Retail Trade with 1,435 jobs (7.1 percent). Together, Manufacturing, Professional and Technical Services, and Health Care make up over half of jobs in the city.

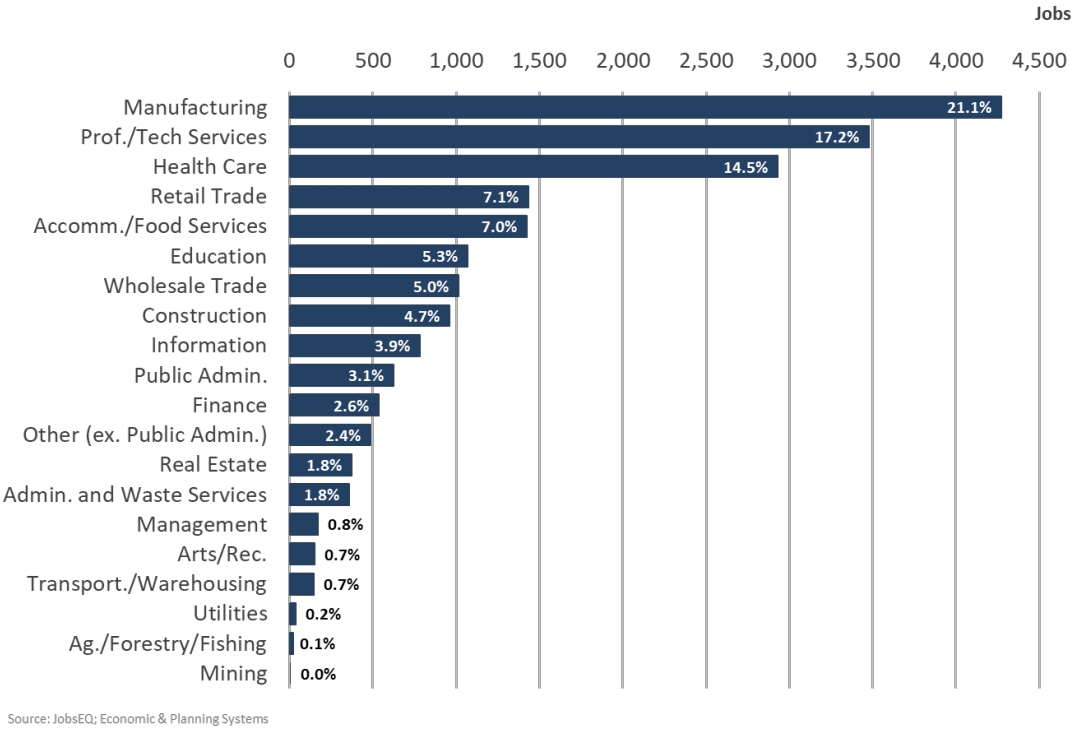
Table 5. Louisville Employment by Industry, 2010-2022

Description	2010	2022	2010-2022 Total	2010-2022 Ann. #
Louisville				
Agriculture, Forestry, Fishing & Hunting	9	24	14.5	1.2
Mining	5	7	1.7	0.1
Utilities	0	38	38.0	3.2
Construction	818	961	142.4	11.9
Manufacturing	1,930	4,273	2,343.4	195.3
Wholesale Trade	434	1,014	579.8	48.3
Retail Trade	1,416	1,435	18.8	1.6
Transportation and Warehousing	56	144	87.6	7.3
Information	884	781	-103.8	-8.6
Finance and Insurance	674	535	-139.7	-11.6
Real Estate and Rental and Leasing	165	373	207.0	17.3
Professional and Technical Services	1,862	3,476	1,613.8	134.5
Management of Companies and Enterprises	172	172	0.5	0.0
Administrative and Waste Services	594	355	-239.4	-19.9
Educational Services	633	1,066	432.5	36.0
Health Care and Social Assistance	1,828	2,928	1,099.7	91.6
Arts, Entertainment, and Recreation	83	151	68.0	5.7
Accommodation and Food Services	958	1,423	464.8	38.7
Other Services, Ex. Public Admin	267	485	217.7	18.1
Public Administration	387	623	235.3	19.6
Unclassified	1	2	0.8	0.1
Total - All Industries	**13,179**	**20,262**	**7,083.7**	**590.3**

Source: JobsEQ; Economic & Planning Systems

Manufacturing is a significant growth sector in the city. Manufacturing represented 14.6 percent of total jobs in 2010, and by 2022 this increased to 21.1 percent, as shown in **Figure 7**. The 2,343 Manufacturing jobs added in the city from 2010 to 2022 represents 33.1 percent of total employment growth. Other major growth sectors include Professional and Technical Service (22.7 percent of growth) and Health Care (15.5 percent of growth).

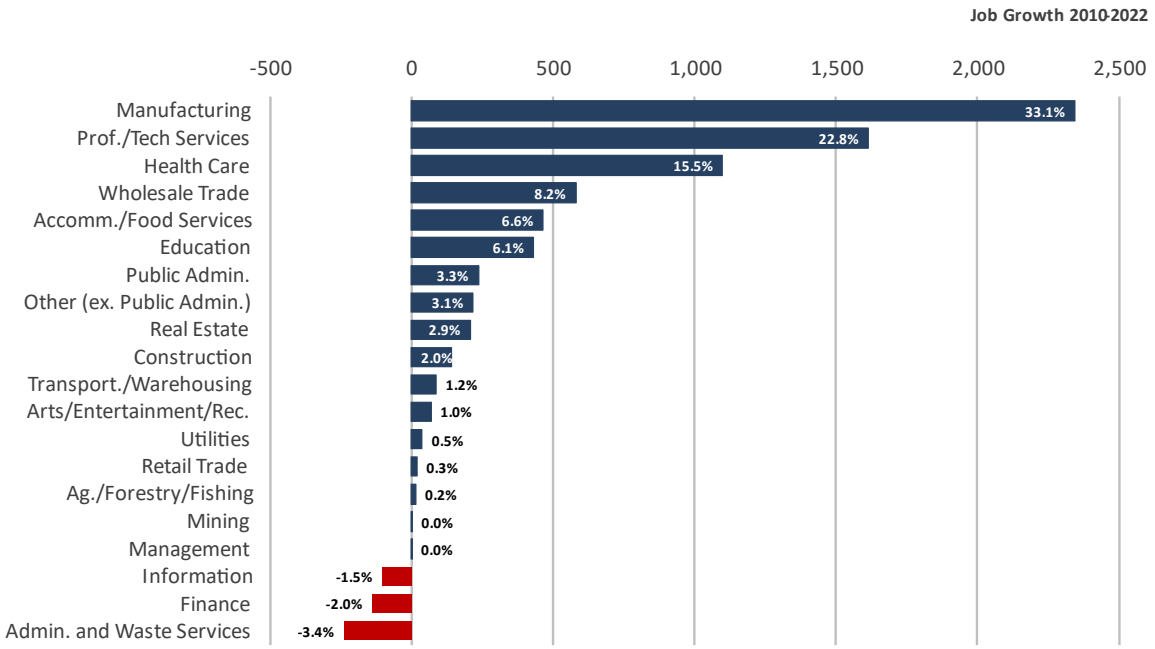
Figure 7. Louisville Employment by Industry, 2022



Source: JobsEQ; Economic & Planning Systems

Other employment industries in the city are decreasing or not maintaining their share of employment. In 2010, Retail Trade made up nearly 11 percent of Louisville total employment, but in 2022 this dropped to 7.1 percent. Additionally, jobs in Information, Finance and Insurance, and Administrative and Waste Services have all declined in their share of total jobs in Louisville since 2010, as shown in **Figure 8**.

Figure 8. Job Growth by Industry, Louisville, 2010-2022



Source: JobsEQ, Economic & Planning Systems

Major Employers

The largest (non-retail) private sector employers in a region provide additional economic context. These employers are listed for Boulder and Broomfield counties in **Table 6**. As mentioned previously, Louisville and Boulder County have seen recent job growth centered around Manufacturing, Professional and Technical Services, and Healthcare. Many of Boulder and nearby Broomfield County's largest employers are in these industries, including multiple Louisville employers (Centura Health, Sierra Nevada Corporation).

As of 2021, the largest employer in Boulder County was Medtronic with 2,430 employees, followed by Boulder Community Health with 2,380 employees, and Ball Aerospace & Technologies Corporation with 1,650 employees. Centura Health has 1,280 employees at Longmont United Hospital and AdventHealth Avista (AdventHealth Avista hospital is the largest employer in Louisville). The largest employer in Broomfield County was Lumen Technologies (formerly CenturyLink) with 1,650 employees, followed by Oracle with 1,620 employees and SCL Health Revenue Service Center with 1,530 employees.

Notably, the 10 largest employers make up less than 10 percent of total jobs in the county, indicating that there is a diversity of employment and labor opportunities in the county rather than a reliance on a few large employers.

Table 6. Boulder County and Broomfield County Largest Employers, 2021

Company	Product/Service	Employment
Boulder County		
Medtronic PLC	Medical Devices & Products	2,430
Boulder Community Health	Healthcare	2,380
Ball Aerospace & Technologies Corporation	Aerospace, Technologies, & Services	1,650
Seagate Technology	Computer Hard Drives	1,460
IBM Corporation	Computer Systems & Services	1,460
Good Samaritan Medical Center	Healthcare	1,450
Google	Internet Services & Products	1,390
Centura Health[1]	Healthcare	1,280
Kaiser Permanente	Healthcare	760
Sierra Nevada Corporation	Aerospace	760
Total		**15,020**
Broomfield County		
Lumen Technologies (formerly CenturyLink)	Communication & Internet Systems	1,650
Oracle	Software & Network Computer Systems	1,620
SCL Health Revenue Service Center	Healthcare	1,530
Ball Corporation	Aerospace, Containers	1,080
Hunter Douglas Window Fashions	Window Coverings Manufacturing	980
Vail Resorts	Leisure & Hospitality	740
TSYS	Transaction Processing Services	580
Danone North America	Food & Beverage	550
VMware	Cloud Computing	500
Broadcom	Semiconductor Components	500
Total		**9,730**

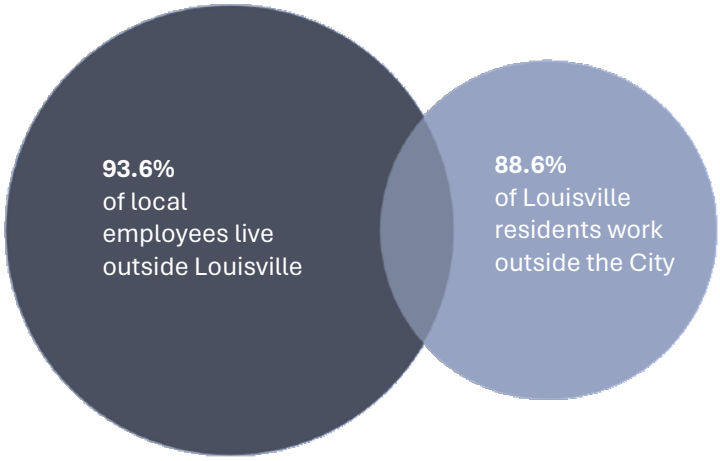
[1] Longmont United Hospital & Avista Adventist Hospital

Source: Metro Denver EDC; Economic & Planning Systems

Commuting Patterns

Most residents of Louisville leave the city for work, and most employees within the city live elsewhere. In 2021, Louisville residents made up 6.4 percent of the city's employment base, while nearly 94 percent of people who work in Louisville live outside the city, as shown in **Figure 9**.

Figure 9. Louisville Commuting Inflow and Outflow, 2021



Louisville out-commuting locations (where Louisville residents work) are shown in **Table 7** below. Approximately 40 percent of Louisville residents work within Boulder County, including about 22 percent in the City of Boulder, 3.7 percent in Lafayette and 3.1 percent in Longmont. Many residents work in other locations along the US 36 Corridor; 14 percent of Louisville residents work in Denver and 5.3 percent work in Broomfield.

Table 7. Where Louisville Residents Work (Out-Commuters), 2021

Work Destination	Out-Commuters % Residents
Boulder	21.8%
Denver	14.1%
Broomfield	5.3%
Lafayette	3.7%
Westminster	3.4%
Longmont	3.1%
Aurora	2.9%
Lakewood	2.7%
Centennial	1.5%
All Other Locations	30.0%
Total	**88.6%**

Source: U.S. Census LEHD;
Economic & Planning Systems

The in-commuting locations of the Louisville workforce (where workers live) are shown in **Table 8**. Roughly 23 percent of Louisville workers live in Boulder County including 6.4 percent who live in Louisville, 5.5 percent in the City of Boulder, 5.6 percent in Lafayette, and 5.6 percent in Longmont. Outside of Boulder County, 9.3 percent of Louisville workers live in Denver, 7 percent live in Broomfield, and 6.2 percent live in Westminster.

Table 8. Where Louisville Workers Live (In-Commuters), 2021

Home Origin	In-Commuters % Workers
Denver	9.3%
Broomfield	7.0%
Westminster	6.2%
Thornton	5.7%
Longmont	5.6%
Lafayette	5.6%
Boulder	5.5%
Arvada	4.2%
Erie	3.1%
All Other Locations	41.4%
Total	**93.6%**

Source: U.S. Census LEHD;
Economic & Planning Systems

Life Sciences

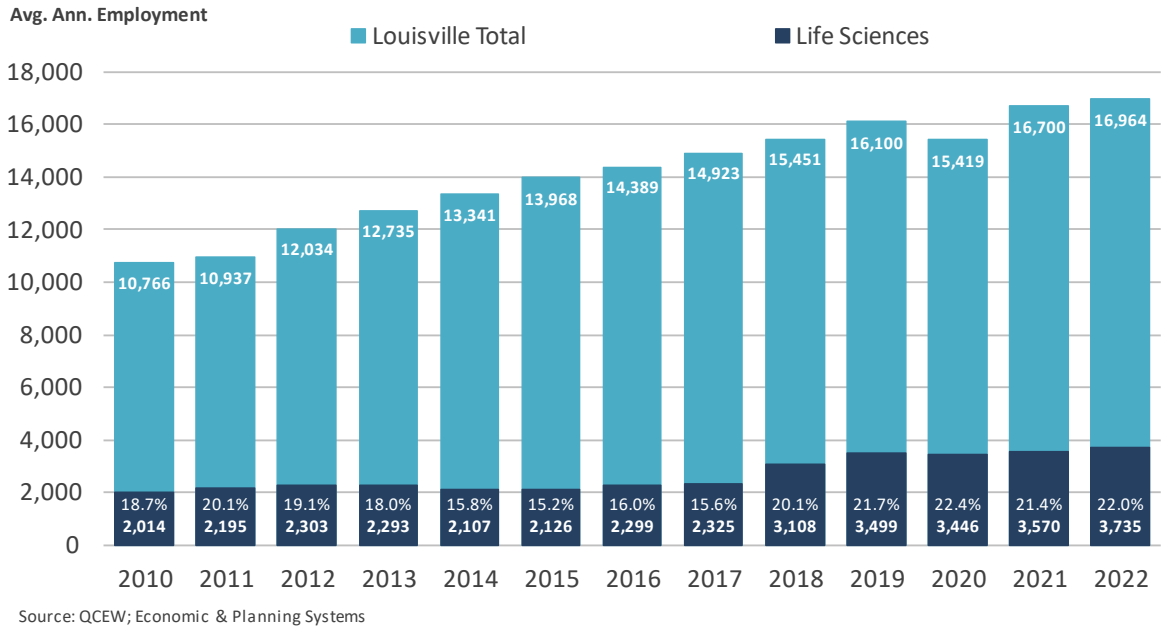
Louisville, Boulder County, and the US 36 Corridor have seen significant growth in the science industry. Notable subsectors of the life science industry prevalent in the region include pharmaceuticals and biotechnology (companies that manufacture, research, and develop pharmaceutical drugs) and medical devices and diagnostics (companies that engineer, research, design, and manufacture medical equipment). Examples of life science industries found in Louisville are listed below in **Table 9**.

Table 9. Life Sciences Industry Definition

NAICS	Subsector/Industry
	Biopharmaceuticals
325411	Medicinal and botanical manufacturing
325412	Pharmaceutical preparation manufacturing
325414	Biological product (except diagnostic) manufacturing
	Medical Devices
334510	Electromedical and electrotherapeutic apparatus manufacturing
334516	Analytical laboratory instrument manufacturing
339112	Surgical and medical instrument manufacturing
339114	Dental equipment and supplies manufacturing
339116	Dental laboratories
	Bioscience-Related Distribution
423450	Medical, dental, and hospital equipment and supplies merchant wholesalers
424210	Drugs and druggists' sundries merchant wholesalers
	Research, Testing, and Medical Laboratories
541380	Testing laboratories and services
541713	Research and development in nanotechnology
541714	Research and development in biotechnology (except nanobiotechnology)
621511	Medical laboratories
621512	Diagnostic imaging centers

As shown in **Figure 10**, life science industries in Louisville have added approximately 1,700 new jobs since 2010 increasing the share of employment in these industries from 18.7 percent to 22.0 percent.

Figure 10. Annual Employment, Life Science Industries and Total, 2010-2023



Source: QCEW; Economic & Planning Systems

Employment Forecast

Louisville is also expected to add a significant number of jobs in the future. These jobs are likely to locate within existing employment nodes – Centennial Valley and CTC – and in the Redtail Ridge development.

Between 2010 and 2022 Boulder County added nearly 41,000 jobs, an annual growth rate of 1.8 percent. The Colorado Department of Local Affairs projects this trend to continue through 2045, with County employment forecasted to grow at 1.7 percent annually. Based on this projected growth rate, the County would add nearly 100,400 jobs between 2022 and 2045. To determine job growth in Louisville, the City's historic capture of County growth was applied to this growth projection. Between 2010 and 2022, Louisville captured 17.3 percent of County job growth. Applying this factor to the 100,373 new jobs in the County between 2022 and 2045, the City is expected to add 17,349 new jobs over this time period, as shown in **Table 10**. Note that because of Louisville's strength in manufacturing and life sciences, employment growth will likely be tied to economic development efforts recruiting new businesses to the city more than regional trends.

While employment growth is tied to overall economic conditions, demand for new retail in the City will be driven more directly by new housing development. A full analysis of demand for new retail space will be provided in a future phase of the Comprehensive Plan update.

Table 10. Employment Growth Forecast

Description	2010	2022	2045	2010-2022 Total	2010-2022 Ann. #	2010-2022 Ann. %	2022-2045 Total	2022-2045 Ann. #	2022-2045 Ann. %
Jobs									
Louisville	13,179	20,262	37,612	7,084	590	3.6%	17,349	754	2.7%
Boulder County	166,817	207,799	308,172	40,982	3,415	1.8%	100,373	4,364	1.7%
% County	*7.9%*	*9.8%*	*12.2%*	*17.3%*			*17.3%*		

Source: Colorado Department of Local Affairs; Jobs EQ; ESRI Business Analyst; Economic & Planning Systems

Economic and Demographic Key Findings

- Louisville has seen steady population growth since 2010, growing by an average of 1.0 percent annually (190 residents per year).
- The city has the highest median age among communities in Boulder and Broomfield counties, at 43.6 years, and the population is aging more quickly than other communities.
- Louisville residents have higher incomes compared to Boulder County overall, with a median household income of $124,459 ($97,612 in the county).
- Over two-thirds of housing in the city is single family detached units, but multifamily increased from 18 percent of the inventory in 2011 to 22 percent in 2021.
- The greatest concentration of jobs in Louisville is in Manufacturing, with 21.1 percent of jobs. Manufacturing represents one-third of employment growth between 2010 and 2022. Professional and Technical Services (17.2 percent) and Health Care (14.5 percent) are the second two largest concentrations.
- Most Louisville residents leave the city for work, and most employees within the city live elsewhere.

3. MARKET CONDITIONS

This chapter analyzes existing conditions and recent trends in office, industrial, flex, and retail development within Louisville, including inventory, rents, and vacancy in each of these market sectors. Regional comparisons are provided to understand Louisville's role within the broader Boulder area market.

This analysis addresses three key questions:

- How has the Louisville market performed historically?
- What are current market indicators (including rent, vacancy, and development activity)?
- What has been the nature of recent development?

Office Development

As of 2023, the Denver metro area (including Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson counties) had approximately 203.8 million square feet of office space, as shown in **Table 11**. Between 2010 and 2023, the metro area gained a total of 18.6 million square feet of office space, which equates to approximately 1.4 million square feet on average annually. Denver holds the largest share of new space, capturing 49.6 percent of this growth, followed by Douglas County (13.3 percent), Arapahoe County (11.9 percent), and Boulder County (10.1 percent). Nearly 10 percent of the Denver metro office space was located in Boulder County in 2023 (approximately 19.5 million square feet). Since 2010, office space in the metro area has declined in Adams, Arapahoe and Jefferson counties, which have all seen their share of office square footage decrease. On the contrary, new office development has primarily been focused on Denver, Boulder, Broomfield and Douglas County – which have all increased in their share of metro area space. Denver County in particular has increased, gaining an average of 711,600 square feet of office space annually between 2010 and 2023.

Table 11. Office Development Inventory by County, 2010-2023

Description	2010		2023		2010-2023		
	Inventory *Sq. Ft.*	% Total	Inventory *Sq. Ft.*	% Total	New *Sq. Ft.*	Ann. # *Sq. Ft.*	% Total
Adams County	10,016,056	5.4%	10,662,905	5.2%	646,849	49,758	3.5%
Arapahoe County	43,936,698	23.7%	46,155,026	22.6%	2,218,328	170,641	11.9%
Boulder County	17,600,772	9.5%	19,483,243	9.6%	1,882,471	144,805	10.1%
Broomfield	6,463,370	3.5%	7,250,341	3.6%	786,971	60,536	4.2%
Denver	72,053,538	38.9%	81,304,713	39.9%	9,251,175	711,629	49.6%
Douglas County	11,591,786	6.3%	14,079,579	6.9%	2,487,793	191,369	13.3%
Jefferson County	23,516,271	12.7%	24,885,139	12.2%	1,368,868	105,298	7.3%
Denver Metro Total	**185,178,491**	**100.0%**	**203,820,946**	**100.0%**	**18,642,455**	**1,434,035**	**100.0%**

Source: CoStar; Economic & Planning Systems

Office development is summarized below for Louisville, Boulder County, the City of Boulder, the Denver Metro, and the US 36 subarea, defined as the US 36 Corridor extending from Broomfield Arista north to McCaslin Boulevard in Louisville/Superior, as shown in **Figure 13** on page 25.

The US 36 Corridor had nearly 12.4 million square feet of office space in 2023, shown in **Table 12**. Since 2010, the corridor gained 1.4 million square feet of office space or approximately 106,000 square feet annually. Louisville has approximately 1.8 million square feet of office space as of 2023, accounting for 9 percent of Boulder County total office space of 19.5 million square feet.

Louisville added nearly 147,000 square feet of office since 2010. In comparison, the City of Boulder added 1.2 million square feet of office development since 2010, an average of 94,500 square feet per year, to reach a total of 12.9 million square feet in 2023. This equates to nearly 67 percent of Boulder County total office square footage, and 65.3 percent of county growth since 2010. From 2010 to 2023, Louisville accounted for 7.8 percent of Boulder County new office square footage, a smaller capture than its share of the inventory. This indicates that new office development is more likely to locate in the City of Boulder.

Table 12. Office Development Inventory by Area, 2010-2023

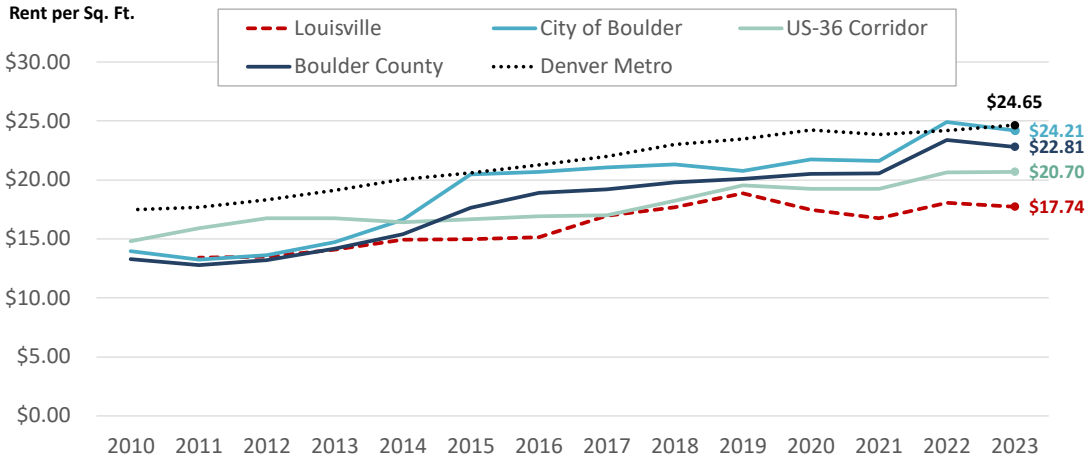
Description	2010		2023		2010-2023		
	Inventory *Sq. Ft.*	% Metro Area Total	Inventory *Sq. Ft.*	% Metro Area Total	New *Sq. Ft.*	Ann. # *Sq. Ft.*	% Metro Area Total
Louisville	1,639,931	0.9%	1,786,623	0.9%	146,692	11,284	0.8%
US-36 Corridor	10,995,208	5.9%	12,373,418	6.1%	1,378,210	106,016	7.4%
City of Boulder	11,737,822	6.3%	12,966,322	6.4%	1,228,500	94,500	6.6%
Boulder County	17,600,772	9.5%	19,483,243	9.6%	1,882,471	144,805	10.1%
Denver Metro	**185,178,491**		**203,820,946**		**18,642,455**	**1,434,035**	

Source: CoStar; Economic & Planning Systems

As shown in **Figure 11**, among these comparison cities Louisville had the lowest rental rate for office space in 2023, at $17.74 per square foot. The average office rental rate in the US 36 Corridor area was $20.70 per square foot. By comparison, the average office rental rates in the City of Boulder ($24.21) and the Denver Metro at large ($24.65) are higher. Since 2010, Louisville has consistently seen the lowest office rents compared to the larger region.

From 2010 to 2014 rents in Louisville, the City of Boulder, and Boulder County were similar; since 2014, the City of Boulder and Boulder County rents have increased faster than Louisville. Louisville has consistently had the lowest office rents among these areas.

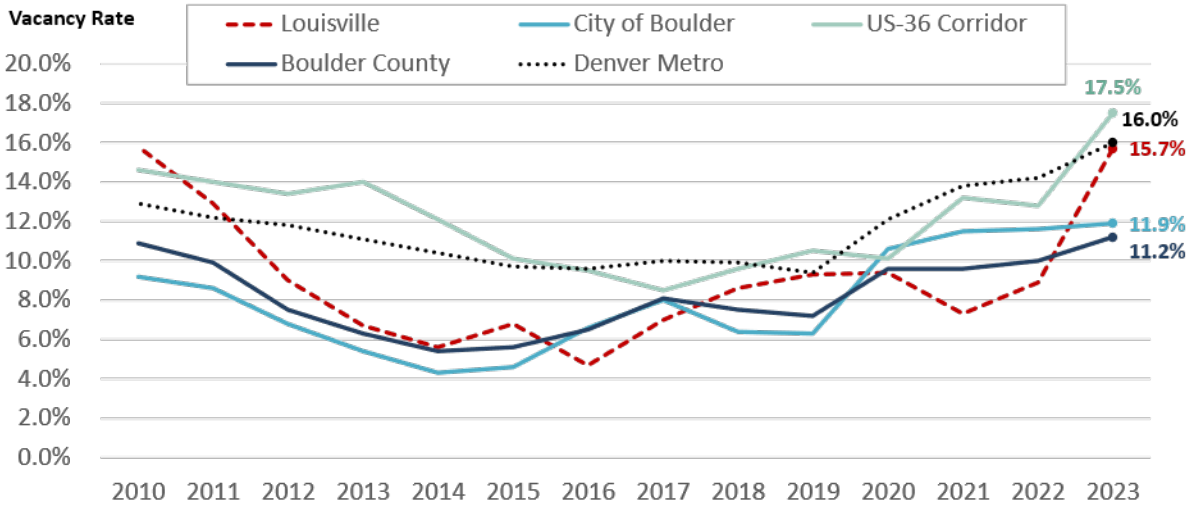
Figure 11. Office Rental Rate, 2010-2023



Source: CoStar; Economic & Planning Systems

The US 36 Corridor office space had a vacancy rate of 17.5 percent in 2023, slightly higher than Louisville's vacancy rate of 15.7 percent and the Denver metro vacancy rate of 16 percent, as shown in **Figure 12**. In comparison, the City of Boulder and Boulder County at large saw lower office vacancy rates at 11.9 and 11.2 percent respectively. Pre-pandemic office vacancy rates across the county typically hovered around 15 percent. As office markets across the country have struggled to recover from the impacts of COVID-19 and remote work, and are facing record high vacancy rates of over 20 percent, the City of Boulder and Boulder County have considerably low vacancy rates. This helps interpret the Louisville office vacancy rate that increased in 2023 but is still lower than the US 36 Corridor and Denver metro averages.

Figure 12. Office Vacancy Rate, 2010-2023



Source: CoStar; Economic & Planning Systems

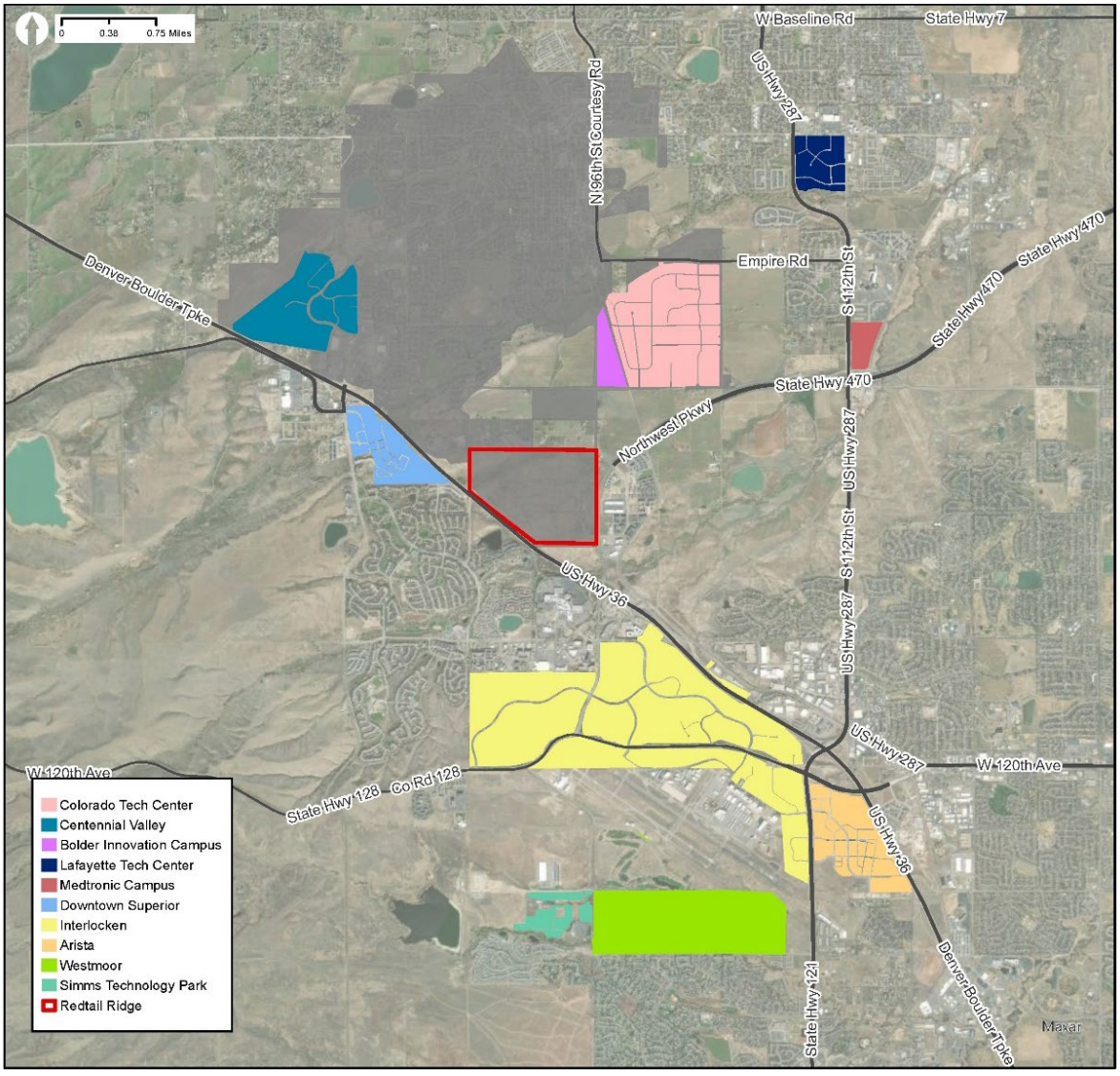
Major Office and Business Parks

The major office and business parks within the US 36 Corridor are tabulated by corridor or subarea in **Table 13** and summarized below.

US 36 Corridor

Outside of Downtown Denver, the US 36 Corridor, extending from Broomfield Arista north to McCaslin Boulevard in Louisville/Superior (shown in **Figure 13**), is the second most significant office and business corridor in the region, after the South I-25 Corridor (which includes the Denver Tech Center). There are ten business park areas in and around the US 36 Corridor, not including the proposed development at Redtail Ridge.

Figure 13. US 36 Corridor Business Parks



The largest office/business park in the US 36 Corridor is Interlocken, located in the City and County of Broomfield, which began development in 1986. The 963-acre park currently has approximately 5.9 million square feet of office space, 267,000 square feet of Flex/R&D and industrial space, and multiple hotels.

Medtronic recently delivered the first phase of a new office campus in Lafayette, at the northeast corner of US 287 and Dillon Road. The 42-acre site is planned for two phases of development. The first phase includes over 400,000 square feet of office space in two five-story buildings. The second phase is proposed to include another five-story building and a parking garage. This project illustrates a trend of businesses leaving the City of Boulder in favor of other areas of Boulder County, and specifically to the US 36 Corridor, in order to find and develop space to accommodate growth within the market area.

Among multiple US 36 area business parks, major business parks within Louisville include the Colorado Tech Center and Centennial Valley. These business parks, as well as Interlocken, have a Flex/R&D space component in addition to office uses. The market for these spaces is driven by manufacturing and technology companies moving out of the City of Boulder when they reach a size for which there is inadequate space available, generally exceeding 150,000 square feet.

Downtown Superior is a 157-acre mixed use development that is entitled for up to 373,000 square feet of office space and 500 hotel rooms. Although not specifically an office or business park, it can be considered part of the competitive inventory. Similarly, Arista is a mixed-use master-planned development with approximately 304,000 square feet of office space and 359,000 square feet of industrial space alongside retail, residential, and hospitality uses.

Table 13. Major Business Parks in Louisville and the US 36 Corridor

Description	Year	Size *Acres*	Office *Sq. Ft.*	Flex/R&D *Sq. Ft.*	Industrial *Sq. Ft.*	Retail *Sq. Ft.*	Hotel[1] *Sq. Ft.*	Hotel[1] *Rooms*	Developed[2] *Sq. Ft.*	Undeveloped *Acres*	Undeveloped *Percent*	Major Tenants
Louisville												
Colorado Tech Center	1984	500	260,480	1,448,191	1,544,555	0	0	0	3,253,226	34	6.8%	Lockheed Martin, Sierra Nevada Corporation
Centennial Valley	1996	444	675,871	321,464	411,485	138,044	317,333	575	1,864,197	93	20.9%	AntriaBio; Servtech; Westcon Group Inc
Bolder Innovation Campus	2022	60	0	198,720	0	6,580	0	0	205,300	25	42.0%	Tendeg
Redtail Ridge (Proposed)	--	*392*	*360,000*	*685,340*	*1,119,660*	*0*	*0*	*0*	*2,165,000*	*392*	*100.0%*	--
US-36 Corridor												
Interlocken	1986	963	5,659,210	130,338	137,304	30,354	1,249,374	1,689	7,206,580	81	8.4%	Vail Resorts; Orcale; Level 3 Communications
Westmoor Tech Park	1998	455	1,709,632	40,000	345,000	0	0	0	2,094,632	78	17.0%	Ball Aerospace; Cabela's Corp; Trimble
Arista	2005	209	304,099	2,995	359,800	207,563	158,086	237	1,032,543	74	35.6%	UC Health; EPIROC; Magnite
Downtown Superior	2018	157	417,600	0	0	150,862	0	0	568,462	140	89.2%	Superior Medical Center
Lafayette Tech Center	1995	95	313,753	103,047	7,800	252,331	0	0	676,931	20	21.1%	Clinica Family Health; Krishna Grocery
Medtronic Campus	2023	42	0	404,159	0	0	0	0	404,159	0	0.0%	Medtronic
Simms Technology Park	2023	32	307,120	221,040	0	8,380	0	0	536,540	5	16.6%	--
Total[3]		**2,957**	**9,647,765**	**2,869,954**	**2,805,944**	**794,114**	**1,724,793**	**2,501**	**17,842,570**	**551**	**18.6%**	

[1]Within or adjacent to business park
[2]Includes buildings under construction or proposed
[3]Excludes Redtail Ridge
Source: CoStar; County Assessor; Economic & Planning Systems

Industrial Development

In 2023, the Denver metro area had nearly 261 million square feet of industrial space, as shown in **Table 14**. The metro area industrial inventory, which is primarily located in Adams County and Denver County, grew by 47.1 million square feet from 2010 to 2023. This growth was mostly captured by Adams County, which captured 71.4 percent of the metro area industrial growth, equating to 33.6 million square feet of development. Boulder County captured 3.1 percent of this growth, adding 1.5 million square feet of industrial space between 2010 and 2023. These growth trends indicate a shifting regional market; while industrial inventory has historically been concentrated in Adams and Denver counties, growth has primarily been in Adams (which captured an outsized share of growth compared to its share of inventory), Arapahoe, Broomfield, and Douglas counties. Boulder, Denver, and Jefferson counties saw their shares of the inventory decrease over this time period.

Table 14. Denver Metro Industrial Development Inventory by County, 2010-2023

Description	2010		2023		2010-2023		
	Inventory *Sq. Ft.*	% Total	Inventory *Sq. Ft.*	% Total	New *Sq. Ft.*	Ann. # *Sq. Ft.*	% Total
Adams County	61,947,790	29.0%	95,606,375	36.6%	33,658,585	2,589,122	71.4%
Arapahoe County	18,153,050	8.5%	24,201,521	9.3%	6,048,471	465,267	12.8%
Boulder County	14,662,571	6.9%	16,132,221	6.2%	1,469,650	113,050	3.1%
Broomfield County	3,413,056	1.6%	5,356,940	2.1%	1,943,884	149,530	4.1%
Denver County	88,896,491	41.6%	88,242,261	33.8%	-654,230	-50,325	-1.4%
Douglas County	5,803,846	2.7%	8,508,854	3.3%	2,705,008	208,078	5.7%
Jefferson County	20,970,010	9.8%	22,909,105	8.8%	1,939,095	149,161	4.1%
Total	**213,846,814**	**100.0%**	**260,957,277**	**100.0%**	**47,110,463**	**3,623,882**	**100.0%**

Source: CoStar; Economic & Planning Systems

The industrial inventory is shown below for Louisville, Boulder County, the US 36 Corridor, the City of Boulder, and the Denver metro. The US 36 Corridor had over 8.3 million square feet of industrial space in 2023, shown in **Table 15**. Since 2010, the corridor added approximately 2.6 million square feet of industrial development, an average of 198,700 square feet annually. This equates to 5.5 percent of the total new industrial development square footage added since 2010 in the 7-county Denver metro area. Notably, Louisville captured 3.1 percent of the total metro area industrial square footage growth during this period, which indicates that a large amount of new industrial space constructed in the US 36 Corridor is in Louisville.

In comparison, industrial space in the City of Boulder has decreased since 2010. The City of Boulder had 5.9 million square feet of industrial development in 2023 and lost around 283,000 square feet since 2010. The city is constrained for space, and land values have generally exceeded what can support new industrial construction. Recently, industrial users have moved out of the City of Boulder into the surrounding areas in Boulder County, including along the US 36 Corridor and in Louisville. Louisville captured nearly all (97.9 percent) of Boulder County's new industrial development between 2010 and 2023.

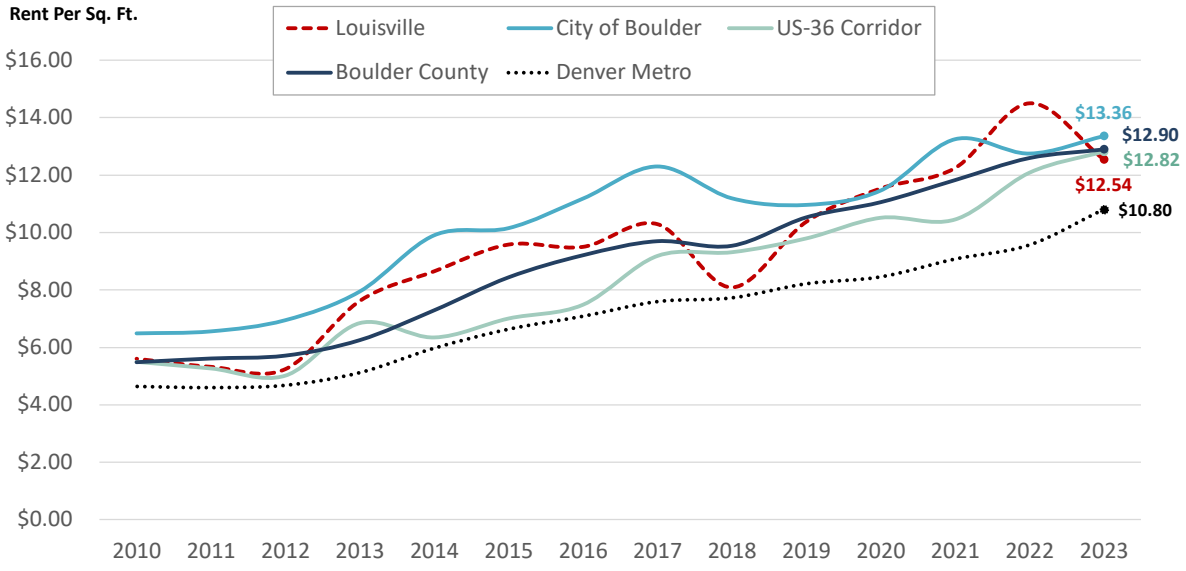
Table 15. Industrial Development Inventory by Area, 2010-2023

Description	2010		2023		2010-2023		
	Inventory *Sq. Ft.*	% Total	Inventory *Sq. Ft.*	% Total	New *Sq. Ft.*	Ann. # *Sq. Ft.*	% Total
Louisville	2,024,114	0.9%	3,462,178	1.3%	1,438,064	110,620	3.1%
US-36 Corridor	5,781,755	2.7%	8,365,031	3.2%	2,583,276	198,714	5.5%
City of Boulder	6,240,634	2.9%	5,957,354	2.3%	-283,280	-21,791	-0.6%
Boulder County	14,662,571	6.9%	16,132,221	6.2%	1,469,650	113,050	3.1%
Denver Metro	**213,846,814**	**100.0%**	**260,957,277**	**100.0%**	**47,110,463**	**3,623,882**	**100.0%**

Source: CoStar; Economic & Planning Systems

In 2023, the average industrial rental rate in US 36 Corridor area was $12.82 per square foot, shown in **Figure 14**. The City of Boulder had a slightly higher rental rate of $13.36, while the Denver metro overall had the lowest industrial rental rate of $10.80. This likely reflects older inventory across the metro area; and while the City of Boulder also has older inventory, rents are higher because there is still high demand for the location. Additionally, some industrial properties in the City of Boulder are being used for flex and office purposes, which can increase rents.

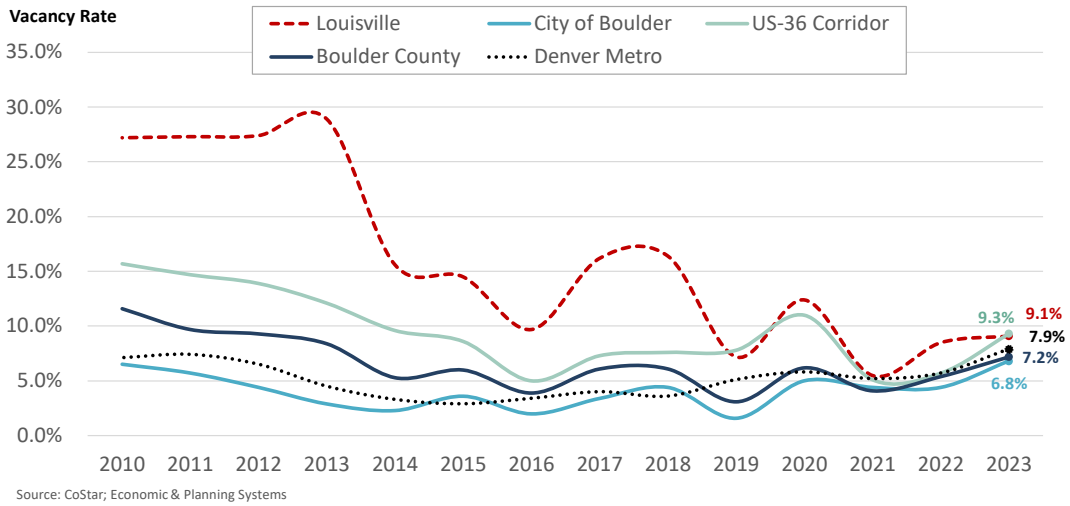
Figure 14. Industrial Rental Rate, 2010-2023



Source: CoStar; Economic & Planning Systems

As shown in **Figure 15**, the US 36 Corridor area has an industrial vacancy rate of 9.3 percent, nearly the same as the vacancy rate in Louisville (9.1 percent). In comparison, Boulder County and the City of Boulder have slightly lower rates at 7.2 and 6.8 percent. The Denver metro falls in the middle with vacancy of 7.9 percent in 2023. Louisville industrial vacancy rate, which has fluctuated in conjunction with the construction of new industrial space, has fallen significantly since 2010. This lower vacancy rate, paired with Louisville's high capture rate of county growth and strong rental rates, indicates that there is strong demand for industrial space in Louisville.

Figure 15. Industrial Vacancy Rate, 2010-2023



Source: CoStar; Economic & Planning Systems

Flex/R&D Development

Flex/R&D development is a subset of industrial space designed to be versatile to accommodate a variety of uses. It can be used as office, medical, manufacturing, fabrication, processing, assembly of products, quasi-retail, or research and development (R&D) space. To be categorized as Flex/R&D space at least half of the rentable building area must be office space.

In 2023, the Denver metro area had a total of 49.4 million square feet of Flex/R&D space, shown in **Table 16**. This is approximately 19 percent of the total combined industrial and Flex/R&D space in the metro area (with traditional industrial space accounting for the other 81 percent).

Boulder County had the highest share of Flex/R&D space in the metro area in 2023, with 27.5 percent of the total space (nearly 13.6 million square feet of inventory). Arapahoe County and Jefferson County each also had over 20 percent of the regional inventory – these three counties combined for nearly 75 percent of the regional Flex/R&D space.

From 2010 to 2023, the metro area gained a total of 4.7 million square feet of Flex/R&D development, of which nearly 1.3 million square feet or 27 percent was in Boulder County. Jefferson County also captured a large amount of the metro area growth in Flex/R&D space, with 1.1 million new square feet developed from 2010 to 2023 (23.7 percent of the metro area total). Combined, Boulder County and Jefferson County accounted for half of the new Flex/R&D space in the region. Adams, Broomfield, and Douglas counties all captured a greater share of growth than their share of the inventory, indicating a growing market in these areas. Denver lost inventory over this time, while Arapahoe County captured a smaller

share of growth (11.6 percent) than its share of the regional inventory (25.6 percent). Similarly to industrial space, these trends indicate a shifting market landscape in the region.

Table 16. Flex/R&D Development Inventory by County, 2010-2023

Denver Metro	2010 Inventory Sq. Ft.	2010 % Total	2023 Inventory Sq. Ft.	2023 % Total	2010-2023 New Sq. Ft.	2010-2023 Ann. # Sq. Ft.	2010-2023 % Total
Adams County	3,415,718	7.6%	4,328,996	8.8%	913,278	70,252	19.3%
Arapahoe County	12,087,461	27.0%	12,634,922	25.6%	547,461	42,112	11.6%
Boulder County	12,306,177	27.5%	13,579,690	27.5%	1,273,513	97,963	27.0%
Broomfield County	954,793	2.1%	1,340,292	2.7%	385,499	29,654	8.2%
Denver County	4,037,629	9.0%	4,021,517	8.1%	-16,112	-1,239	-0.3%
Douglas County	2,275,565	5.1%	2,774,743	5.6%	499,178	38,398	10.6%
Jefferson County	9,617,976	21.5%	10,739,325	21.7%	1,121,349	86,258	23.7%
Total	**44,695,319**	**100.0%**	**49,419,485**	**100.0%**	**4,724,166**	**363,397**	**100.0%**

Source: CoStar; Economic & Planning Systems

The Flex/R&D inventory is shown for Louisville and the surrounding area in **Table 17**. As shown, the US 36 Corridor had nearly 4.5 million square feet of Flex/R&D space in 2023, which comprised 9 percent of the Denver metro total. Since 2010, the US 36 Corridor has added 1.5 million square feet of Flex/R&D space, or nearly 118,000 square feet annually, accounting for 32.4 percent of the Denver metro area total growth. The City of Boulder had 5.6 million square feet of Flex/R&D space in 2023, representing 11.3 percent of the total metro area inventory, a decrease from 12.7 percent in 2010. From 2010 to 2023, the City of Boulder lost approximately 55,000 square feet of space, a similar trend to the city's industrial inventory.

Louisville added 780,000 square feet of Flex/R&D space during this period, which represents 16.5 percent of the Denver metro growth – far greater than its share of the inventory, which was 3.3 percent in 2010 and 4.5 percent in 2023. The Colorado Technology Center (CTC) has the largest amount of Flex/R&D space in the US 36 Corridor (1.4 million square feet), and accounts for about 62 percent of the inventory in Louisville. Additionally, Centennial Valley Business Park has approximately 321,000 square feet of Flex/R&D space; together, these areas account for nearly 77 percent of Louisville Flex/R&D inventory.

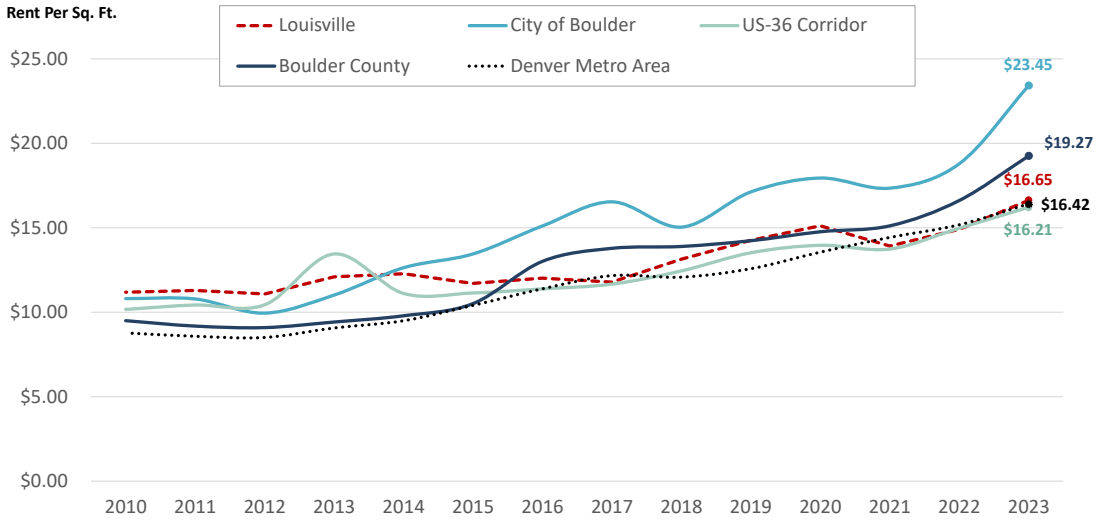
Table 17. Flex/R&D Development Inventory by Area, 2010-2023

Flex/R&D Inventory	2010 Inventory Sq. Ft.	2010 % Metro Area Total	2023 Inventory Sq. Ft.	2023 % Metro Area Total	2010-2023 New Sq. Ft.	2010-2023 Ann. # Sq. Ft.	2010-2023 % Metro Area Total
Louisville	1,465,493	3.3%	2,245,907	4.5%	780,414	60,032	16.5%
US-36 Corridor	2,939,537	6.6%	4,472,105	9.0%	1,532,568	117,890	32.4%
City of Boulder	5,656,438	12.7%	5,601,164	11.3%	-55,274	-4,252	-1.2%
Boulder County	12,306,177	27.5%	13,579,690	27.5%	1,273,513	97,963	27.0%
Denver Metro Total	**44,695,319**		**49,419,485**		**4,724,166**	**363,397**	

Source: CoStar; Economic & Planning Systems

The average Flex/R&D rental rate in Denver metro area was $16.42 per square foot in 2023, shown in **Figure 16**. The US 36 Corridor and Louisville had a similar rate at $16.21 and $16.65 per square foot respectively. The City of Boulder had the highest rental rate at $23.45 per square foot, indicating strong demand for this space despite a loss of inventory.

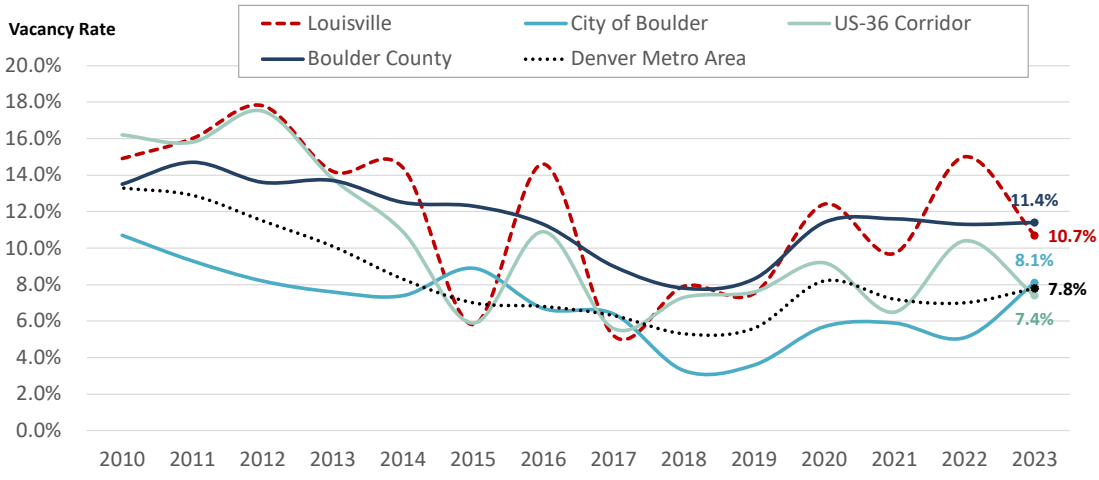
Figure 16. Flex/R&D Rental Rates, 2010-2023



Source: CoStar; Economic & Planning Systems

Flex/R&D vacancy rates have been on a downward trend since the early 2000s. In 2023, the Denver metro area had a Flex/R&D vacancy rate of 7.8 percent, shown in **Figure 17**. The US 36 Corridor had a similar rate to the Denver metro at 7.4 percent. Louisville and City of Boulder had similar vacancy rates that were slightly higher, ranging from 10.7 percent to 11.4 percent. The fluctuation in vacancy rates shown in the chart reflects deliveries of new construction; vacancies stabilize as these properties lease up.

Figure 17. Flex/R&D Vacancy Rates, 2010-2023



Source: CoStar; Economic & Planning Systems

Retail Development

This section summarizes retail development trends in Louisville and the local market area along the US 36 Corridor. In addition to this summary, a detailed retail sales and demand study will be separately completed as part of the next phases of the Comprehensive Plan update.

Retail Development Trends

In 2023, Louisville had 1.5 million square feet of retail space, accounting for 8.6 percent of Boulder County's 18.4 million square feet of retail, as shown in **Table 18**. In comparison, 11.5 percent of the county total retail inventory was in Lafayette, which had 2.1 million square feet of retail space in 2023.

The retail landscape across the county has shifted since 2010. In 2010, 38 percent of retail space was in the City of Boulder. Between 2010 and 2023, Boulder added 75,900 square feet of retail space, which accounted for 10.5 percent of the county retail growth. During this time, Lafayette added 343,000 square feet of retail space, an average of 26,400 square feet per year, capturing nearly half (47.6 percent) of Boulder County growth. Louisville added just under 55,000 square feet of new retail over this time period, capturing 7.5 percent of the county growth. The City's share of county retail inventory has remained consistent at 8.6 percent since 2010.

Just outside of Boulder County, the City and County of Broomfield has also constructed a notable amount of retail space recently, adding 416,000 square feet since 2010 (an average of 32,000 square feet per year). As of 2023, Broomfield's total retail inventory was nearly 5 million square feet, just over a quarter the size of Boulder County.

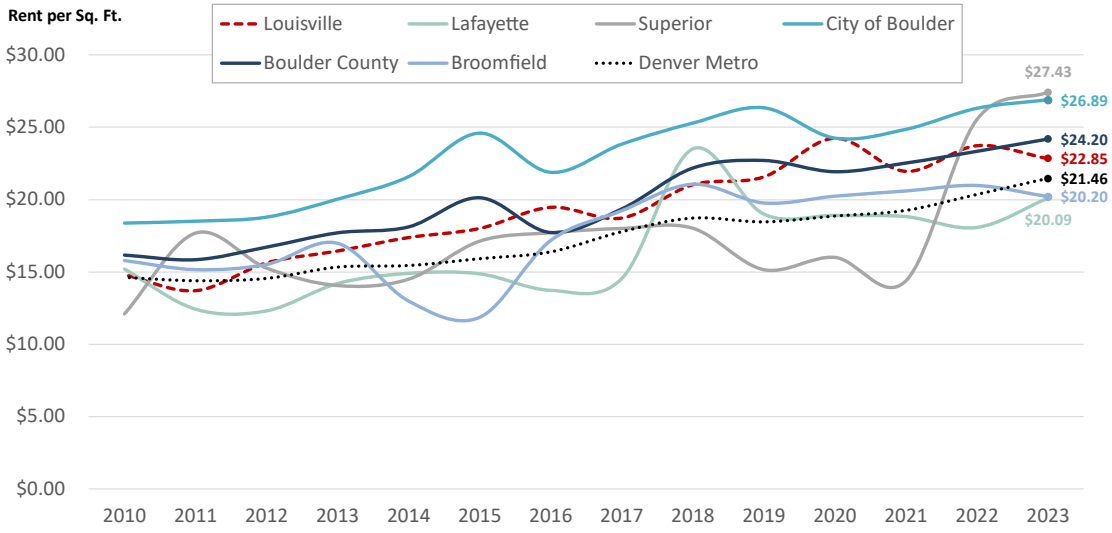
Table 18. Retail Development Inventory, 2010-2023

Description	2010		2023		2010-2023		
	Inventory *Sq. Ft.*	% of Boulder County	Inventory *Sq. Ft.*	% of Boulder County	New *Sq. Ft.*	Ann. # *Sq. Ft.*	% of Boulder County
Louisville	1,527,411	8.6%	1,581,550	8.6%	54,139	4,165	7.5%
Lafayette	1,774,118	10.0%	2,117,593	11.5%	343,475	26,421	47.6%
Superior	803,360	4.5%	845,220	4.6%	41,860	3,220	5.8%
City of Boulder	6,729,531	38.0%	6,805,431	36.9%	75,900	5,838	10.5%
Boulder County	17,726,507		18,447,993		721,486	55,499	
Broomfield County	4,582,508		4,998,634		416,126	32,010	

Source: CoStar; Economic & Planning Systems

In 2023, the average retail rental rate in Boulder County was $24.20 per square foot, shown in **Figure 18**. Louisville's rental rate was slightly lower than Boulder County at $22.85 per square foot. The highest retail rent rate on average was in the Town of Superior at $27.43 followed by the City of Boulder at $26.89. Despite having the highest capture of new development, Lafayette had the lowest rental rate, at $20.09 per square foot, indicating that new development in this area is not as in demand as other locations.

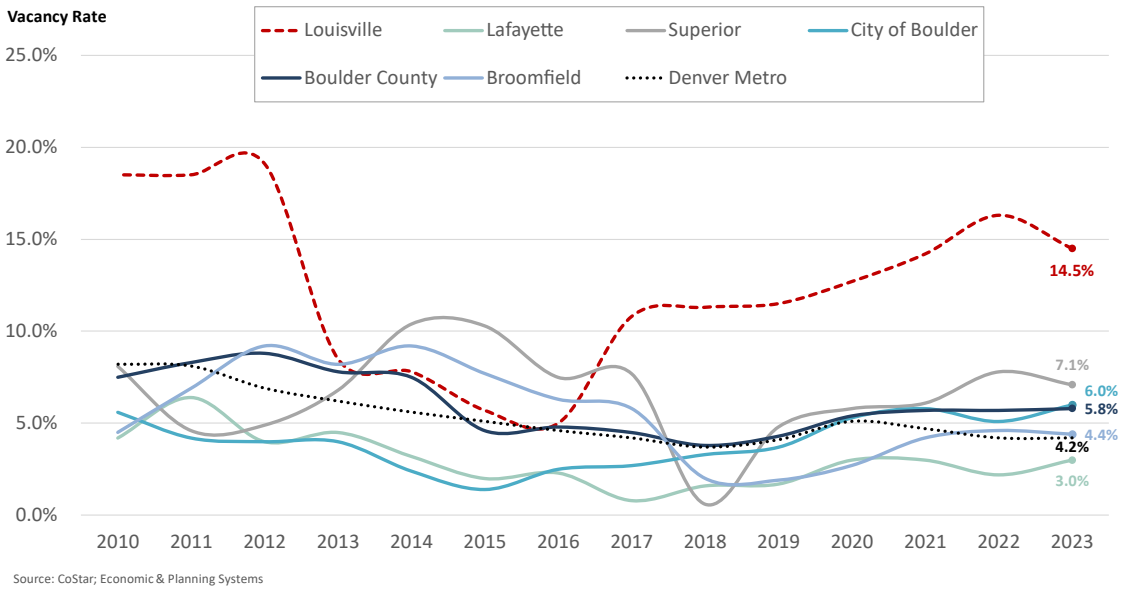
Figure 18. Retail Rental Rate, 2010-2023



Source: CoStar; Economic & Planning Systems

Compared to surrounding communities, Louisville has experienced a widely varying retail vacancy rate from 2010 to 2023, with a high of 19.1 percent in 2012 and a low of 4.8 percent in 2016, shown in **Figure 19**. In 2023, the average vacancy rate in Louisville was 14.5 percent, which is much higher than other market areas including the City of Boulder at 6.0 percent. The lowest vacancy rates were in Lafayette at 3.0 percent and Broomfield at 4.4 percent. In 2023, the Denver/Boulder metro area had an average retail vacancy rate of around 4.15 percent. Louisville's retail vacancy rate is notably high compared to the rest of the region; this may be impacted by the number of empty "big box" stores in the city.

Figure 19. Retail Vacancy Rate, 2010-2023

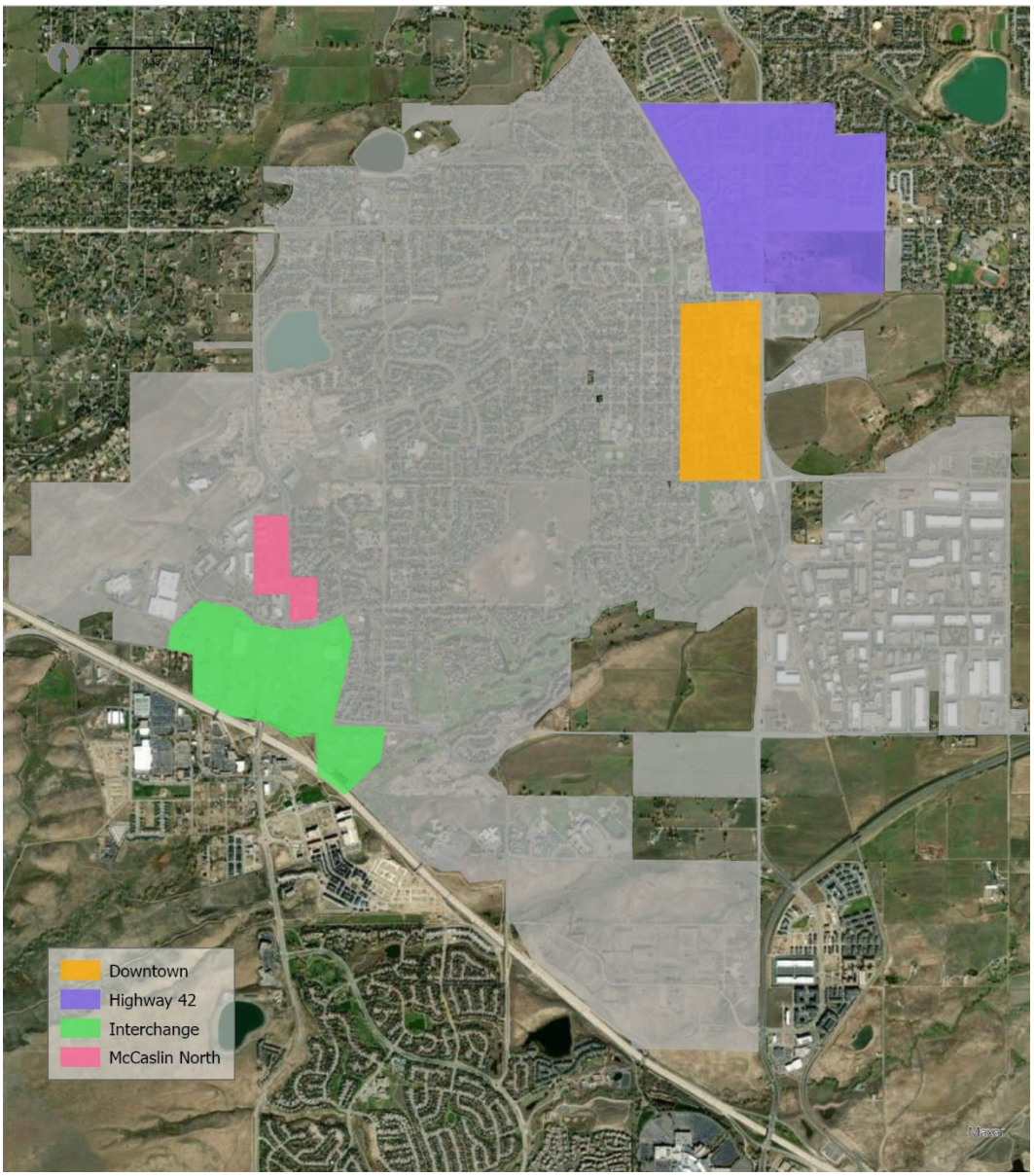


Source: CoStar; Economic & Planning Systems

Louisville Retail Subareas

Louisville's existing retail space is located within areas that can be broken into four subareas – McCaslin North, Interchange, Highway 42, and Downtown – as shown in **Figure 20**.

Figure 20. Louisville Retail Subareas



As shown in **Table 19**, recent retail development has been concentrated within the Interchange, Highway 42 and Downtown Louisville subareas. The McCaslin North subarea has not seen any new retail development since 2010. As of 2023, there is approximately 10,000 square feet of retail space under construction in the Interchange subarea along W. Dillon Road, and nearly 30,000 square feet of proposed retail space within the Highway 42 subarea.

Downtown Louisville has seen the largest increase in retail space since 2010. The Downtown subarea retail space inventory has grown by 23,600 square feet between 2010 and 2023, an annual average growth of 1,800 square feet. From 2010 to 2023, Downtown captured 43.6 percent of Louisville's new retail space.

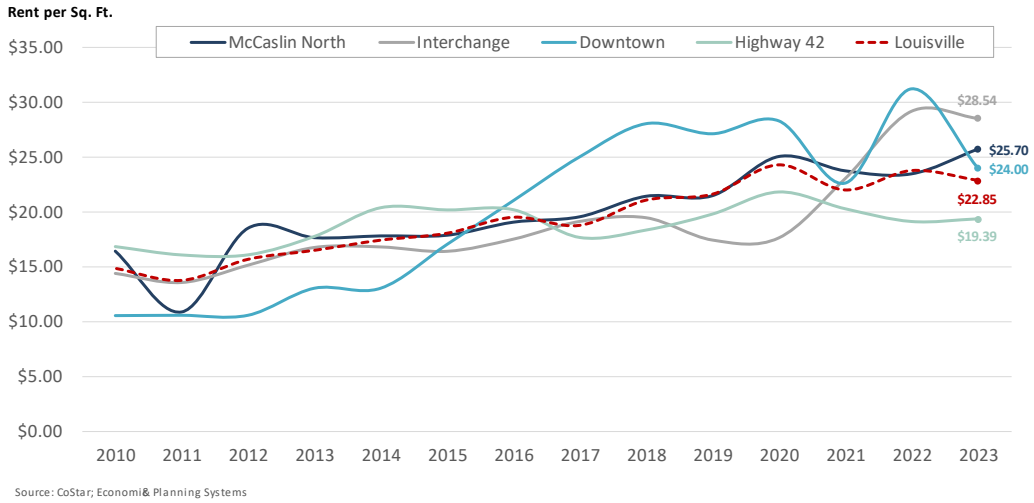
Table 19. Retail Development Inventory by Retail Subarea, 2010-2023

Description	2010		2023		2010-2023		
	Inventory *Sq. Ft.*	% Total	Inventory *Sq. Ft.*	% Total	New *Sq. Ft.*	Ann. # *Sq. Ft.*	% Total
McCaslin North	192,748	12.6%	192,748	12.2%	0	0	0.0%
Interchange	714,754	46.8%	722,128	45.7%	7,374	567	13.6%
Highway 42	417,351	27.3%	405,377	25.6%	-11,974	-921	-22.1%
Downtown	174,024	11.4%	197,606	12.5%	23,582	1,814	43.6%
Louisville	**1,527,411**	**100.0%**	**1,581,550**	**100.0%**	**54,139**	**4,165**	**100.0%**

Source: CoStar; Economic & Planning Systems

Overall, Louisville had an average retail rental rate in 2023 of $22.85 per square foot, which is lower than average retail rents in the Interchange, McCaslin North, and Downtown subareas and higher than retail rents along Highway 42. As shown in **Figure 21**, retail rents within the Highway 42 subarea averaged $19.39 in 2023, while the Interchange subarea commanded the highest retail rents ($28.54). Downtown Louisville saw the lowest retail rental rates comparatively from 2010 to 2014, but began surpassing other subareas in 2015 and has seen consistently higher rental rates since then with the construction of new retail space downtown in 2016 and 2017—the first new retail space in the area since the early 2000s.

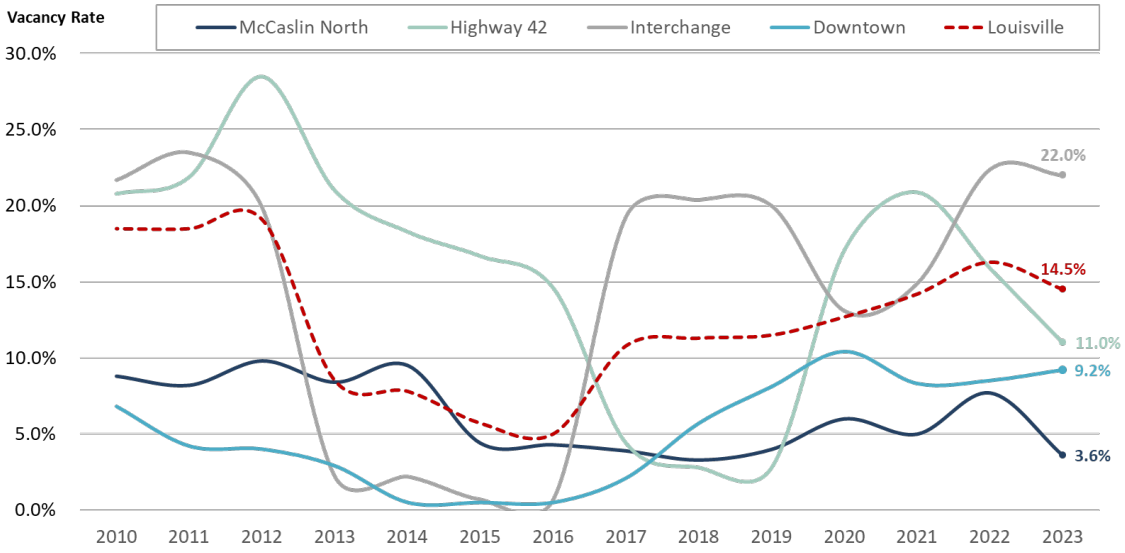
Figure 21. Retail Rental Rate by Retail Subarea, 2010-2023



Source: CoStar; Economi& Planning Systems

As shown in **Figure 22**, the Interchange retail subarea had the highest retail vacancy rate in 2023 (22 percent), which may be due to recent retail deliveries that have yet to find tenants. McCaslin North had the lowest retail vacancy rate in 2023 of 3.6 percent. In comparison, Louisville overall had a retail vacancy rate of 14.5 percent. Note that due to the smaller inventory of these subareas and data availability, vacancy rates in **Figure 22** below are more variable than at the regional/metro area level.

Figure 22. Retail Vacancy Rate by Retail Subarea, 2010-2023



Source: CoStar; Economic & Planning Systems

Local Capture of New Development

Development trends since 2010 contextualize Louisville's market position in the region. The capture of development in the city varies widely across asset classes and development types, as shown in **Table 20**:

- Louisville added nearly 147,000 square feet of office space over the 2010 to 2023 time period, which equates to nearly 11 percent of the US 36 Corridor new office space over this time and 8 percent of Boulder County new construction
- From 2010 to 2023, Louisville captured a higher share of the surrounding area industrial and Flex/R&D development.
    - During this period, Louisville captured 55.7 percent of the nearly 2.6 million square feet of industrial space constructed in the US 36 Corridor, and 97.9 percent of Boulder County total growth in industrial space (nearly 1.5 million square feet).
    - With Flex/R&D space, Louisville captured a similar amount of the US 36 Corridor growth – 51 percent of the corridor's newly-constructed 1.5 million square feet of space – and 61 percent of Boulder County's new development.
- Retail development had much lower capture rates. Between 2010 and 2023 Louisville added just 54,000 square feet of new retail, capturing 1.0 percent of the US-36 Corridor growth (5.6 million square feet) and 1.4 percent of Boulder County growth (4.0 million square feet).

Table 20. Louisville Capture of US 36 Corridor and Boulder County, 2010-2023

Description	2010-2023		
	New *Sq. Ft.*	Ann. # *Sq. Ft.*	Louisville Capture %
Office			
Louisville	146,692	11,284	
US-36 Corridor	1,378,210	106,016	10.6%
Boulder County	1,882,471	144,805	7.8%
Industrial			
Louisville	1,438,064	110,620	
US-36 Corridor	2,583,276	198,714	55.7%
Boulder County	1,469,650	113,050	97.9%
Flex/R&D			
Louisville	780,414	60,032	
US-36 Corridor	1,532,568	117,890	50.9%
Boulder County	1,273,513	97,963	61.3%
Retail			
Louisville	54,139	4,165	
US-36 Corridor	5,648,412	434,493	1.0%
Boulder County	4,016,676	308,975	1.3%

Source: CoStar; Economic & Planning Systems

Market Condition Key Findings

- Industrial development has been the primary driver of growth in Louisville since 2010. Over this time the city added 1.4 million square feet of new industrial space, accounting for nearly 98 percent of new industrial development in Boulder County.

- Flex/R&D space is also a significant driver of growth in Louisville. Since 2010 the city added 780,000 square feet of new Flex/R&D development, which represents 16.5 percent of the Denver Metro area growth (outpacing its share of inventory, which was 4.5 percent in 2023). Within the city, this space is concentrated in CTC and Centennial Valley Business Park, which together account for nearly 77 percent of the Flex/R&D inventory in the city.

- Regionally, office development since 2010 has been concentrated in Denver; outside of Denver, growth has primarily been focused in Douglas, Arapahoe, and Boulder counties. Louisville captured 7.8 percent of new office development in Boulder County (a total of 146,700 square feet of new space), and has lower rental rates than the Denver Metro area, the US-36 corridor, Boulder County, and the City of Boulder.

- Retail has been the slowest-growing sector in Louisville since 2010. Over that time the city added just under 55,000 square feet of new retail space – 7.5 percent of countywide retail growth. While retail rents have generally trended upwards since 2010, vacancy in the city is at 14.5 percent, and has been above 10 percent since 2017.

4. OPPORTUNITY AREAS

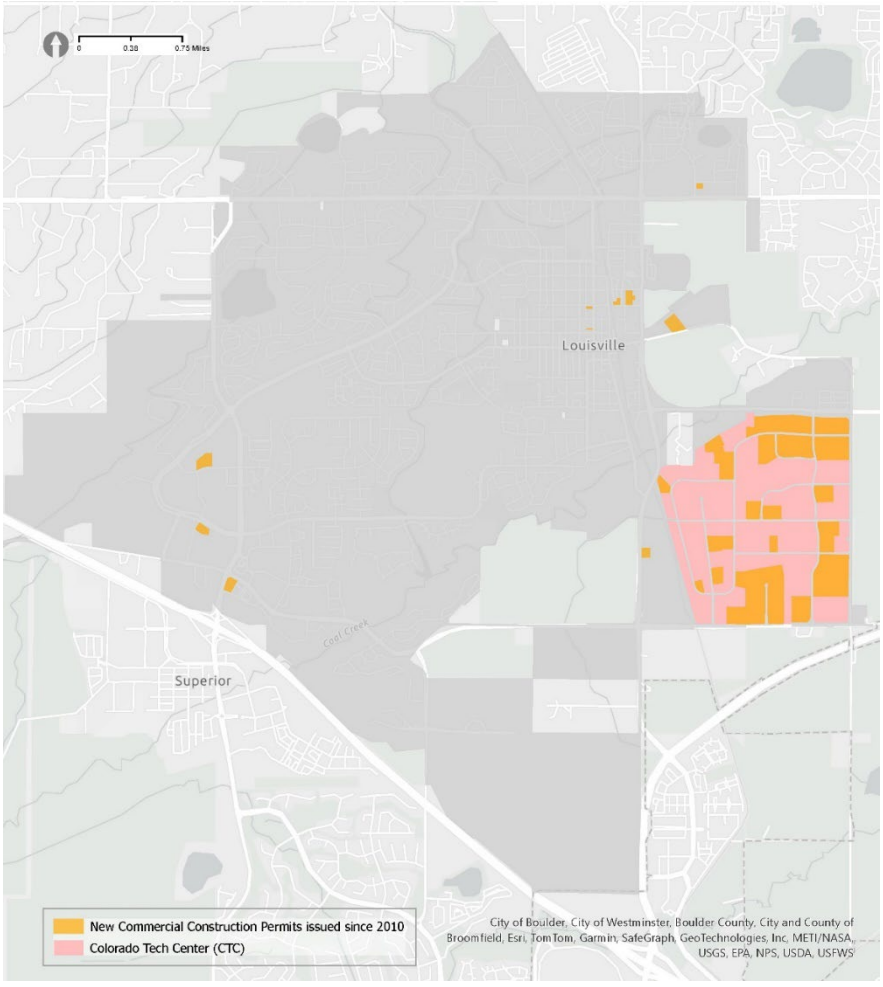
This chapter outlines opportunity areas in Louisville, which could be further studied and considered as part of the Comprehensive Plan process. There are three main categories of opportunity area:

- **Employment** opportunity areas, for potential office, industrial, and flex/R&D growth.
- **Residential** opportunity areas, for potential housing growth.
- **Corridor and node** opportunity areas, for potential focused retail and mixed-use opportunities.

Growth Areas

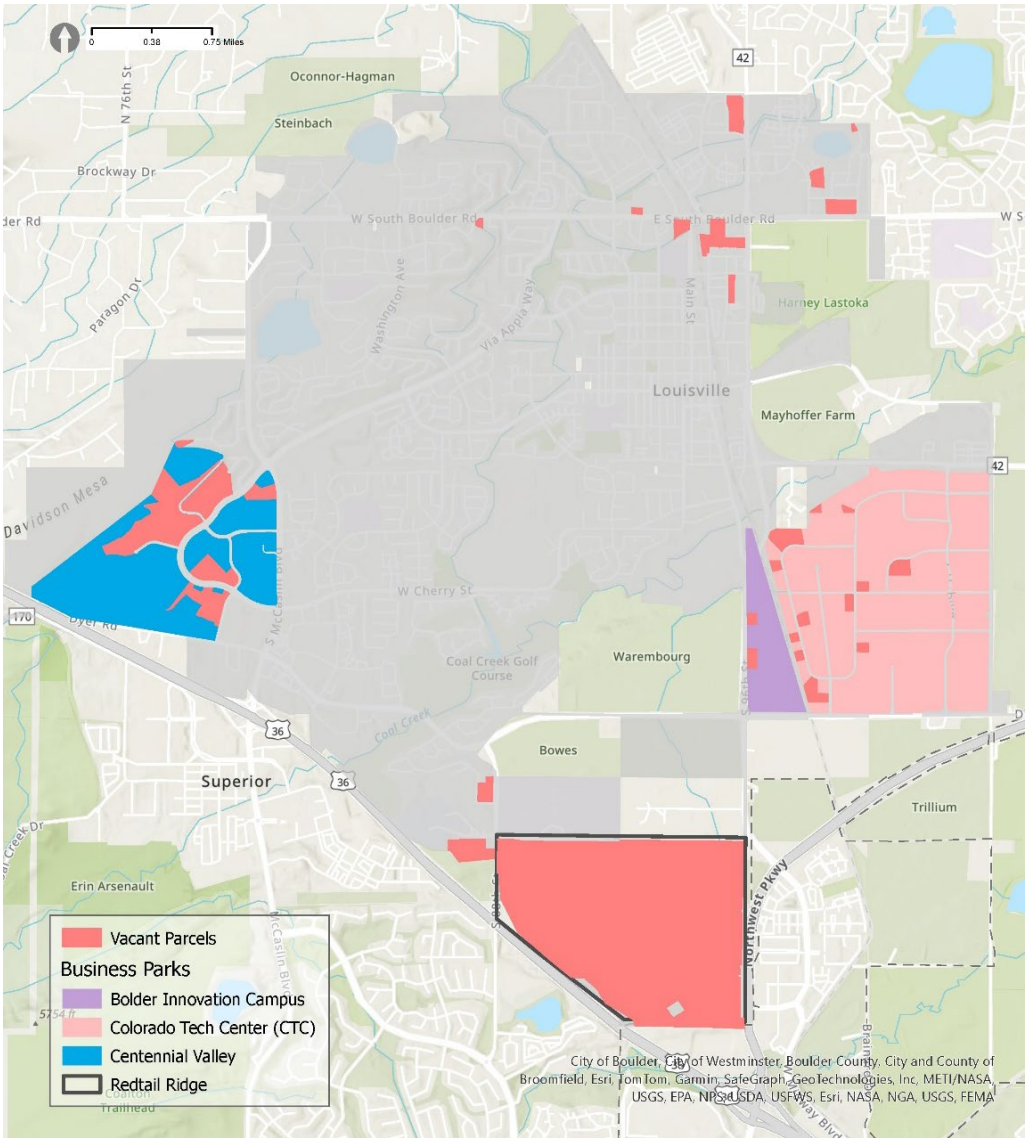
Most of Louisville's recent commercial construction is concentrated in and around the Colorado Tech Center. Since 2010, a total of 46 building permits have been issued for new commercial construction in Louisville, with a combined total estimated valuation of approximately $227 million. Out of these building permits, only 11 are for sites outside of the Colorado Tech Center (CTC), as shown in **Figure 23**.

Figure 23. Areas with New Commercial Construction Permits, 2010-2023



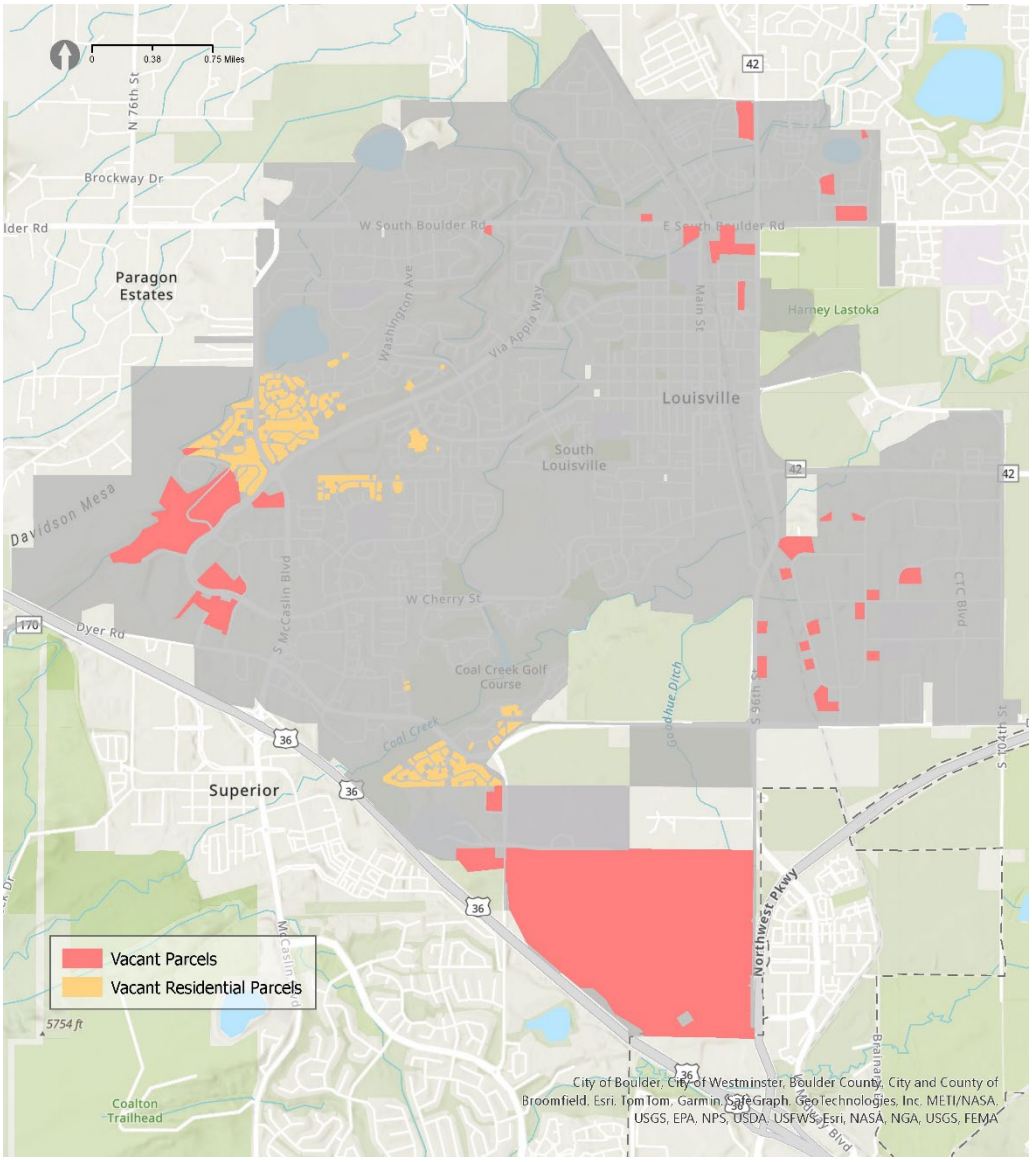
Most vacant sites in Louisville are within existing business parks and the proposed Redtail Ridge development site (**Figure 24**). Centennial Valley has approximately 93 acres of vacant land, most of which is planned for business and flex space; Colorado Tech Center is largely built out but has 34 acres of scattered unbuilt sites; and the 60-acre Bolder Innovation Park has 25 undeveloped acres. There are also a number of vacant retail commercial sites in the South Boulder Road corridor, as shown below.

Figure 24. Vacant Parcels and Business Parks



As shown in **Figure 25**, the largest vacant residential sites are the areas on north McCaslin and adjacent to Coal Creek Golf Course, impacted by the Marshall Fire. The majority of the homes in these areas are being rebuilt by the current property owners. There are, however, a number of lots where the property owner is not rebuilding and has or will be selling their lot.

Figure 25. Vacant Parcels



Opportunity Areas

Based on the analysis presented in this report and the growth areas outlined above, the following opportunity areas warrant additional exploration through the Comprehensive Plan process:

Residential

Land for new residential development is limited within the city, as shown previously. Outside of these greenfield sites, residential development will primarily need to take place through infill and redevelopment. Clear goals, based on the recently completed Housing Needs Assessment, will help identify unit and product mixes to focus on.

Employment

Employment growth – office, industrial, and flex/R&D – is likely to be the largest growth sector in Louisville. Recent trends and the strength of the Life Sciences industry in the city indicate that most growth will be in industrial and flex/R&D space. This is likely to be concentrated in existing employment nodes (CTC, Bolder Innovation Campus, and Centennial Valley), as well as in the Redtail Ridge development (if approved).

Corridors and Nodes

For multifamily and mixed-use retail development, the key corridors presenting the most significant opportunities are along McCaslin Boulevard and South Boulder Road. In both locations, there are vacant and outmoded retail stores and centers with potential for redevelopment.

Two specific nodes in the city are likely to present redevelopment opportunities. If AdventHealth Avista relocates from its current site to the Redtail Ridge development as proposed, the former hospital site will present a significant redevelopment opportunity. Additionally, the Cinnebarre Theater property has been purchased by the University of Colorado, Boulder, potentially for employee housing. There are also a number of vacant sites and land dedicated to parking around the McCaslin Park & Ride with the potential for infill development.

APPENDIX D

FUTURE RESIDENTIAL GROWTH ESTIMATE METHODOLOGY

Appendix D. Future Residential Growth Estimates Methodology

This appendix summarizes the methodology used to estimate Louisville's potential future housing growth for the Comprehensive Plan. The analysis provides a sound, reality-based foundation for long-range planning and is not a prediction of actual development. Rather, it reflects a theoretical maximum buildout, adjusted to account for real-world development constraints, market behavior, and local context.

The Future Land Use Map assigns Placetypes to all areas of the city, and each Placetype includes a range of allowable residential densities. The following steps describe how those density ranges were translated into a citywide estimate of potential housing units and future population.

Step 1: Establish Gross Developable Area

For each Placetype, the total acreage was calculated excluding rights-of-way, public land, schools, City facilities, parks, and other non-developable properties. This yields the gross acreage where residential use could occur under the Future Land Use Map.

Step 2: Apply Density Ranges

The midpoint of each Placetype's residential density range (dwelling units per acre) was multiplied by the gross acreage in that Placetype. This midpoint approach provides a reasonable planning assumption that reflects neither minimum nor maximum theoretical density.

Step 3: Adjust for Realistic Development Potential

Because not all sites develop at their maximum allowable density, a set of development likelihood factors (sometimes referred to as a "density buffer") was applied. This recognizes market realities, site constraints, parcel configuration, redevelopment feasibility, and existing investments. Across Colorado and nationally, studies show that zoning capacity often exceeds what actually gets built due to infrastructure limits, market economics, environmental constraints, and community design factors.[1] The following development likelihood categories were applied:

- High likelihood of development/redevelopment with broadest multifamily/attached housing potential:
    - Assume 70-80% of maximum density would be achieved.
    - This includes vacant parcels within Opportunity Areas and locations with strong redevelopment indicators for future residential or mixed use.

[1] The Colorado Department of Local Affairs (DOLA), in its 2024 technical white paper prepared to support implementation of HB24-1313, notes that typical redevelopment in transit-served areas achieves 10–20% of theoretical zoning capacity due to market feasibility and parcel constraints.

- High likelihood of development/redevelopment with more limited multifamily/attached housing potential:
    - Assume 50% of maximum density would be achieved.
    - These areas may redevelop but with more constrained building envelopes, market conditions, or infrastructure.
- Lower likelihood of development/redevelopment:
    - Assume 10% of maximum density would be achieved.
    - Applies to areas with substantial existing buildings expected to remain for most of the plan horizon (e.g., stable commercial centers, existing multifamily complexes).
- Residential–Low Density Placetypes (existing established low density residential areas): Assume 2% of existing single-family homes will add an ADU within 10 years.[2]
- Sites with active development proposals:
    - Where development concepts are already under discussion, estimates were adjusted to reflect the most current information. For example, the future hospital parcel within Redtail Ridge was assigned zero residential units.

Step 4: Calculate Potential Buildout and Growth Distribution

After applying the density and development-likelihood adjustments, future residential capacity was calculated for each Placetype and each Opportunity Area, where the most significant redevelopment potential exists.

The sum of these estimates reflects Louisville's maximum estimated potential residential capacity under the Future Land Use Map—not a projection of actual development. These estimates help the City align infrastructure, utilities, transportation, parks, and public services with a realistic range of possible growth.

[2] This aligns with Colorado and Denver metro ADU production rates documented by the City and County of Denver's 2021 ADU Study, which found ADU construction at approximately 1–3% of eligible single-family lots over comparable periods.

RESOLUTION NO. 4
SERIES 2026

A RESOLUTION RECOMMENDING APPROVAL OF AN AMENDED LOUISVILLE COMPREHENSIVE PLAN

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

WHEREAS, Louisville Municipal Code Section 17.64.050 requires Planning Commission to review and make recommendations to City Council on amendments to the Comprehensive Plan;

WHEREAS, the Comprehensive Plan is a State-required policy document that establishes a 20-year vision and provides guidance for land use, housing, transportation, parks, economic vitality, sustainability, and resilience, and is updated every ten years;

WHEREAS, the City has completed an update to the 2013 Comprehensive Plan ("Adoption Draft") following an extensive two-year public engagement process, including input from Planning Commission, City Council, and the community;

WHEREAS, the updated Comprehensive Plan reflects current community priorities, aligns with adopted plans such as the Louisville Housing Plan, and provides a framework for managed growth, infrastructure alignment, and long-range policy direction; and

WHEREAS, the Planning Commission finds that the updated Comprehensive Plan meets the criteria in Louisville Municipal Code Section 17.64.070 for amendments, including consistency with City goals and policies, avoidance of adverse impacts on services, and recognition of changed conditions.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Louisville, Colorado hereby recommends that the City Council adopt the updated Louisville Comprehensive Plan as presented in the Adoption Draft.

PASSED AND ADOPTED this 26th day of February, 2026.

By: _____
Steve Brauneis, Chair
Planning Commission

Attest: _____
Cullen Choi, Secretary
Planning Commission

Comprehensive Plan Edits Log for Adoption Draft

Updated 2/26/26

This table reflects the edits from the 95% draft to the adoption/public review draft

Edit Needed	Page #	Type of Edit	Specific Edits
Table of Contents (and subsequent header in document) mispelled Vision Statement	ii	Nonsubstantive	Correct misspelling
Table of Contents (and subsequent header in document) capitalize "development"	ii	Nonsubstantive	Capitalize "development"
Include Mayor's Welcome Letter	Introduction	Substantive	Inserted from Mayor
Remove all reference to "master" plans	Throughout	Substantive	Search and remove, only replace for Utility Master Plan that becomes Utility System Plan
Create print optimized file	Throughout	Nonsubstantive	Create a printer optimized version of the Comprehensive Plan that prints on 8.5x11 without spreads.
Make entire document ADA accessible, including appendices	Throughout	Nonsubstantive	Make entire document ADA accessible, including appendices
Update title and date of draft in header, footers	Throughout	Nonsubstantive	Title document "Adoption Draft"
Clarify that this Comprehensive Plan officially replaces the 2013 Comprehensive Plan	2	Substantive	Add text after the final paragraph of the "Purpose of the Comprehensive Plan" section (place as the last sentence before the "Ten Big Things.." section: "Upon adoption, this Comprehensive Plan replaces and supersedes the 2013 Louisville Comprehensive Plan as the City's official long-range policy document."
Ten Big Things to Get Right - "Protect and Enhance Open Space" edits	3	Substantive	Replace with "Protect, Preserve, Restore, and Strategically Acquire Open Space - Prioritize open space and access to nature as essential community assets while preserving and promoting native plants, wildlife, and their habitats."
Update Figure 2 Regional Context Map	8	Nonsubstantive	Replace with map that shows Louisville and surrounding city boundaries, open space areas, major roads
State that Comprehensive Plan repeals the McCaslin and South Boulder Road Small Area Plans	15	Substantive	Replace placeholder text under South Boulder Road Small Area Plan and McCaslin Blvd Small Area Plan with "Upon adoption of this Comprehensive Plan, the McCaslin Boulevard Small Area Plan is repealed and its guidance consolidated into this citywide framework." and "Upon adoption of this Comprehensive Plan, the South Boulder Road Small Area Plan is repealed and its guidance consolidated into this citywide framework." in their respective sections of the Summary of Key Existing Plans and Studies section.
Clarify purpose of the Comprehensive Plan Values	18	Substantive	Add text as first sentence of the Vision and Values chapter - "In this Plan, "Values" refer to the foundational principles that guide Louisville's vision, priorities, and decision-making. They provide a reference point for shaping strategies, goals, and policies throughout the Comprehensive Plan."

Update Engagement Window #4 summary	24	Substantive	Add text to Engagement Window #4 summary: "The final engagement phase focused on sharing the Public Review Draft of the Comprehensive Plan and gathering community input on refinements before adoption. This window included a well-attended open house and parallel online engagement opportunities, where residents reviewed the draft policies and provided feedback on proposed adjustments. Community input during this stage helped shape final revisions to ensure the plan reflects Louisville's priorities and values."
Placetype for Open Space color is wrong in legend in Figure 9	32	Nonsubstantive	Change Open Space color in the legend in Figure 9 to be the light green shown on the pie chart, and then change the park color in the pie chart and legend to be a darker green
Repeated sentence re: 67% of housing is single family detached	33	Nonsubstantive	Remove redundant sentence
Future Land Use Framework clarifying edits addressing residential development	34	Substantive	See narrative in revised plan
Line spacing off on p. 36 under Naturally Occuring Affordable Housing and Three Mile Plan Compliance sections	36	Nonsubstantive	Fix line spacing on this page
Missing Opportunity Area preface language	37	Substantive	See narrative in revised plan
Clarify that Placetype locations may vary and are intended to be flexible	38	Substantive	Add text to end of Placetypes section: "The locations of the Placetypes shown on the Future Land Use Map are not intended to be rigid. They provide decision-making guidance and should be considered alongside other policies in this Plan to evaluate how development addresses a range of community priorities."
Update open space placetype in summary table supporting land uses to "Passive Recreation and Agriculture"	39	Substantive	Replace "Parks and Recreation" in Supporting Land Use column with "Passive Recreation and Agriculture"
Strengthen language clarifying that building height transitions to existing low density neighborhoods apply	39	Substantive	See revised plan language
Move Table 2: Summary of Louisville Comprehensive Plan Placetypes to be adjacent to Figure 10: Future Land Use Map	39	Nonsubstantive	Move Table 2: Summary of Louisville Comprehensive Plan Placetypes to be adjacent to Figure 10: Future Land Use Map so they are side by side when looking at the document in a spread, each on their own individual pages.
Address that Old Town Overlay residential area within R-LD future placetype is unique	40	Substantive	Add bullet point under R-LD Development Considerations: "In areas designated R-LD that are also within the Old Town Overlay District, development should reflect the historic pattern of smaller lots, traditional building forms, preserved historic structures where feasible, and a scale and character consistent with Old Town."
R-LD and R-MX Placetypes Development Considerations narrative overlaps	40	Substantive	See narrative in revised plan.
Regional Center placetype images need to better reflect the Placetype descriptions	43	Substantive	Add back in image of US 36 BRT station area (Cinebarre site) and include image of four story mixed use development appropriate for Louisville

Add strategy that onsite affordable housing is a top priority for residential and mixed use projects	51	Substantive	Add the following Strategy LU 2.7 in Goal LU 2 ... Expand and Maintain Access to Affordable Housing ... "Require or incentivize onsite affordable housing units in new residential or mixed-use projects."
Add strategy that supports a diverse range of housing types within individual larger residential projects	52	Substantive	Replace Strategy LU 3.3 with "Require or encourage a mix of housing types, sizes, and price points within larger residential or mixed-use projects to foster inclusive, mixed-income communities."
Add "enhance" to Goal LU.7 Downtown Opportunity Area (Preserve *and enhance*)	54	Substantive	Revise Goal LU 7 to say: "Preserve *and enhance* Downtown ...."
Add strategy to address to leverage Sundance Film Festival and other festival types that could provide community benefits related to Community Places	65	Substantive	Add the following Strategy CP 2.6: in Goal CP 2. Encourage Social Connections Through Community Places and Events: "Collaborate with regional arts organizations and film festivals to host complementary events in Louisville, expanding cultural programming and community participation"
Add strategy to address to leverage Sundance Film Festival and other festival types that could provide community benefits related to Economic Vitality	69	Substantive	Add the following Strategy EV 4.3 in Goal EV 4. Encourage Innovation and Entrepreneurship to Support Startups and Creative Industries: "Partner with regional cultural events, such as the Sundance Film Festival, to attract visitors, support local businesses, and position Louisville as a hub for arts and creative industries".
Water Conservation header appears twice on p. 70	70	Nonsubstantive	Remove redundant header, replace with Water Treatment/Water Suppply per previous draft
Add strategy related to coordination with Xcel and ensuring reliable future power	75	Substantive	Add Strategy RR 1.4 under Goal RR 1: "Coordinate with Xcel Energy to plan for future power needs, reduce outage risks, and integrate renewable energy and backup systems into Louisville's infrastructure planning."
Add strategy addressing evacuation routes	76	Substantive	Add Strategy RR 4.4 under Goal RR 4: Enhance Emergency Preparedness: "Work with Boulder County Office of Disaster Management, Louisville Fire Protection District, neighboring municipalities, and utility partners to maintain coordinated evacuation plans for multiple hazard scenarios—including wildfire, flooding, and severe weather—ensuring clear communication, accessible routes, and inclusive protocols."
Address that the potential Goodhue Ditch trail connection is highly conceptual and the factors that need to be considered - map edits	79	Substantive	Add on Figure 17 Transportation Connections Map a callout box and some other way to make it stand out w/o changing color (e.g. a halo) with text "T5 – Goodhue Ditch Trail Connection is conceptual only. Future evaluation will occur outside this Plan (e.g., Trails Master Plan) and will consider ecological, agricultural, and legal constraints."
Existing underpass shown twice in legend on Figure 17 (Transportation Connections Map)	79	Nonsubstantive	Remove redundant underpass label on Figure 17 map
Address that the potential Goodhue Ditch trail connection is highly conceptual and the factors that need to be considered - text edits	80	Substantive	Add on Future Priority Transportation Improvements List to T5 Goodhue Ditch Trail Connection as the last sentence "This potential connection is conceptual and included for long-term consideration. Future evaluation will occur through separate planning efforts and will require coordination with stakeholders to address a range of topics including but not limited to ecological sensitivity, agricultural leases, consistency with the City Charter, easement availability, and safe at-grade crossings."

Confirm there is a strategy addressing importance of bus service in context of transit service	82	Substantive	Add the following to Strategy TR 3.3: "Evaluate expanded transit options, including buses, shuttles or microtransit, to better connect neighborhoods with key destinations and employment centers."
Goal TR 6 header appears twice	82	Nonsubstantive	Remove 1 TR 6 header
Add definition of "Value" as the term is used in the Comprehensive Plan	93	Substantive	Add Values definition: "Foundational principles that guide Louisville's vision, priorities, and decision-making. They provide a reference point for shaping strategies, goals, and policies throughout the Comprehensive Plan".
Match coloring of Plan Elements Summary tables with Plan Elements	30-31	Nonsubstantive	Match coloring of each of the subsequent Plan Element chapters by Plan Element (e.g., Land Use and Development is blue) within the summary table of all the plan elements and goals on pp 30-31
Replace Figures 12-15 (existing land use in Opportunity Areas) with future land use by opportunity area map, zoomed in	55-60	Nonsubstantive	Replace Figures 12-15 (maps of existing land use in Opportunity Areas) with future land use by opportunity area map, zoomed in
Add that updating the Inclusionary Housing Ordinance is a key part of the Development Code Update in the Action Plan	Action Plan	Substantive	Edit Development Code Update Summary to say "Comprehensively update Louisville Municipal Code Titles 16–17 to modernize zoning and development standards and processes to support economic vitality, sustainability, natural hazard resilience, and housing diversity and affordability, including an update to the inclusionary housing ordinance."
Update Parks, Recreation, and Open Space Long Range Action Item description	Action Plan	Substantive	Replace "Review and update the City's Parks and Recreation Department priorities for the next 10+ years." with "Update and implement the City's Parks and Recreation and Open Space Department priorities for the next 10+ years"; and add under "Why It's Important" column "Preserves and restore habitat to protect existing wildlife and preserve the existing user experience"

Public Email Comments on Comprehensive Plan 95% Draft 1/20/26 – 2/2/26

From: Norman Thompson <normanrthompsonbusiness@hotmail.com>
Sent: Friday, January 23, 2026 5:02 PM
To: Planning <planning@Louisvilleco.gov>; City Council <Council@louisvilleco.gov>; Jeff Hirt <jhirt@louisvilleco.gov>
Subject: comments on Comprehensive Plan

I read Bob Muckle and Matt Jones' opinion piece published in the Daily Camera.

I think they did an excellent job of laying out the concerns with the proposed Comprehensive Plan. Their points were all the same ones that I have been turning over in my head, thinking that I should write an editorial for the Camera myself, but they beat me to it – and did a better job than I would have.

I'd like to make these key points:

--- I would go even further than what Muckle and Jones say. I would like to see almost zero further housing development in Louisville. There are no "blighted" areas that I am aware of in Louisville that would benefit by being developed as residential properties. Open areas that are not currently developed should either be used for commercial development (specifically, at Centennial Valley and Red Tail Ridge). Other open areas should be preserved as open space. But I could see myself supporting some minor additional housing built in Louisville.

--- I am absolutely opposed to a height increase of any kind. There are already buildings in Louisville that should never have been allowed to be as high as they currently are (specifically, the condos/townhouses just south of Sweet Cow, and the monster 3-story houses on the corner of Bella Vista and Roosevelt). To add yet more towering buildings, even in limited areas, goes against the small-town "look" that has been for the most part maintained in Louisville.

--- I am absolutely opposed to any residential buildings at Red Tail Ridge. As I recall, the original plan proposed by the developer of Red Tail Ridge included some senior housing. There was push-back from the community, expressing the concern that this outlying housing development did not fit in with the character of Louisville — that Louisville's housing should all be contiguous.

--- I am opposed to development of the funny little triangular property to the east of Courtesy Road/Highway 42, south of the ball fields. That should be preserved as open space. All the land east and north of Highway 42 should be preserved as open space and buffer between our town and Lafayette.

--- I am disheartened that the 2013 Comprehensive Plan, which was much more oriented towards slow growth and a preference for commercial development over residential development, has been thrown out the window and replaced with a proposed comprehensive plan that reverses much of the philosophy of the 2013 document. My philosophy (and that of everyone else that I have spoken with about this subject) is much more aligned with the philosophy of the 2013 plan.

--- I have serious concerns because the community input that was much of the basis of the proposed Comprehensive Plan came from community in-person meetings and an on-line survey. For both of these sources of input, the participants were self-selected and therefore may not accurately represent the opinions of the community as a whole.

--- I am saddened and disappointed that the writers of the proposed Comprehensive Plan seem to have applied the idea of "how to create a survey that supports your pre-conceived plan." Specifically, on page 36 of the proposed Comprehensive Plan is a sidebar with this text in it: "**Community Support for Mixed Use Development** 79% of Louisville residents polled in a statistically valid survey support redevelopment of underutilized commercial land for mixed use housing and businesses in Louisville. (Source: Louisville 2024 Community Survey)" I found this percentage to be surprising. Based on my conversations with other Louisville Residents, there is a much lower interest in this kind of development. So I went searching in the survey on the Louisville website to find out more. Here is what I found: Most of the 2024 survey questions are what I call "mom and apple pie" questions – avoiding anything specific or controversial (for example, rating "Adequacy of parks, bike paths, playing fields and playgrounds"). But at the end of those types of questions was this very specific question:

Imagine a commercial area with several vacant storefronts and empty parking lots. How much would you support, if at all, the development of mixed-use housing and businesses in this area?
Strongly support
Somewhat support
Somewhat oppose
Strongly oppose
Don't know

It was apparently the results of this question that were summarized in the sidebar that I quoted above. This is clearly a distortion of the survey results. Even I, a minimal-development person, might have checked the "Somewhat support" box for this question. But I don't know of any place in Louisville that falls in this scenario. One might argue that the empty Kohls and Sams Club buildings on McCaslin were similar to this category, but they are now vibrant new developments. To take the results of this question and summarize it as "79% of Louisville residents polled in a statistically valid survey support redevelopment of underutilized commercial land for mixed use housing and businesses in Louisville" is a distortion. This type of distortion seems evident to me when the Plan supports much more dense and vertical housing construction than is supported by the community input.

--- Looking over the results of the community outreach meetings and survey, there is some support for medium-density development, but little support for high-density development. In the on-line survey, Scenario B (with the most housing development) was only selected by one person. Three people selected option C (less new housing but still quite a bit). These were far outweighed by option A (stay the course with modest increases in housing) with 23 votes, and all these were far outweighed by "Other" with 37 votes. (I would have voted "other.") Strangely, these results do not match well with the in-person results, which had a much higher percentage of people supporting options B and C. Part of the explanation is that this is comparing apples with oranges – the in-person options did not include an "other" option. Another issue here is the definition of "high-density" vs. "mid-density" housing. Is the big block of 3-story apartments just west of Walgreens on McCaslin considered high-density or mid-density? There is almost no green space around it; I would call this

high-density. Are the Copper Crest Condominiums at the corner of Dillon Road and Dahlia high or mid? I would call that high-density, but I suspect that our city planners would consider that to be mid-density.

--- I see the term “affordable housing” thrown around a lot, including in the proposed Comprehensive Plan. I do not believe that any new housing that is built in Louisville is going to be “affordable” unless it is subsidized by the City. The high-density mixed-use development at Delo Apartments has apartment rents that start at $1,545/month for a studio apartment and go up to $2,665. Prices are similar for the apartments at Steel Ranch. Building more housing in Louisville is not going to make a bit of difference to affordability.

--- The job of developers is to make as much money as possible. Although they always talk a good line about how their project will be an asset to the community, each of you (our city council members and planners) must always keep in mind that developers’ real goal is to maximize their profits. On the other hand, your job is to represent the interests of the thousands of citizens of Louisville, those who live here now and those who will live here in the future. You all need to be strong-willed and push back against these developers. You have to stand up for the thousands, not the handful of developers, who probably don't even live in Louisville. If they don't make the maximum amount of money that they were hoping for because you told them, "Sorry, but no," then so be it. That's your job. You need to tell them, “Sorry, too dense; too tall; not enough parking; not sufficient access roads; not in character with the neighborhood; it'll create traffic problems; not enough open space left around the development; we're not going to let you cheat on the height limitations by putting flat roofs on residential buildings so you can make them 3 stories tall…” and so on.

--- I am absolutely opposed to rezoning areas to allow residential development on them. Once an area is rezoned to allow residential, there is no going back. Developers will pounce on this opportunity to maximize their profits as soon as possible.

--- I would encourage every one of you who is reading this letter to take a drive down US 36. Better yet, have someone else drive so you can look out the window without having to pay attention to the traffic. Start at McCaslin and drive to Sheridan. Look at the urban sprawl along that route. Starting in Superior and continuing through Broomfield you will see one high-density apartment/condo/townhouse development after another. They are all crammed in on their property and are 3 to 5 stories tall. Is this what you want Louisville to look like? I sure don’t want that. But that seems to be where this proposed Comprehensive Plan is heading us.

In closing, I’d like to quote from Dr. Seuss. Yep, that’s right, a children’s book. *The Lorax* is a cautionary tale of corporate greed and development for the sake of development. “I'm figgering on biggering and biggering and BIGGERING and **BIGGERING**! Turning MORE Truffula Trees into Thneeds which everyone, EVERYONE, **EVERYONE** needs!” (No, we don’t “need” more housing in Louisville. There is plenty of new housing going in in Broomfield and other areas. Let people live there, not cram into Louisville. No, Louisville does not need to keep biggering and biggering. It’s plenty built out now. Any new growth should be in-filling areas that are already committed and zoned for commercial/industrial/retail use. And more open space should be bought to protect Louisville from the ugly urban sprawl that is pressing in on our beloved town.)

I love Louisville. I love the feel of the town. Please don’t compromise the small-town character of Louisville with new housing developments.

Thank you for your time reading and considering my concerns.

Norman Thompson
(Resident of Louisville for about 35 years.)

From: Jodi Ealy <ealyshome@gmail.com>
Sent: Tuesday, January 27, 2026 7:04 AM
To: City Council <Council@louisvilleco.gov>
Subject: Comp Plan

Dear Louisville City Council,

As a decades-long resident of Louisville, I urge you to listen to the citizens you represent and reconsider the massive growth currently under discussion.

Please exercise greater responsibility regarding our city's development to avoid lasting negative impacts on our community. Once these changes are implemented, they cannot be undone. I ask that you prioritize the long-term well-being of our city and its residents and scale back the development.

Best regards,

Jodi Ealy

From: Pat Bowen <pattipt@msn.com>
Sent: Monday, January 26, 2026 11:31 PM
To: City Council <Council@louisvilleco.gov>
Cc: Planning <planning@Louisvilleco.gov>
Subject: Comprehensive plan objection

We adamantly oppose the massive increase in growth for our city in the proposed comprehensive plan. The idea that high density housing will bring down housing prices is erroneous. You have only to look to Boulder to see that this is true. The idea that you were proposing, a 46-67% increase in housing units makes us shudder. We moved here 13 yrs ago from Boulder after 30+years there because we craved the small town atmosphere that Louisville provided and that Boulder had lost, and to get away from the unchecked expansion in Boulder. Please don't turn Louisville into another Boulder!!! The plan would increase the population here by another 10 to 15,000. It would destroy what we all care so much about now. We can expect more crime, more traffic, more crowding at our parks, our rec center and our wonderful downtown. McCaslin is already turning into a freeway with speeding cars and traffic especially during rush hour. Davidson Mesa Trails are more and more crowded. and you want to add another 10 to 15,000 people to this??? Small, reasonable well-planned growth is expected. But what you are now proposing is way beyond that. Please stop and change this proposal! You will be driving away longtime residence if this continues to go through.

Patti and John Bowen
1214 W Pine Ct
Louisville

From: heather gardner <hg.indigoink@gmail.com>
Sent: Monday, January 26, 2026 5:58 PM
To: City Council <Council@louisvilleco.gov>
Subject: Comprehensive Plan

I am opposed to the current comprehensive plan for Louisville for several reasons.

1. Too much growth too fast!
Our city has been celebrated as one of the best places to live in the US. One of the most compelling aspects of our city is that it maintains a small town, family atmosphere. I'm not opposed to growth at all, but the scale of growth in the plan is way too large.

2. Supply and demand is a faulty argument.
Many have said that if we provide more housing, prices will go down. However, demand is about more than housing availability. In beautiful, desirable places to live, demand will stay high, and prices will stay high no matter how many houses you build……until you wreck the beauty with too many people, too much traffic and crime, and not enough city services to keep up with growth. The only people who profit from this scenario are developers and real estate agents. Those of us who live here will suffer from the lack of foresight.

Please keep the growth in your comprehensive plan to 20 or 25%! I beg you not to ruin the small town atmosphere of our beautiful city.

Sincerely,
Heather Gardner
1158 La Farge Ave.
Louisville, CO 80027

From: michelle_reddy@comcast.net <michelle_reddy@comcast.net>
Sent: Monday, January 26, 2026 12:01 PM
To: City Council <Council@louisvilleco.gov>
Subject: I oppose the proposed Comprehensive Plan

Remember when Louisville was rated one of the best towns in the NATION to live in? Well, if the Louisville City leaders continue with the proposed comprehensive plan, it will become a distant memory. Not every city needs to be like every other. For some reason, I thought I voted for leaders to maintain our small-town feel…or did I, but those elected are failing in their mission?
--Michelle Reddy
750 Club Circle
Louisville, once one of the best towns to live in

From: Chris Gabriel <chrisgabriel101@gmail.com>
Sent: Tuesday, January 27, 2026 9:51 AM

To: City Council <Council@louisvilleco.gov>
Subject: in favor of the comprehensive plan

Hello
Just writing that I"m in favor of the comprehensive plan. I do wish it rezoned more around Old Town to allow denser housing, but I'm glad we aren't being stagnant. Please don't listen to the people who think we need to freeze Louisville as is. We need to keep adding people if we want to maintain our status as a dynamic small town.

Thanks
Chris

From: Barbara Lamm <barbara.lamm@comcast.net>
Sent: Friday, January 23, 2026 4:59 PM
To: City Council <Council@louisvilleco.gov>; Planning <planning@Louisvilleco.gov>
Subject: Increased housing units

Dear Louisville City Council and Planning Commission Members,

While I understand the need for more "affordable housing" in our beloved little city, I am deeply concerned about the proposed growth in the update to the Louisville Comprehensive plan. The recent plan that would have increased the population by 28% seemed like it would take some adjusting to, but 46-67%, as suggested in the new update, is simply untenable. The crowding on streets and in grocery stores and restaurants, on trails and our local golf course, our beloved Recreation Center and Library will be really awful. What about services such as water supply and treatment, street maintenance, trash pick up?

I just shudder to think about it. And I'm not the only one. Everyone of my neighbors that I talk to feels the same way. It's going to ruin nearly everything we love about our special Louisville. I'm begging you to please, please reconsider and if ANY increase in population is deemed necessary and unavoidable, please consider holding it to a more reasonable 20%-25%.

Thank you very much for your consideration!
Barbara Lamm
_-_-_-_-_-_-_-_-_-_-_-_-_
Barbara Lamm
303-494-5318 - home
720-938-5755 - cell
Barbara.Lamm@comcast.net
324 Diamond Circle,
Louisville, CO 80027
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Email City Council and the Planning Commission at: Council@louisvilleco.gov and planning@louisvilleco.gov and write that we want reasonable and responsible growth, not the proposed massive growth.

Louisville residents! The City is proposing a massive increase in housing and population in the Louisville Comprehensive Plan update. YOU need to speak up now if you want a more reasonable and responsible growth rate. The draft Plan proposes a 46%-67% increase in housing units when you add up all the housing units in Table 1 of the Plan. These additional housing units would increase Louisville's population from the current 19,889 up to an estimated 29,388-33,410 people! The City recently developed a housing plan that recommended a more reasonable total population of 26,000 people, a 28% increase. We don't understand why the City completed the plan, but is not following it.

Louisville has been voted the best small city in America multiple times. The massive 46-67% growth will damage our unique small-town quality of life and likely threaten City finances.

A massive increase in population will create many problems. There will be a substantial increase in frustration, crowding, and conflict while driving around town or out on the trail. There will be more crowding at the recreation center and library. Much more water will be required–water that has become enormously difficult and expensive to acquire and treat. There is the possibility of more crime. All this will result in the loss of our unique small town feel. Wildfire routes will be even more jammed and dangerous. People are already complaining about these things. Imagine what it will be like with more than a 50% or 60% increase in residents?

A massive increase in population will likely undermine already stretched city finances, hurting services like street maintenance, and may require increased taxes. Typically, housing does not pay its way and commercial and industrial development subsidizes the cost of services for residential properties. At a minimum, the City Council should conduct a marginal cost analysis in order to understand what the financial trade offs are before they approve the plan.

This massive growth is meant to make housing more affordable. But building more units of market rate housing, far in excess of the Housing Plan goal, and thinking housing will be less expensive is wishful thinking. This is born out in Louisville's own experience. During the time frame when Steel Ranch, North End, and DELO added thousands of housing units, the cost of local housing, both housing prices and rent, steadily increased. We agree there is a big housing affordability problem, but this Plan's massive market rate growth unfortunately will not meaningfully address it.

We think the city should adopt a more reasonable and responsible growth rate of 20%–25%. This is still a large increase, but it would better maintain our great quality of life. Even 20-25% growth will create problems, but they will be far more manageable.

We believe most Louisville residents support moderate growth and not the massive growth currently in the Comprehensive Plan. This is based on thousands of conversations with residents over time. Our belief is backed up by a citizen survey conducted for the Comprehensive Plan. The citizen survey presented an imbalanced scale of growth choices. Scenario A was low growth and Scenarios B and C were for larger growth. There was no modest growth scenario. As a result of this scale defect, "other" was by far the biggest response (40% of total responses) and most of those responses were for modest growth, like the responses we personally submitted. The second biggest category (25%) was Scenario A for low growth. Taken together most people wanted modest, reasonable, responsible growth, not massive growth.

-----Original Message-----
From: Susan Bolduc <sueboldu c3@gmail.com>
Sent: Wednesday, January 28, 2026 10:39 AM
To: City Council <Council@louisvilleco.gov>
Subject: Irresponsible growth

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

Planners, the amount of proposed growth to Louisville is extremely irresponsible . Already stretched thin are facilities at the recreation center and medical facilities. (To just mention two…) Getting a medical appointment has to be scheduled way out, and parking at the rec center seeps out into Via Appia. (Not to mention the huge class sizes) I'm sure these and my additional concerns will be addressed in detail tonight, as I've heard of many!
Please reconsider this thoughtless proposal.
Regards, Sue Bolduc (Club Circle)

From: Richard Simpson <rsim586133@aol.com>
Sent: Saturday, January 24, 2026 4:00 PM
To: City Council <Council@louisvilleco.gov>
Subject: Louisville Comp Housing Plan

My wife and I have owned our home in Louisville for 30 years and have found it to be a wonderful place to live.
The Louisville Comprehensive Plan is proposing a 46%-67% increase in housing units which would result in a massive 30% increase in population. Even a 20-25% increase in housing units would create problems.
This is simply not acceptable for Louisville and would cause crowding, traffic problems, over use of library Post Office, and Rec Center. A 30% increase in population would ruin what is currently a wonderful sized city
Water is already an expensive problem and if we are faced with a shortage based on current historic low snow pack, we could be in serious trouble let alone with 30% more housing.
I think most Louisville residents would support moderate growth but not the massive growth currently in The Comprehensive Plan .
Richard Simpson
1560 Ridgeview Dr

From: Kim Poletti <casa_poletti@comcast.net>
Sent: Tuesday, January 27, 2026 4:00 PM
To: City Council <Council@louisvilleco.gov>
Subject: Louisville Comprehensive Plan Feedback

Dear City Council,

I would like to be on the record as a Louisville citizen against the current draft Comprehensive Plan proposing a 46%-67% increase in housing units in Table 1 of the Plan. This is an unreasonable increase that will erode the small-town feel Louisville has, and does not follow the previously City-approved housing plan of 28%.

A total housing increase of 46%-67%, would increase the population by 50%-60%. This is a signifiant amount and will cause crowding at the recreation center and library, a significant increase in traffic, and will require much more water as we continue to suffer from climate change effects in terms of lower annual snowpack.

I would like to request that the City Council reject this draft plan and stick to the previously approved 28% increase which will allow the citizens of Louisville to continue to enjoy the small-town feel they value.

Thank you,

Kim Poletti
303.877.2507

From: Thomas Lepak <thomas.f.lepak@gmail.com>
Sent: Saturday, January 24, 2026 9:55 PM
To: City Council <Council@louisvilleco.gov>
Subject: My comments about the proposed Louisville Comprehensive Plan

Some residents want no growth. Some want some growth. Others feel we will be best served through greater growth.

With the City's consultants, planning department, and council providing so little data, how can any Louisville resident such as
myself have an informed discussion with neighbors and ultimately reach a rational choice through analysis?

Other than a brief post pandemic surge, Louisville's population total has been relatively stagnant over the past dozen years.
Has the population age distribution changed over this time?
What are the current 2030 population and age distribution forecasts?

What are the City's current fiscal buffers and constraints?
What are the City's current staff buffers and constraints?
What are the City's current physical plant capacity buffers and constraints for numerous public services such as schools,
water, sewer, library usage, Rec Center usage, etc.?

What are the City's current transit capacity buffers and constraints?

What is the current housing mix (single family, townhouse style, multi-family apartments, mobile homes, etc.)?
What is Louisville's current market rate and affordable housing mix?
Has there been any community agreement on the proposed mix for each growth scenario?

What existing Louisville qualities must be maintained under all growth scenarios?
What existing Louisville qualities might be improved under each growth scenario?
What existing Louisville qualities would be degraded under each growth scenario?

What are the resident age distribution forecasts for each proposed growth scenario?

At what growth level, if any, would school expansions be required?
At what growth level, if any, would a library expansion or branch be required?
At what growth level, if any, would a Rec Center expansion or branch be required?

At what growth level, if any, would further open space be acquired?
At what growth level, if any would the City need to secure more water rights?

How would the City's fiscal health be impacted by each growth scenario?

It would be hoped that with this data an optimal growth rate would organically percolate to the top and be strongly supported by the majority of the Louisville citizenry.

Thank you for all you do,

Thomas Lepak
846 Saint Andrews Lane
Louisville, CO 80027

From: lkhelma@comcast.net <lkhelma@comcast.net>
Sent: Wednesday, January 28, 2026 10:41 PM
To: City Council <Council@louisvilleco.gov>
Subject: New comprehensive development plan

To whom it may concern. I have lived in Louisville for more than 45 years having moved from Boulder after completing my degree programs at CU. Louisville is a very unique and special place. If this “development plan” is enacted it will surely erode everything about what makes Louisville so special. We are still a small town with a neighborly feeling. We are not inundated with fast food joints and bee hive apartment living. We are close enough to Denver and Boulder if we want to experience the so-called benefits of a more developed city, but we don’t live in a sprawl that prevents neighborhoods. This plan is misguided and unnecessary. Please rethink what you alone have the power to change before it is too late. The dollar signs lighting up in your eyes are not worth it.
Respectfully,
Laurie K Helma
752 Club Circle

From: psim1560@aol.com <psim1560@aol.com>
Sent: Friday, January 23, 2026 5:03 PM
To: City Council <Council@louisvilleco.gov>
Subject: Please rethink massive growth in Louisville

Dear Louisville Council Members
When is enough enough? Why do we need to increase the housing and population of Louisville so much? Where do you plan to build all of those new houses?
I moved to Louisville 30 years ago and have enjoyed the small town atmosphere in the past. However, in recent years Louisville is becoming over crowded in my mind. Many places I used to frequent have become too crowded. I used to like going to the Friday night Street Faires. But now there are too many people and too many dogs.
I used to like riding my bike down to the Farmer’s Market on Saturday mornings. But now it is too crowded and not enjoyable. What will it be like with 10,000 more people living in our city.

I use the Louisville library but that too has become more competitive since we share it with Superior. Time for them to build their own library if we are having to share it with 30,000 more people.
The charm of our town that people like and move here for, will be destroyed with as much new development as proposed. We'll just be another crowded Colorado city. I quit going to the mountains because of all the traffic on I-70. I quit skiing because of the expensive lift tickets and crowds on the slopes. With Louisville, Denver and surrounding areas building massive new housing, what do you think that will do to traffic in the mountains? Fees for parking, hiking, and recreating in the mountains keeps increasing. I no longer go to Rocky Mountain National Park because I don't like having to make a "reservation". I used to just enjoy going for a hike when we had a nice day.
Why did you kick Carrabba's out of town? That was my favorite restaurant. What are you proposing to do with that building? Build low income housing?? Too bad you forfeited the tax base of Sam's club and sold that large property to a church. My personal opinion is that if churches can afford to buy and remodel such large properties, they should pay taxes. (Accent, Flatirons, the big church on 42 and Niwot Road, etc.)
We are close to watering restrictions as it is. How will all the water useage required for all these new homes affect the rest of the residents?
I'm not even sure I agree with what is termed "reasonable growth rate" that was originally proposed. A 20-25% increase making a total population of 26,000 is a big increase and will create problems for those of us currently living in Louisville.
Where did the 46%-67% proposal come from? I thought the city had already agreed upon a reasonable, responsible growth, not massive growth plan. Has anyone actually analyzed all of these issues and determined how massive growth would benefit Louisville financially? More work needs to be done!! **Stop massive growth in Louisville**.
Peggy Simpson
1560 Ridgeview Dr.
Louisville, CO 80027

From: Fred Berkelhammer <fredberkel1234@gmail.com>
Sent: Monday, January 26, 2026 11:15 AM
To: City Council <Council@louisvilleco.gov>
Subject: Proposed "opportunity areas" in comp. plan

I oppose the plan, due to the parking, traffic, noise and other impacts on downtown residents. I'm not opposed to density in theory; but the lots here are small, it is already dense. And: It is not fair to impose even greater density on people who made the choice to live in this neighborhood because we were attracted to the small town residential feel.

Those of you who are motivated by ecological and global concerns (which I certainly share) need to balance your principles with common courtesy for your neighbors. Increasing density downtown will not improve the air quality here. There is plenty of space available to engineer density in undeveloped areas: Create it where those who buy in know what they are signing up for. That's a more honest approach. You can accomplish your goals and be good neighbors.

Fred Berkelhammer

From: Andy Johnson
To: Rob Zuccaro; Jeff Hirt
Subject: Comp Plan Feedback
Date: Monday, January 19, 2026 10:31:18 AM

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Hi Rob and Jeff,

Sorry I ran out of time during my public comment. Below are my recommendations to strengthen the draft of the current Comp Plan update. Again, amazing work on the Comp Plan!!

Recommendations to Strengthen the Plan

While the draft is excellent, I have several technical recommendations to ensure it is as thorough and effective as possible:

- ***Modernize Land Use and Density Calculations:*** *We must remove density restrictions (units per acre) from* ***R-LD (Residential-Low Density)*** *and* ***R-MX (Residential-Mixed)*** *placetypes. Under current draft language, an 8-unit-per-acre density calculation equates to a minimum lot size of approximately 5,500 square feet. This mathematical requirement simply does not work for small-sized lots or fee-simple attached single-family units. To fix this, we should strike the word "limited" from these descriptions and explicitly add* ***"single-family detached and 2-unit attached (duplex)"*** *to the list of Primary Land Uses. This prepares our code for the necessary removal of minimum lot size restrictions and allows for more flexible, diverse housing options.*
- ***Create a Path for Incremental "By-Right" Housing:*** *The City should establish an easy,* ***"by-right" path for duplex conversions*** *of existing homes in all residential districts. This type of incremental change is a powerful tool; it provides a significantly more affordable entry point into Louisville than a new detached home. Most importantly, it achieves this with almost zero impact on the physical scale or character of our existing neighborhoods.*
- ***Revitalize Downtown and Key Corridors:*** *It is time to* ***repeal and replace the McCaslin Blvd and South Boulder Road Small Area Plans****. Furthermore, the* ***Downtown Design Handbook*** *must be completely redone. At nearly 30 years old, the current handbook is tired and tends to generate derivative architecture. It limits downtown's capacity to support meaningful, modern spaces. In Goal* ***LU7****, we should replace the word "preserve" with* ***"enhance"****. "Preserve" is too restrictive and often prioritizes "sameness" over creative architectural solutions. Additionally, we should explicitly add* ***"hospitality"*** *as a primary placetype for Downtown.*
- ***Distinguish the Old Town Overlay:*** *The plan must clearly address the* ***Old Town Overlay Zoning District*** *under the R-LD Placetype. This is a critical distinction that describes our historic downtown area in contrast to the suburban-style development of*

other detached single-family neighborhoods.

- ***Prioritize Connectivity and Nature-Based Solutions:*** *We must follow through on all new trail connections, specifically maintaining the* ***Goodhue Ditch Trail (T5)*** *connection to Redtail Ridge. We should also add comprehensive way-finding signage that notes distances to destinations in miles. I strongly urge the Council to adopt the* ***Sustainability Advisory Board's*** *recommendation for* ***"Nature-based solutions,"*** *including incorporating street trees into downtown and enhanced green infrastructure for newly proposed developments in RTR, Centennial Valley, and South Boulder Road.*

I wonder if the City would want to develop a Housing Advisory Board that could act similarly to a CDC (Community Development Corporation) to follow up on deed restricting existing housing stock for affordable housing?

Andy

ANDY JOHNSON, AIA
w: dajdesign.com
o: 303.527.1100
m: 303.249.1624
vCard

From: Betty Solek
To: Jeff Hirt
Subject: Draft Comprehensive Plan comments
Date: Monday, February 2, 2026 10:43:27 AM

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

First I would like to congratulate the planning staff, council and planning commission on developing a progressive and well organized comprehensive plan. I think this document will give useful direction for the coming years as the community changes.
Some of my comments are quite specific and hopefully they will be useful in revising the current language. I have provided suggestions where I think the comments would fit within this draft.
Thank you for considering my input.

Betty Solek

p. 29 COMP Plan: Housing
This discussion needs to remove the repetition of the first sentences. Also, the discussion about change in housing values could be better presented in a table.

Last paragraph of the discussion is very important. It's the place where the housing types desired by the community are identified. I'd like to see a sentence that massive blocks of apartment buildings are not desired by this community. These massive blocks do not integrate with the small town character of Louisville and will be an incompatible building type, even with the density proposed for the Centennial Valley and RedTail Ridge.
I realize the zoning code will address specific design standards but a statement in the housing section about what kind of housing type we want to encourage is needed. Architectural diversity, building height variety and green infrastructure could be used as general terms to provide this direction.

P, 31 Future Residential Growth Estimates
What are the housing types which are the basis of the future residential units shown in the table of this section? Again, are these massive blocks of apartment buildings, townhomes, cottage courts? Does the state statue specify the type of housing that can be identified in the comp plan and zoning? **Redtail Ridge and McCaslin Opportunity places** seem especially high numbers of additional housing units. **What is the basis for the highest number of housing units in these two Opportunity Places?**

p. 37 Discussion of Future of Residential Growth
This discussion does not specify which types of housing units will generate the residential uses which are the basis of the maximum potential new residential units presented in the table in the bottom corner of this page. Can a density of housing units /acre be added to this table so the public can understand what types of housing units generate different densities?

Why is the NOAH (naturally occurring) overlay only applied to S. Boulder Rd.? That zone does not seem large enough. I think there are also opportunities for NOAH overlay along Cherry St. and the intersection of Washington St. and S. Boulder Rd. that are not identified.

LU 2.1 Expand and Maintain Affordable Housing
Reduction of fees and other tools could be used to encourage maintaining this type of housing.
There was a comment on the 0027 group Facebook page about making it easier for single family home owners to renovate to add housing units within their home. Perhaps there is more support for an extension of the NOAH overlay than one might expect.

P. 52-54 Transportation Goals and Strategies
This section does not identify or include strategies to address the lack of safe pedestrian crossings between transit stops on opposite sides of McCaslin. These are especially needed between Cherry St and Century Dr.

P. 57 What does CS 5.4 under the Goal CS 5 (p.57) mean for implementation of Stormwater Management Plan? It seems this statement should be stronger with respect to "low impact design". Low impact design strategies should be tested and implemented. City projects could be used as "demo projects The use of these "Green Infrastructure" techniques starts at the grading plan development of a project, whether it's a new project or redevelopment. P. 41 and p. 50 Development Considerations could be a place to give this direction to both public and private projects to incorporate these stormwater quality design approaches. I think Green Infrastructure approaches need to be employed to address urban heat island impacts.

I strongly urge the Council to adopt the Sustainability Advisory Board's recommendation for "Nature-based solutions." Boulder County has developed a handbook for these type of approaches. (bouldercounty.gov/wp-content/uploads/2025/04/Designing-Resilient-Landscapes.pdf). Goal language is needed to support incorporation of permeable paving, rain gardens and vegetated swales into Downtown Opportunity Area (P. 39) and redevelopment and new projects and green infrastructure techniques for goals and strategies of

Centennial Valley, and South Boulder Road Opportunity Areas. These are our best opportunity areas to integrate use these Green Infrastructure techniques into overall site design.

Glossary (p. 59): Should include description of "Green Infrastructure.

From: Planning
To: Jeff Hirt
Subject: FW: Opposition to the Proposed plan
Date: Wednesday, January 28, 2026 3:17:13 PM

From: Nancy Bigelow <nancybigelow@aol.com>
Sent: Wednesday, January 28, 2026 2:55 PM
To: Planning <planning@Louisvilleco.gov>
Subject: Opposition to the Proposed plan

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To Whom It May Concern,

As a resident of Louisville for 27 years, I am deeply concerned about the proposed growth for our community. I understand that we have an aging population and some growth is needed, but the proposed plan is over-the-top, and I do not support this plan. I support the plan proposed by Bob Muckle and Matt Jones. Their research is reasonable and sustainable.

As others have mentioned, there is great concern for the integrity of our community and for the water supply.

Please move toward being more conservative. This is an agressive plan.

Nancy Bigelow
405 Fairfield Lane

From: Planning
To: Jeff Hirt
Subject: FW: Comprehensive plan objection
Date: Wednesday, January 28, 2026 9:30:09 AM

FYI

From: Pat Bowen <pattipt@msn.com>
Sent: Monday, January 26, 2026 11:31 PM
To: City Council <Council@louisvilleco.gov>
Cc: Planning <planning@Louisvilleco.gov>
Subject: Comprehensive plan objection

[EXTERNAL EMAIL] From outside of City of Louisville DO NOT CLICK links or attachments unless you validate the sender and know the content is safe.

We adamantly oppose the massive increase in growth for our city in the proposed comprehensive plan. The idea that high density housing will bring down housing prices is erroneous. You have only to look to Boulder to see that this is true. The idea that you were proposing, a 46-67% increase in housing units makes us shudder. We moved here 13 yrs ago from Boulder after 30+years there because we craved the small town atmosphere that Louisville provided and that Boulder had lost, and to get away from the unchecked expansion in Boulder. Please don't turn Louisville into another Boulder!!! The plan would increase the population here by another 10 to 15,000. It would destroy what we all care so much about now. We can expect more crime, more traffic, more crowding at our parks, our rec center and our wonderful downtown. McCaslin is already turning into a freeway with speeding cars and traffic especially during rush hour. Davidson Mesa Trails are more and more crowded. and you want to add another 10 to 15,000 people to this??? Small, reasonable well-planned growth is expected. But what you are now proposing is way beyond that. Please stop and change this proposal! You will be driving away longtime residence if this continues to go through.

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